

Planning Committee 2 June 2026
Report of the Assistant Director of Planning and Regeneration

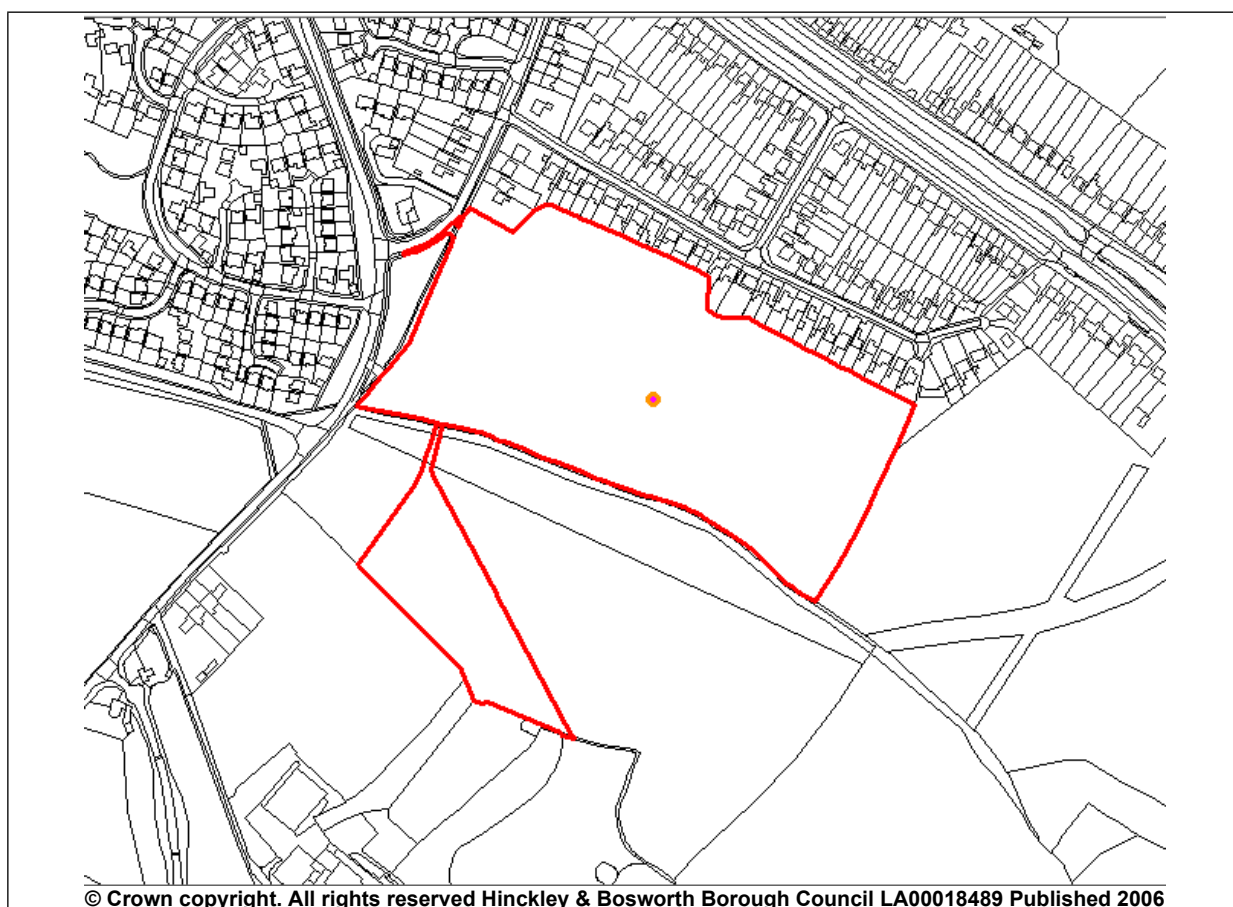


Hinckley & Bosworth
Borough Council

Planning Ref: 25/00676/OUT
Applicant: C/O Agent
Ward: Groby

Site: Land South Of Jacqueline Road Field Head

Proposal: Outline planning application for the erection of up to 135 dwellings, amenity space, areas for outdoor play, landscaping and all associated infrastructure (all matters except access reserved)



This application was taken to the previous Planning Committee 7th April. The previous committee report is attached as Appendix A and the late items / supplementary agenda is attached as Appendix B.

1. Recommendations

1.1. Grant planning permission subject to:

- The entering into of a S106 Agreement (as per the Heads of Terms set out in Appendix A and B);
- Planning conditions and notes to applicant outlined at the end of this report (paragraphs 5.2 and 5.3); and

- That the Assistant Director Planning and Regeneration be given powers to determine the final detail of planning conditions and obligations (including trigger points and claw back periods).

2. INTRODUCTION

- 2.1. This addendum report has been produced following the deferral of the decision at the 7th April committee.
- 2.2. This report addresses highways matters arising from the development, in the light of objector comments and comments made during planning committee.

3. OVERVIEW OF HIGHWAYS MATTERS

Transport Modelling

- 3.1. The Supplementary Agenda to the 7th April Committee (Appendix B) provided further justification for the transport modelling approach, which was provided by the applicant and accepted by the Highway Authority.

Approach to mitigation

- 3.2. The development proposals will contribute to the Coalville Transport Strategy, specifically to the package of improvements planned for the Field Head roundabout. The contribution to the scheme is £659,340. Without this contribution the impact of the development would be considered severe in highways terms.
- 3.3. There is no planned improvement scheme for the Ratby Lane/London Road junction and so a contribution to the Field Head roundabout is considered the most appropriate response to see timely mitigation of the development's impacts.
- 3.4. In any event the development is forecast to lead to one additional vehicle queuing at the Ratby Lane/London Road junction, which would amount to an additional ten second delay. This would not be regarded as a severe impact and it would not be reasonable to resist the development proposals or seek additional contributions on this basis.
- 3.5. The provision of contributions towards large scale improvements to mitigate a cumulative traffic impact is a standard approach adopted nationwide. This is to ensure that developments make a proportionate contribution to highways improvements projects and that mitigation requests are CIL compliant. Whilst there will be developments coming forward in advance of the mitigation in these cases, the LHA considers that the ultimate benefits of this reasonable and widespread approach would outweigh the temporary harm that may arise in terms of traffic impact in the interim.

Highway Safety

- 3.6. Objections have been received from members of the public about the occurrence of road traffic collisions in the vicinity of the site. Based on records of Personal Injury Collisions, the LHA advise that the incidents do not point to wider trends in the vicinity of the site and that the recorded incidents have been categorised as 'slight'. A contribution towards the wider improvements of the Field Head roundabout has been requested.

Public Transport Accessibility

- 3.7. Objectors have noted that bus services/frequencies have changed since the planning application was submitted. When considering the transport sustainability credentials, from a transport point of view, the centre of the site is still within a 700m walking

distance to bus stops located on the A50 which provide a half hourly bus service between Leicester and Coalville.

- 3.8. The submitted Travel Plan will promote the use of bus services amongst future occupants of the development. The use of local bus services by future residents of the site will most likely assist with ensuring the future sustainability of the bus service.

Walking Environment

- 3.9. Objections have raised concerns about the walking environment surrounding the site. An officer has walked the route and is aware there is a traffic free network of footpaths from Woodland Close through to Mayflower Close which link to a number of facilities, including the medical centre, school and post office.
- 3.10. An existing Zebra crossing is also in place linking the traffic free route over Chitterman Way. It is accepted that there is likely to be a strong pedestrian desire line along the route. Whilst it is acknowledged pedestrians may want to cross the road elsewhere in the area, it is not possible - nor would it be a CIL complaint approach - to cover every eventuality or location with new crossing facilities, especially if other suitable existing crossing points are available. A proportionate approach is the provision of a new uncontrolled crossing with central refuge on Launde Road, to the south of Countryman Way, which will assist with the pedestrian connectivity of the site to the wider settlement.

Connectivity to wider footpath network

- 3.11. There have been objections based on the site's connectivity to surroundings PROWs. It should be noted that the application is in outline form. The pedestrian network within the site will be proposed, assessed and fixed at reserved matters stage if outline permission is granted. There is no reason in principle that it would not be possible to connect the site to the wider footpath network.

4. CONCLUSION

- 4.1 Having watched the Committee Meeting and reviewed the various comments and objections, the Highway Authority have confirmed that a robust assessment of highways matters has been provided by the applicant and has been thoroughly review by the Highway Authority. They have confirmed that they could not reasonably nor lawfully request any additional mitigation in response to the development proposals.
- 4.2 The Highway Authority has confirmed, in the light of the comments and objections and further review that this has prompted, that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the use of the recommended conditions and/or planning obligations. It is also the view of the Planning Officer's that there are no reasonable highways grounds upon which to refuse planning permission for the development.

Officers have collated the conditions, reasons and notes to applicant from Appendix A and B into paragraphs 5.2 and 5.3 below and have made some very minor grammatical changes.

5. Recommendation

- 5.1 See paragraph 1.1.
- 5.2 Conditions and Reasons

1. Approval of the details of layout, scale, appearance, landscaping and internal access (hereafter called the reserved matters) shall be obtained from the local planning authority in writing before development commences. Thereafter the development shall be implemented in accordance with the approved reserved matters.

Reason: To ensure a satisfactory form of development in accordance with Policies DM1, DM4 and DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016).

2. Application for approval of the first reserved matters shall be made within 18 months of the date of this permission.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004

3. The development hereby permitted shall begin not later than 3 years from the date of this permission or not later than 2 years from the date of the approval of the last of the reserved matters to be approved, whichever is later.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

4. The development hereby permitted shall be carried out in accordance with the details within submitted application details received by the Local Planning Authority as follows:

- Site Location Plan Dwg no. CSA/2550/122 Rev H

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. The development shall be in general accordance with the submitted application details received by the Local Planning Authority as follows:

- Illustrative Masterplan, Drg No. CSA/2550/118 Rev O
- Illustrative Landscape Strategy Plan, Drg No. CSA/2550/128 Rev B

Each reserved matters application shall include a statement identifying how the proposals are in general accordance with the above plans.

Reason: To ensure a satisfactory form of development and to ensure the quality of the proposed development is not materially diminished between permission and completion in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and paragraph 140 of the National Planning Policy Framework (2024).

6. The first reserved matters application relating to housing shall be accompanied by a scheme which details the proposed housing mix for the development

which should be in accordance with the Council's adopted Development Plan or the most up to date Housing Needs/Market Assessments for the area.

Any subsequent reserved matters applications in relation to housing shall accord with the approved details and shall be accompanied by a statement which demonstrates compliance with the approved mix.

Reason: To ensure an appropriate housing mix to meet the housing needs of the locality is provided in accordance with Policy 16 of the Core Strategy 2009 and Paragraphs 61 and 63 of the National Planning Policy Framework (2024).

7. Each reserved matters application for housing, shall include a 'Building for a Healthy Life' assessment for the development which shall be submitted to and approved in writing by the Local Planning Authority. The details of the development shall incorporate the 12 considerations set out within the 'Building for a Healthy Life' document (Homes England). The development shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure the development is appropriate to the local area and meets amenity standards in accordance with Policy DM10 of the Site Allocations and Development Management Policies DPD, Policy 16 of the Core Strategy, and the Good Design Guide SPD.

8. Prior to or in conjunction with the first Reserved Matters application, details of infiltration testing having been carried out (or suitable evidence to preclude testing) to confirm or otherwise, the suitability of the site for the use of infiltration as a drainage element, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and to accord with Policy DM7 of the Site Allocations and Development Management Policies DPD.

9. Prior to or in conjunction with the first Reserved Matters application a surface water drainage scheme, in accordance with the Flood Risk Assessment and Drainage Strategy dated June 2025, shall be submitted to and approved in writing by the Local Planning Authority. Surface water shall not drain into the Public Highway. Thereafter, the surface water drainage development must be carried out in accordance with these approved details and completed prior to first occupation of any dwelling.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and to reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users and to accord with Policy DM7 and DM17 of the Site Allocations and Development Management Policies DPD.

10. No development shall commence until details in relation to the management of surface water on site during construction of the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the construction of the development must be carried out in accordance with these approved details.

Reason: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase and to accord with Policy DM7 of the Site Allocations and Development Management Policies DPD.

11. No occupation of the development approved by this planning permission shall take place until such time as details in relation to the long-term maintenance of the surface water drainage system within the development have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage system shall then be maintained in accordance with these approved details in perpetuity.

Reason: To establish a suitable maintenance regime that may be monitored over time; that will ensure the long-term performance, both in terms of flood risk and water quality, of the surface water drainage system (including sustainable drainage systems) within the proposed development and to accord with Policy DM7 of the Site Allocations and Development Management Policies DPD.

12. If during development, contamination not previously identified is found to be present at the site, no further development shall take place in the relevant phase until an addendum to the scheme for the investigation of all potential land contamination is submitted in writing to and approved in writing by the Local Planning Authority which shall include details of how the unsuspected contamination shall be dealt with. Any remediation works so approved shall be carried out prior to the first dwelling being occupied in the relevant phase.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

13. Upon completion of the remediation works required by conditions 12, and prior to first occupation of any dwelling on site a verification report shall be submitted to and approved by the Local Planning Authority. The verification report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

14. Prior to, or in conjunction with, the first reserved matters application relating to housing a scheme for protecting the proposed dwellings from noise of traffic on Ratby Lane shall be submitted to and approved by the Local Planning Authority. All works which form part of the scheme shall be completed before any of the permitted dwellings are first occupied.

Reason: To protect the amenities of the future occupiers of the scheme from unsatisfactory noise and disturbance in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

15. Prior to commencement of development a Construction Environmental Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall detail how, during the site preparation and construction phase of the development, the impact on existing and proposed residential premises and the environment shall be prevented or mitigated from dust, odour, noise, smoke, light and land contamination. The plan shall include site preparation and construction hours. The plan shall detail how such controls will be monitored. The plan will provide a procedure for the investigation of complaints. The agreed details shall be implemented throughout the course of the development.

Reason: To protect the amenities of the occupiers of neighbouring residential properties and the occupiers of the proposed residential properties throughout the course of the development in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

16. Prior to the commencement of development details of external lighting (including on any non-adopted highways and footpaths) shall be submitted to and approved by the Local Planning Authority. This information shall include a layout plan with beam orientation, a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles), and details of its maintenance and operation.

The external lighting shall then be installed, maintained, and operated in accordance with the approved details prior to the first occupation or use of development within that phase.

Reason: To ensure a satisfactory form of development and to create places that are safe, inclusive, and accessible, which promote health and well-being, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience, and in order to protect the protected wildlife species and their habitats that are known to exist on site in accordance with Policies DM1, DM6, and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and Paragraph 135 of the National Planning Policy Framework.

17. Each Reserved Matters application relating to housing shall include details for the adequate provision for waste and recycling storage of containers and collection across the site. The details should address accessibility to storage facilities and confirm adequate space is provided at the adopted highway boundary to store and service wheeled containers. Provision for waste and recycling storage and collection shall be implemented prior to first occupation of the dwelling to which they relate.

Reason: To ensure that there is adequate provision of waste and recycling storage so that the amenity of the occupants of the proposed development are not adversely affected in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016, Section 46 of the Environmental Protection Act 1990 and

Waste Storage and Collection Guide for New Developments & Property Conversions.

18. All mitigation measures and/or works shall be carried out in accordance with the submitted details contained in the Ecological Impact Appraisal (May 2025) ref CSA/2550/01 and the Great Crested Newt Mitigation Strategy (Feb 2026) prepared by CSA Environmental.

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended) and to accord with Policy DM6 of the Site Allocations and Development Management Policies DPD.

19. No development approved by this planning permission shall take place until a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority.
- a) Risk assessment of potentially damaging construction activities.
 - b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - c) The location and timing of sensitive works to avoid harm to biodiversity features.
 - d) The times during construction when specialist ecologists need to be present on site to oversee works.
 - e) Responsible persons and lines of communication.
 - f) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. The appointed person shall undertake all activities, and works in accordance with the approved details.
 - g) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended) and to accord with Policy DM6 of the Site Allocations and Development Management Policies DPD.

20. Prior to the commencement of development, a Habitat Management and Monitoring Plan (HMMP) for significant on-site enhancements shall be submitted to and approved in writing by the Local Planning Authority. The HMMP shall be submitted concurrently and in accordance with the Biodiversity Gain Plan. It shall include:
- a) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - b) the planned habitat creation and enhancement works to create or improve habitat to achieve the on-site significant enhancements in accordance with the approved Biodiversity Gain Plan;

- c) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;
- d) the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and
- e) details of the content of monitoring reports to be submitted to the LPA including details of adaptive management which will be undertaken to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.

Notice in writing shall be given to the Council when the:

- initial enhancements, as set in the HMMP, have been implemented; and
- habitat creation and enhancement works, as set out in the HMMP, have been completed after 30 years.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Unless otherwise agreed in writing, monitoring reports shall be submitted in years 1, 2, 5, 10, 15, 20, 25, and 30 to the Council, in accordance with the methodology specified in the approved HMMP.

Reason: To satisfy the requirement of Schedule 7A, Part 1, section 9(3) of the Town and Country Planning Act 1990 that significant on-site habitat is delivered, managed, and monitored for a period of at least 30 years from completion of development.

21. No demolition/development shall take place/commence until a programme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority. The programme will comprise an initial phase of trial trenching to inform a final archaeological mitigation scheme. Each stage will be completed in accordance with a written scheme of investigation (WSI), which has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed mitigation WSI, which shall include the statement of significance and research objectives, and

The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

The Written Scheme of Investigation (WSI) must be prepared by an archaeological contractor acceptable to the Planning Authority. To demonstrate that the implementation of this written scheme of investigation has been secured the applicant must provide a signed contract or similar legal agreement between themselves and their approved archaeological contractor.

The Historic and Natural Environment Team, as advisors to the planning authority, will monitor the archaeological work, to ensure that the necessary programme of archaeological work is undertaken to the satisfaction of the planning authority.

Reason: To ensure satisfactory archaeological investigation and recording To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Policies DM11, 12 and 13 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

22. No development shall take place until an Arboricultural Method Statement, in accordance with BS 5837:2012, for the site as a whole, including details of the position, species, size and condition of each existing tree and hedgerow on and adjacent to the site, and identifying those trees and hedgerows to be retained, has first been submitted to and approved in writing by the local planning authority. This shall include full details of measures for the protection of trees and hedgerows to be retained during the course of development. Thereafter the development shall be carried out in accordance with the approved Arboricultural Method Statement.

Reason: To ensure that the trees on site are to be retained and adequately protected during and after construction in the interests of the visual amenities of the area and biodiversity in accordance with Policy DM4 and DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and paragraph 187 of the National Planning Policy Framework (2024).

23. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

24. No part of the development shall be occupied until such time as the offsite works (pedestrian refuge) shown on DTA drawing number 22052-04 Rev. B have been implemented in full.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

25. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on DTA drawing number 22052-01 Rev. I have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

26. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 46.1 metres to the southwest and 2.4 metres by 46.7m to the northeast have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

27. The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on Ratby Lane that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the local planning authority.

Reason: in the interests of highway and pedestrian safety in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

28. No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

29. No development shall take place until a scheme for the treatment of the Public Right of Way R21 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PRow alignments, or any legal diversion order to ensure they do so in future; and any new construction works. Physical construction should address width, surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the Leicestershire Highway Design Guide annex on Development and public rights of way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

Reason: To protect and enhance Public Rights of Way and access in accordance with Policy DM10 and DM17 of the Site Allocations and Development Management Policies DPD 2016 and with Paragraph 105 of the National Planning Policy Framework (2024).

30. No development shall take place until the following has been submitted to and approved, in writing, by the Local Planning Authority:

A) A Detailed Risk Assessment and Intrusive Unexploded Ordinance (UXO) Survey where required, to characterise the site and; provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

B) Following the results and outcomes of the Detailed Risk Assessments, a Risk Mitigation Plan giving full details of the mitigation measures required and how they are to be undertaken. This requires the provision of both a Mitigation Implementation and Verification Plan. Details attaining to Operational UXO Emergency Response Plan and UXO Safety & Awareness Briefings must also be provided. The development must be carried out in accordance with the approved details.

C) On completion of B) above, a final Verification Report is required to demonstrate that the works set out have been completed, along with any requirements for longer-term monitoring of risks, maintenance and arrangements for contingency action

Reason: In the interests of public safety in accordance with Construction (Design Management) Regulation (2015): Health and Safety at Work Act (1974) and Management of Health and Safety at Work (1999)

31. No development or site clearance hereby permitted shall take place until local planning authority has been provided with either:

- a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorizing the specified activity/development to go ahead; or
- b) a statement in writing from the Natural England to the effect that it does not consider that the specified activity/development will require a licence.

Reason: To conserve protected species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s17 Crime & Disorder Act 1998.

32. No development above slab level in respect of the development hereby permitted shall take place until a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist in line with the recommendations in Section 5.46 of the Ecological Impact Assessment (CSA Environmental, May 2025) shall be submitted to and approved in writing by the local planning authority. The Biodiversity Enhancement Strategy shall include the following:

- A) purpose and conservation objectives for the proposed enhancement measures;
- B) detailed designs or product descriptions to achieve stated objectives;

- C) locations of proposed enhancement measures by appropriate maps and plans (where relevant);
- D) persons responsible for implementing the enhancement measures; and
- E) details of initial aftercare and long-term maintenance (where relevant).

The development thereafter shall only be carried out in accordance with the Biodiversity Enhancement Strategy .

Reason: To enhance protected, Priority and threatened species and allow the LPA to discharge its duties under paragraph 187d of NPPF 2024 and s40 of the NERC Act 2006 (as amended).

33. Prior to occupation, a “lighting design strategy for biodiversity” in accordance with Guidance Note 08/23 (Institute of Lighting Professionals) shall be submitted to and approved in writing by the local planning authority. The strategy shall:

A) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

B) show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

Thereafter all external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended).

34. No development approved by this permission shall commence until a scheme for the investigation of any potential land contamination on the site has been submitted to and agreed in writing by the Local Planning Authority which shall include details of how any contamination shall be dealt with.

The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5.3 Notes to applicant

BNG

Biodiversity Net Gain Condition Requirements.

Drainage

The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations.

Full details for the drainage proposal should be supplied including, but not limited to; construction details, cross sections, long sections, headwall details, pipe protection details (e.g. trash screens), and full modelled scenarios for event durations up to the 24 hour (or longer where required) for the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change return periods with results ideally showing critical details only for each return period.

Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.

Details of the surface water Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the surface water drainage system that will not be adopted by a third party and will remain outside of individual property ownership. For commercial properties (where relevant), this should also include procedures that must be implemented in the event of pollution incidents.

The results of infiltration testing should conform to BRE Digest 365 Soakaway Design. The LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration results support an alternative approach. Where infiltration is deemed viable, proposed infiltration structures must be designed in accordance with the National Standards for SuDS and CIRIA C753 "The SuDS Manual" or any superseding version of these guidance.

Highways

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For

further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>.

To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/> .

Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

A Public Right of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.

Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Local Highway Authority.

No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Local Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and Leicestershire County Council as Local Highway Authority may be obliged to require its immediate removal.