

Delegated Report

Planning Ref: 23/00842/FUL
Applicant: Miss Dawn Moore
Ward: Ambien



Hinckley & Bosworth
Borough Council

Site: Pumping Station Station Road Stoke Golding

Proposal: Construction of a single storey home

1. Recommendations

- 1.1. **Grant planning permission** subject to:
- Planning conditions outlined at the end of this report.

2. Planning Application Description

- 2.1. This planning application seeks full planning permission for the provision of a detached, single storey, two-bedroom, self-build property at Pumping Station, Station Road, Stoke Golding.
- 2.2. The dwelling is rectangular in shape and externally measures 12.2m in width x 6.1m in depth, which results in a total footprint of 74.7sqm. The development features a gable-ended pitched roof with a ridge height of 4.2m.
- 2.3. The scheme is constructed as prefabricated structure on a brick plinth that features green asphalt roof tiles, and off-white and wooden panelling.

3. Description of the Site and Surrounding Area

- 3.1. The 560sqm application site is to the west of, but within, the identified settlement boundary of Stoke Golding, which is classified as a Stand Alone Key Rural Centre within the adopted Core Strategy (2009). The application site is adjacent to, and to the east of the Ashby Canal Conservation Area.
- 3.2. The site currently features a building used as stabling, that was constructed via planning permission 91/00250/4 and a smaller shed structure. The site also benefits from mature vegetation on its eastern, western, and southern boundaries. The site is to the south of, and accessed from an existing shared drive via, Station Road. Station Road is an adopted but unclassified road that is subject to a 30mph speed limit.
- 3.3. To the north of the site is several residential dwellings and a narrowboat hiring company that are also accessed from, and to the south of, Station Road. Beyond these dwellings and Station Road is the Stoke Golding Conservation Area, a Local Wildlife Site, and open agricultural fields.
- 3.4. To the northeast of the application site is a Severn Trent Water pumping station and residential dwellings within Stoke Golding. To the east of site are several open agricultural fields, but beyond these is further residential dwellings within Stoke Golding. To the south of the site are more agricultural fields within the applicant's ownership but not within the red line boundary of the application.
- 3.5. The western boundary of the site is bordered by the Ashby de la Zouch Canal, which runs north-to-south past the application site. The Ashby de la Zouch Canal features a Public Right of Way (PRoW), and it is identified as a green infrastructure

corridor within the Stoke Golding Neighbourhood Plan (SGNP) (2022). Beyond the Canal are further open agricultural fields.

- 3.6. To the northwest of the application site is Willow Industrial Park, the Ashby Canal Centre and Marina, and the registered Battle of Bosworth Field (1485). Beyond these elements are also further open agricultural fields.

4. Relevant Planning History

- 4.1 N/A.

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site and a notice was displayed in the local press.

- 5.2 One member of the public has objected to the development due the harm to the residential amenity of the future occupiers of the scheme due to the noise from the adjacent Ashby Boat Company business.

- 5.3 No further responses have been received.

6. Consultation

- 6.1 There have been no objections from the following consultants:

- Hinckley & Bosworth Borough Council (HBBC)'s Conservation Officer
- HBBC's Drainage Officer
- HBBC's Environmental Services' Pollution Officer
- HBBC's Waste Management Officer
- Inlands Waterways Association (IWA)
- Leicestershire County Council (LCC)'s Ecology Unit
- LCC Minerals

The Canal and River Trust

- 6.2 On 11 October 2023, The Canal and River Trust expressed concerns regarding the potential noise impacts of the operation of the adjacent boatyard on the amenity of the future residents of the scheme. The Canal and River Trust requested that the Local Planning Authority required the Applicant to undertake investigations to assess the likely levels of noise and disturbance that is generated from the commercial boatyard.

Inlands Water Association (IWA)

- 6.3 The Inlands Waterways Association (IWA) has stated that the single storey dwelling is of modest size and is of an unobtrusive design. The development is directly screened from the Ashby Canal by the existing Canalside buildings and is further hidden from views from the canal to the south by the polytunnel used by the boatyard. Therefore, the IWA has no objections to the scheme. However, the IWA notes that the Planning Statement assessment that storm drainage will be into the Canal, but this requires Canal & River Trust agreement.

Stoke Golding Parish Council

- 6.4 Stoke Golding Parish Council neither objected nor supported the planning application. However, the Parish Council suggested that the development is likely to impact View B within Policy SG11 of the Stoke Golding Neighbourhood Plan (SGNP) (2022). Therefore, the Parish Council have requested a visual impact

survey and evidence that the scheme can provide a safe and suitable access to the application site.

The Planning Officer notes that Policy SG11 of the SGNP refers to Ecology and Biodiversity and does not include views, nor any reference to the application site. However, View B within Policy SG10 of the SGNP identifies the view from Ashby Canal towpath looking towards Stoke Golding as a locally important view.

The Local Highway Authority (LHA)

- 6.5 The Local Highway Authority have not commented on the application and referred to standing advice.

Leicestershire County Council (LCC)'s Ecology

- 6.6 Leicestershire County Council (LCC)'s Ecology Department objected to the development unless a Preliminary Ecological Appraisal (PEA) was submitted prior to the determination of the application. The PEA needed to include a UKHabs survey, protected species surveys, as well as an assessment of impacts and proposed mitigation and enhancement measures.
- 6.7 In spite of this, on 01 November 2023, following a discussion with the Applicant, LCC Ecology removed their holding objection without requiring a PEA and had no further comments to make.

HBBC Pollution

- 6.8 In light of the concerns raised by The Canal and River Trust, the Council's Pollution Officer confirmed that there is an existing residential property adjacent to the boatyard, which does not generate any noise complaints. Given the fact that the Applicant has been utilising the site for over fifteen years, they should be well aware of the noise environment in this mixed residential and commercial setting. Therefore, the Council's Pollution does not consider any form of noise investigation to be warranted.
- 6.9 Severn Trent Water have not commented on the application.
- 6.10 No further responses have been received.

7. Policy

- 7.1 Core Strategy (2009):

- Policy 7: Key Rural Centres
- Policy 11: Key Rural Centres Stand Alone
- Policy 14: Rural Areas: Transport
- Policy 15: Affordable Housing
- Policy 16: Housing Density, Mix and Design

- 7.2 Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM12: Heritage Assets
- Policy DM13: Preserving the Borough's Archaeology
- Policy DM17: Highways and Transportation

- Policy DM18: Vehicle Parking Standards
- 7.3 Stoke Golding Neighbourhood Plan 2020 – 2039 (SGNP) (2022):
- Policy SG1: Housing Requirement
 - Policy SG3: Infill Housing Development
 - Policy SG8: Green Infrastructure
 - Policy SG9: Public Rights of Way Network
 - Policy SG11: Ecology and Biodiversity
 - Policy SG12: Trees and Hedgerows
 - Policy SG15: Design
- 7.4 National Planning Policies and Guidance:
- National Planning Policy Framework (NPPF) (2023)
 - Planning Practice Guidance (PPG)
 - National Design Guide (2019)
- 7.5 Other Relevant Guidance:
- Good Design Guide (2020)
 - Leicestershire Highway Design Guide (LHDG) (2022)
 - Technical Housing Standards – Nationally Described Space Standards (2015)
- 8. Appraisal**
- 8.1. The key issues in respect of this application are therefore:
- Principle of development
 - Housing land supply
 - Design and impact upon the character of the area
 - Impact upon residential amenity
 - Impact upon parking provision and highway safety

Principle of Development

- 8.2 Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise, and that the NPPF is a material planning consideration in planning decisions.
- 8.3 Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the adopted SADMP set out a presumption in favour of sustainable development, and state that development proposals that accord with the Development Plan should be approved unless other material considerations indicate otherwise.
- 8.4 Paragraph 12 of the NPPF states that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making. Where planning applications conflict with an up-to-date plan, development permission should not usually be granted unless other material considerations indicate otherwise.
- 8.5 The current Development Plan consists of the adopted Core Strategy (2009) and the adopted Site Allocations and Development Management Policies (SADMP) Development Plan Document (2016). The spatial distribution of growth across the Borough during the plan period 2006-2026 is set out in the adopted Core Strategy. This identifies and provides allocations for housing and other development in a hierarchy of settlements within the Borough.

- 8.6 Both the adopted Core Strategy and the SADMP are over 5 years old, and Paragraph 33 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Therefore, this report sets out the relevant adopted Core Strategy and SADMP policies and refers to the NPPF and notes any inconsistencies between them.
- 8.7 Policy 7 of the adopted Core Strategy states that housing development will be supported within identified settlement boundaries.
- 8.8 Policy SG1 of the Stoke Golding Neighbourhood Plan (SGNP) states that has a minimum housing requirements of 158 dwellings between 2020 and 2049. Some of this need is stated to be met via windfall development. Policy SG3 of the SGNP states that housing development proposals will be supported within the Settlement Boundary of Stoke Golding.
- 8.9 The application site is within the identified settlement boundary of Stoke Golding. Therefore, the scheme is considered to be acceptable in principle, subject to the assessment of all other material considerations. Other material considerations are set out within the next sections of the report.

Housing Land Supply

- 8.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.11 Paragraph 11(d) of the NPPF states that planning decisions should apply a presumption in favour of sustainable development where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date. Footnote 8 of Paragraph 11 of the NPPF highlights that housing policies are considered to be out-of-date where local planning authorities cannot demonstrate a five-year supply of deliverable housing sites.
- 8.12 Using the standard method as outlined by the Ministry of Housing, Communities & Local Government (MHCLG), Hinckley and Bosworth Borough Council are able to demonstrate 4.89 years of deliverable housing on 01 April 2022. In addition, both the adopted Core Strategy and the SADMP are over 5 years old, and Paragraph 33 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Therefore, this report sets out the relevant adopted Core Strategy and SADMP policies and refers to the NPPF and notes any inconsistencies between them.
- 8.13 Given the above and the change in the housing figures required for the Borough, the 'tilted' balance in Paragraph 11(d) of the NPPF is triggered.

- 8.14 Paragraph 11 (d) of the NPPF requires planning permission to be granted unless:
- i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 8.15 Section 5 of the NPPF requires planning policies and decisions to deliver a sufficient supply of homes to support the Government's objective of significantly boosting the supply of homes without unnecessary delay.
- 8.16 Paragraph 78 of the NPPF states that planning policies should be responsive to local circumstances and support housing developments that reflect local needs, and Paragraph 69 of the NPPF states that small and medium sized sites, such as windfall sites, can make an important contribution to meeting the housing requirements of an area. Paragraph 79 of the NPPF states that, to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.
- 8.17 The development is for a single residential property and therefore Policy 15 (Affordable Housing) and Policy 16 (Housing Density, Mix and Design) of the adopted Core Strategy are not applicable for this scheme.
- 8.18 Whilst the Council is unable to deliver a five-year supply of land for housing, given the provision of one dwelling within this application site is unlikely to be a significant benefit to the housing land supply within the Borough, it is considered that limited weight should be given to the provision of the proposed dwelling.

Design and Impact upon the Character of the Area

- 8.19 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on the Local Planning Authority when determining applications for development which affects a Listed Building or its setting to have special regard to the desirability of preserving the Listed Building or its setting or any features of special architectural and historic interest which it possesses.
- 8.20 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 8.21 Section 16 of the National Planning Policy Framework provides the national policy on conserving and enhancing the historic environment. Paragraphs 199-202 of the NPPF require great weight to be given to the conservation of designated heritage assets when considering the impact of a proposed development on its significance, for any harm to the significance of a designated heritage asset to have clear and convincing justification, and for that harm to be weighed against the public benefits of a proposal.
- 8.22 Policies DM11 and DM12 of the SADMP seek to protect and enhance the historic environment and heritage assets. All development proposals should ensure the significance of a conservation area is preserved and enhanced.

- 8.23 Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 8.24 Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.
- 8.25 Policy SG15 of the SGNP states that only development that reflects the traditional character of Stoke Golding will be supported unless the development is of exceptional quality or innovative design.
- 8.26 Policy SG12 of the SGNP also states that new and existing trees should be integrated into new development. Development that damages or results in the loss of ancient trees, hedgerows or trees of good arboricultural amenity value will not normally be supported unless this demonstrated not to be possible.
- 8.27 View B within Policy SG10 of the SGNP identifies the view from Ashby Canal towpath looking towards Stoke Golding as a locally important view. Nevertheless, based on the location of View B within Map 7 of the SGNP and the Planning Officer's inspection of the site and the surrounding area, it is not considered that this locally important view is affected by this proposal given the existing building between the canal and the proposed dwelling.
- 8.28 Furthermore, the scheme does not propose the removal of any existing boundary vegetation including trees and hedges.
- 8.29 There is no particular inter-visibility between the application site, the registered battlefield and the Stoke Golding Conservation Area due to the presence of built form and vegetation. In addition, there isn't any known key historic, functional, or other relevant relationships between the application site and these heritage assets. The application site is therefore not considered to fall within their setting and due to the form of the proposal, including its scale and layout, it is considered that neither of these heritage assets would be sensitive to or affected by the proposed development within the application site.
- 8.30 Ashby Canal Conservation Area is an area designated for its special historic and architectural interest. The Ashby Canal Conservation Area Appraisal (2009) identifies that the canal has a semi-rural character as it meanders through the west Leicestershire countryside, but remnants of its industrial origins remain, which includes small wharfs and associated spaces and buildings such as those at 2 Stoke Golding Wharf immediately to the north-east of the application site.
- 8.31 The application site consists of an area of hardstanding with a functional agricultural type building that houses stables, so it has a similar functional character to the wharf and is a neutral presence within its immediate setting. Whilst the development may be visible from the bridge across the Ashby Canal, it is considered that the placement of a small dwelling that has a largely functional appearance within the application site does not alter this character and it continues to ensure that the site is a neutral presence within its setting. Therefore, the scheme does not have an adverse impact upon the significance of the Conservation Area. In addition, due to the positioning of the proposed dwelling to the east of the stable building and the greater scale and height of the storage building, there is no visibility of the proposed

dwelling from the Ashby Canal itself and the canal towpath, and therefore there are no adverse impacts upon the wider Conservation Area.

- 8.32 By virtue of these factors, it is considered that the development does not have a significant adverse impact on the character of the surrounding area, and it preserves the character and appearance, and thus significance, of the Ashby Canal Conservation Area. Given the above, the development is considered to be compliant with Policies SG12 and SG15 of the SGNP, Policies 10, 11, and 12 of the SADMP, Policy of the adopted Core Strategy, Section 16 of the NPPF, and the Good Design Guide.

Impact upon Residential Amenity

- 8.33 Paragraph 130(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users.
- 8.34 Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 8.35 The Good Design Guide SPD outlines that development will need to demonstrate that it will not result in loss of amenity to neighbouring properties by way of overlooking, overshadowing or noise.
- 8.36 This is supported within Policy SG15 of the SGNP, which states that the amenities of resident in the area should not be significantly adversely affected, including by loss of daylight/sunlight, privacy, air quality, noise and light pollution.
- 8.37 The Good Design Guide recommends that a principal window to a habitable room should ideally be no less than 8m from the blank side of a single storey neighbouring property, rising to 14m for a two-storey property. In addition, the separation distance between two principal windows to habitable windows should be a minimum of 21m. However, the Good Design Guide also states that, "An exception to this rule is in an urban location where it may be acceptable to have a reduced distance where issues of amenity and overlooking are dealt with by good design."
- 8.38 There are no residential properties to the east, south, or west of the application site and the rear elevations of 83, 87, and 89 Station Road are 45m to the north of the development. Given the above and the single storey massing of the development, the scheme is not considered to result in any significant adverse impacts to neighbouring residential amenity.
- 8.39 Whilst the proposal is adjacent to the commercial canal boat hiring business and the applicant's stables, these uses are not considered to result in significant noise pollution that results in harm to the residential amenity of the future occupants of the scheme. This is supported by the Officer's visit to the application site and the fact that the Council's Pollution Officer has no objections to the scheme.
- 8.40 Nevertheless, the stable building within the site is within 9.2m of the dwelling, which is likely to have an overbearing impact on the future occupants of the scheme. To

mitigate this harm, a planning condition is required to ensure that the dwelling is tied to the existing use and structures within the site and does not become a separate, independently occupied dwelling.

- 8.41 To support the residential amenity of future occupiers of the scheme, proposals for two-bedroom, single storey dwellings should provide a minimum of 70sqm of floor space and 2sqm of built-in storage in accordance with the Technical Housing Standards (THS).
- 8.42 The scheme provides 66.6sqm of floor space and 1.9sqm of in-built storage, which does not comply with the requirements of the THS.
- 8.43 Furthermore, in accordance with Paragraph 10(c) of the THS, to provide one bed space, a single bedroom should have a floor area of at least 7.5sqm, and a width of at least 2.15m. In order to provide two bed spaces, a double or twin bedroom should have a floor area of at least 11.5m, and a width of 2.75m for the master bedroom, and a width of 2.55m for every other bedroom in accordance with Paragraphs 10(d) and (e) of the THS.
- 8.44 Bedroom 1 complies with Paragraph 10(d) of the THS, and both Bedrooms comply with Paragraph 10(c) of the THS. In spite of this, it is acknowledged that the Technical Housing Standards are afforded limited weight in terms of the NPPF as well as the emerging Local Plan.
- 8.45 To comply with the Good Design Guide, two-bedroom houses must also provide a minimum of 60sqm of private outdoor amenity space with a minimum length of 7m.
- 8.46 It is considered that the development provides sufficient outdoor private amenity space in accordance with the Good Design Guide.
- 8.47 By virtue of these factors and the fact that there have been no objections to the scheme, the proposal does not result in any adverse impacts to the residential of neighbouring properties or the future occupants of the scheme. Therefore, the development is considered to be in accordance with Policy DM10 of the SADMP and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.48 Paragraph 110 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 111 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.49 Section 9 of the NPPF promotes sustainable transport. Paragraph 124(c) of the NPPF states that planning decisions should support development that makes efficient use of land, when taking into account, "The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use."
- 8.50 Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the

most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).

- 8.51 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.52 Paragraph 3.151 (Quantum) of Part 3 of the LHDG requires three off-street vehicle parking spaces for four-bedroom dwellings. Paragraph 3.165 (Dimensions) of Part 3 of the LHDG requires minimum parking sizes to be 2.4m x 5.5m, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides.
- 8.53 The scheme utilises an existing access, which is shared by the application site and Wharf Cottage, 87 Station Road. Ultimately, the provision of one dwelling is not considered to significantly intensify the use of the site.
- 8.54 Furthermore, whilst the Applicant has not provided any dimensions or location for off-street vehicle parking within the site, following a site visit, it is considered that the site is able to provide sufficient off-street parking for the development in accordance with Policy DM18 of the SADMP, and the Leicestershire Highway Design Guide.
- 8.55 In light of the above, it is considered that the application site can accommodate sufficient adequate off-street parking for the dwelling and that the proposal does not create an unacceptable impact on highway safety or the road network. Therefore, the scheme is regarded as in accordance with Policies DM17 and DM18 of the SADMP, and the LHDG.

9. Equality Implications

- 9.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states: -
 - (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.
- 9.3 There are no known equality implications arising directly from this development.
- 9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

10. Conclusion

10.1 The proposed development is considered to be compliant with the relevant national and local policy as it:

- Is an appropriate scale and design.
- Does not have an adverse impact upon the character and appearance of the area.
- Does not have a significant adverse impact upon residential amenity.
- Does not have a significant adverse impact upon highway safety.
- Provides sufficient vehicle parking spaces for off-street parking.

10.2 Taking national and local planning policies into account, and regarding all relevant material considerations, it is recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

11. Recommendation

11.1 **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report.

11.2 Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details received by the Local Planning Authority as follows:
 - Proposed Floor Plans, Elevations and Site Plan (submitted: 02.11.2023)

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).

3. Notwithstanding the provisions of Article 3, Schedule 2, Part 1, Classes A, AA, B, C, D, and E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration to the dwelling shall be carried out unless planning permission for such development has been granted by the Local Planning Authority.

Reason: To protect the character of the surrounding area in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. The occupation of the dwelling hereby permitted shall be in association with the rest of the application site and the dwelling shall not be utilised as an independent unit of accommodation separate from the rest of the site.

Reason: To ensure that the occupier of the dwelling hereby permitted is not subject to the overbearing impact of the existing stable building within the application site, which would have an adverse impact on their amenity in

accordance with Policy DM10 of the Site Allocations and Development Management Policies DPD (2016).

a. **Notes to Applicant:**

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. The vehicular access from the application site to Station Road is via a private driveway that includes land that is owned by The Canal and River Trust. The Applicant should not assume that any existing rights of access to use the land as a paddock would apply to any new dwelling constructed on part of the land without seeking fresh consent from The Trust. The Applicant should contact the Trust's Estates Team to discuss matters further to establish whether further consents are required to facilitate access to the proposed dwelling and to ensure that all necessary consents can be obtained.
3. Surface water should be managed by sustainable methods, preferably those which disperse runoff by infiltration into the ground strata: i.e., soakaways, pervious paving, filter drains, swales, etc., and the minimisation of paved area, subject to satisfactory porosity test results and the site being free from a contaminated ground legacy. If the ground strata are insufficiently permeable to avoid discharging some surface water off-site, flow attenuation methods should be employed, either alone or in combination with infiltration systems and/or rainwater harvesting systems.
4. Any access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system, with or without attenuation storage, depending on ground strata permeability. On low-permeability sites surface water dispersal may be augmented by piped land drains, installed in the foundations of the paving, discharging to an approved outlet (See Environment Agency guidance on the permeable surfacing of front gardens).
5. Hinckley & Bosworth Borough Council's recycling and refuse collection services are from the boundary to the adopted highway. It will be the responsibility of the occupiers to ensure that all containers/wheeled bins are brought to the collection point.