

PLANNING STATEMENT

Incorporating Design and Access Assessment

**Outline application (access and layout to be determined) for demolition of all existing
buildings and structures and erection of one detached dwelling
223A Main Street, Thornton, Coalville, Leicestershire LE67 1AH**

16th June 2025 – Andrew J Large

Contents

1.0	Introduction	2
2.0	Site Appraisal	2
2.1	Physical and Environmental context	2
3.0	Assessment against Planning Policy	3
3.1	National Planning Policy Framework	4
3.2	Hinckley and Bosworth Adopted Local Plan 2006 - 2026	5
4.0	HBBC Self – Build Register	11
5.0	Principle and other material planning conditions	12.
5.1	Housing supply.....	12
5.2	Lack of any self-build policy and current under supply.....	13.
6.0	Design Component.....	13
6.1	Use.....	13
6.2	Layout.....	13
6.3	Amount.....	13
6.4	Scale.....	13
6.5	Appearance	13
7.0	Access Component.....	14
8.0	Conclusion	17

PLANNING STATEMENT

1.0 Introduction

This Planning Statement has been prepared by Andrew Large Surveyors Ltd on behalf of the applicant, to support an outline planning application for the demolition of existing equestrian, storage and former kennel buildings now utilised for chicken rearing and the erection of one detached dwelling at 223A Main Street, Thornton.

This statement sets out a comprehensive appraisal of the site, assesses compliance with national and local planning policy, and provides a Design and Access component to demonstrate that the proposed development represents a sustainable and appropriate form of development.

2.0 Site Appraisal

2.1 Physical and Environmental context



Figure one view of existing stable range and associated hardstanding

The application site measures approximately 2 hectares and currently accommodates stables, a manege, dog kennels, storage buildings and associated hardstanding. The extent of buildings is 199.5 sq m. The site is located approximately 50m northeast of the settlement

boundary of Thornton village and accessed via an existing private drive from Main Street, which also serves Nos. 223A, 225 and 227.



Figure two: view of menage with former dog kennels in background

The site is surrounded by open countryside with dense woodland to the east, west and south and with Thornton Reservoir and the National Forest Way footpath to the north.

2.2 Planning History

91/0656/4 – Erection of stable block – Approved 28/08/1991

98/00261/FUL – Formation of all-weather riding surface – Approved 18/05/1998

This confirms long-standing equestrian use, establishing that the site is previously developed land (PDL) in planning terms.

3.0 Assessment against Planning Policy

3.1 National Planning Policy Framework

Paragraph 11. *d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*

i. the application of policies in this Framework that protect areas or assets of particular importance⁷ provides a strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination⁹.

Where the Local Planning Authority cannot demonstrate a five-year housing land supply (as appears likely from the pre application response), the presumption in favour applies and permission should be granted unless the adverse impacts would significantly and demonstrably outweigh the benefits.

Paragraph 84: *Encourages the reuse of previously developed land and redundant buildings in rural areas where this would enhance its immediate setting and support sustainable rural housing.*

The proposal seeks to replace redundant stables and kennel buildings—constituting previously developed land—with a well-designed self-build dwelling. The removal of these utilitarian structures will enhance the site's immediate setting, aligning fully with the aims of Paragraph 84(c).

Paragraph 130. *Planning policies and decisions should ensure that developments:*

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The proposed self-build dwelling satisfies these in the following ways:

- It will function well and contribute to the area's overall quality over its lifetime.
- It will be visually attractive, with a design responsive to the site's rural and wooded setting.
- It will reflect the local character while allowing scope for innovation and individual input.
- It maintains a strong sense of place through appropriate scale and layout.
- It makes effective use of land, contributing to sustainable rural housing.
- It ensures a high standard of amenity for future and neighbouring occupiers.

Although submitted in outline, the application shows that the site is capable of accommodating a well-designed dwelling that harmonizes with the rural setting and enhances biodiversity. A reserved matters application will allow the future occupier to contribute to a bespoke, low-energy design.

3.2 Hinckley and Bosworth Adopted Local Plan 2006 - 2026

Core Strategy DPD Adopted 2009

Policy 10: Key Rural Centres

Policy 10: Key Rural Centres within the National Forest, Bagworth and Thornton

The policy aims to strengthen Bagworth's sense of place by providing much-needed local services such as a shop and healthcare, supporting at least 60 new homes that meet local housing needs, and encouraging small-scale local employment opportunities. It also seeks to enhance community facilities, green spaces, and connectivity through improved cycling routes and safeguarding land for a future railway station, all while promoting Bagworth and Thornton as forest settlements within the National Forest.

The proposal seeks to make efficient use of previously developed land in a location with good access to local services, public transport and recreational amenities, while delivering a high-quality new home in keeping with the area's rural character and landscape setting.

Site Allocations and Development Plan Documents DPD Adopted 2016

DM1 Presumption in Favour of Sustainable Development

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- b) Specific policies in that Framework indicate that development should be restricted.*

As it appears likely the council will be unable to demonstrate a 5 year supply of housing, Para 11d of the National Planning Policy Framework has been triggered. The application should therefore be approved unless it can be demonstrated that it would cause adverse impacts that would significantly and demonstrably outweigh the benefits. This report will demonstrate that no adverse impacts will arise from this development.

DM4 Safeguarding the Countryside and Settlement Separation

To protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. Development in the countryside will be considered sustainable where:

- a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or*
- b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or*
- c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or*
- d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or*
- e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation.*

and:

i) It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and

ii) It does not undermine the physical and perceived separation and open character between settlements; and

iii) It does not create or exacerbate ribbon development;

iv) If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and

v) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21

Policy DM4 generally resists new open-market housing in the countryside unless it meets certain criteria. However, this policy must be balanced against:

- The site's clear status as **previously developed land (PDL)** with longstanding equestrian and kennels use.
- The objective to remove unattractive and redundant structures and replace them with a well-designed dwelling, enhancing the site's immediate setting and the wider rural landscape.
- The shortfall in the Council's housing land supply, which engages **NPPF Paragraph 11(d)** and shifts the balance in favour of granting permission unless significant harm is shown.

This is fully consistent with **NPPF Paragraph 84(c)**: reusing redundant buildings and land and improving the site's setting.

Also it should be noted that whilst the site falls outside the limits to development boundary, it is in fact within walking distance of numerous services and amenities including a public house, village shop, church, social club, primary school and community centre and sports hall.

As part of the pre-application response the LPA stated:

The site levels fall significantly from south to north towards the reservoir, resulting in good visibility of the existing site from the National Forest Way as it is elevated from eye level. It is considered that the erection of a new dwelling, with associated vehicles and domestic paraphernalia, would introduce a form of development which would be at odds with the existing character of the site and surrounding area, resulting in significant harmful urbanisation of the area. Views from the National Forest Way would be significantly and permanently altered from one of a traditional small equestrian/mixed rural use to one of a large dwelling, parking and hardstanding areas, and associated residential paraphernalia. The introduction of new residential development in this area would therefore significantly and permanently alter the

rural character of the area, causing significant and demonstrable harm in conflict with Policies DM4 and DM10 of the SADMP.

As demonstrated at Figures one and two the site exists as a not unsubstantial range of single storey buildings extending to 199.5 sq m and being an area that excludes the existing menage and areas of hardstanding. These buildings have been used as kennelling, equestrian and residential purposes and bring with them an urbanised unsightly setting when viewed from The National Forest Way. Their replacement with a single storey flat roof dwelling with living green roof and timber cladding (at reserved matters stage) would bring about an enhancement of the immediate setting. Residential paraphernalia would be no more unsightly than that as existing. Arguably it would be improved as the site has a lawful use for three stables which could be occupied by three users all with private cars, in addition to the existing use by the occupiers of 223A Main St.

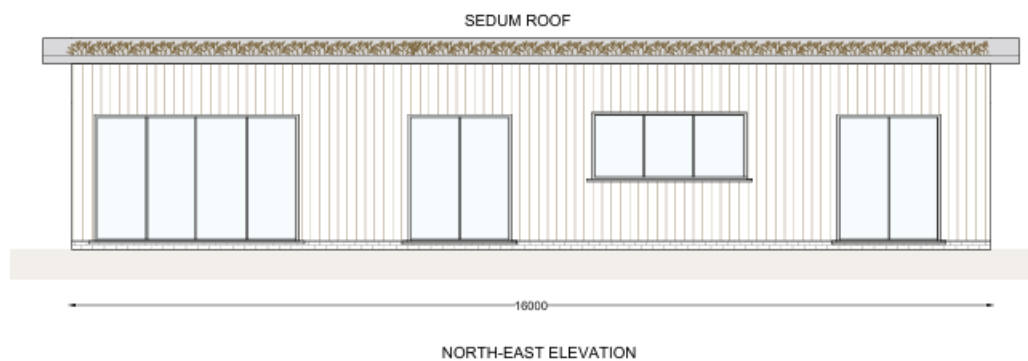


Figure three: Indicative elevation of appearance that could come forward at reserved matters

Following pre-application feedback, the size of the dwelling has been significantly reduced to 124.8 sq. m **being a reduction in built form of 37.5%**. Indicative elevations demonstrate that at reserved matters a proposal could be brought forward for a modest single storey dwelling with timber cladding and green roof which would assimilate into the surrounding when compared to the existing baseline of built form and uses.

DM6 Enhancement of Biodiversity and Geological Interest

Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term future management. Major developments in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services.

Proposals where the primary objective is to conserve or enhance biodiversity or geological interest will be permitted where they comply with other relevant policies in the plan.

On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

Demolition will be managed with appropriate ecological surveys (bat roost assessment) Landscaping and possible habitat features (bat boxes, native hedgerow) will enhance ecological value.

DM7 Preventing Pollution and Flooding

Adverse impacts from pollution and flooding will be prevented by ensuring that development proposals demonstrate that: drainage function of water bodies in the borough; provided;

- a) It will not adversely impact the water quality, ecological value or*
- b) Appropriate containment solutions for oils, fuels and chemicals are*
- c) All reasonable steps are taken through design, siting and technological solutions to ensure the abatement of obtrusive light to avoid sky glow, glare and light intrusion;*
- d) It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity;*
- e) Appropriate remediation of contaminated land in line with minimum national standards is undertaken;*
- f) It will not contribute to poor air quality; unstable land; and*
- g) It will not result in land instability or further intensify existing*
- h) The development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against in line with National Policy.*

The site lies within **Flood Zone 1**, at low risk of fluvial flooding. Sustainable drainage features (e.g. soakaways, permeable paving) will be incorporated to ensure compliance with Policy DM7, preventing increased runoff.

DM10 Development and Design

Developments will be permitted providing that the following requirements are met:

- a) 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, air quality (including odour), noise, vibration and visual intrusion;*
- b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;*

- c) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;*
- d) The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;*
- e) It incorporates a high standard of landscaping where this would add to the quality of the design and siting;*
- f) It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;*
- g) Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;*
- h) An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;*
- i) It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.*

In exceptional circumstances where outstanding, innovative design is demonstrated (particularly where high levels of sustainability are an integral feature), applications will be considered favourably, even where this may result in some limited conflict with the above criteria.

The development will have no detrimental effect on neighbouring residents. The dwelling will be sensitively located and modest in scale, replacing scattered low-quality structures. It offers an improvement in built form, a reduction in footprint, and scope for native landscaping. These elements ensure the development respects local character and rural amenity.

The scheme thus complies with Policies DM4 and DM10, protecting the countryside's intrinsic value and delivering better design than the existing structures.

DM17 Highways and Transportation

Development proposals will be supported where they:

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;*
- b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;*
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;*
- e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

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 highways authority.

The proposed layout utilises an existing access off Main Street. There is adequate turning space for vehicles to enter and exit the site in a forward gear.

DM18 Vehicle Parking Standards

All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.

Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

The proposed dwelling would benefit from 2 spaces.

4.0 HBBC Self – Build Register

To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, and the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

On this matter paragraph 63 of the Frameworks states:

“Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes.”

With regards to the current HBBC Self-Build Register, the following is extracted from the officer report to 25/00142/FUL being an application for a self-building dwelling at 2 Sandringham Avenue Earl Shilton Leicester Leicestershire LE9 7HY:

8.15 To date, Hinckley and Bosworth Borough Council has a shortfall of self-build and custom housebuilding, requiring 6 suitable cumulative permissions to be granted by 30 October 2025. Moderate weight can be given to the benefits of contributing one self-build dwelling to the supply of self-build and custom build dwellings at this moment in time.

On this basis paragraph 73 of the Framework states:

“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;

And:

d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes;”

The provision of singular self-build plots to meet un-met need has consistently been given weight as part of appeal decisions.

One such example involved neighbouring planning authority North West Leicestershire District Council. Appeal Ref: APP/G2435/W/24/3343890 72 Main Street, Osgathorpe, Leicestershire LE12 9TA – Appendix A. With the inspectorate commenting on a proposal for one self build dwelling:

18. The appeal scheme, whilst only for 1 dwelling, would make a positive contribution to addressing the significant shortfall in self-build plots, particularly considering the increasing shortfall of such plots and the appellant’s compelling evidence in relation to the lack of multiplot schemes receiving approval. Mindful that there is no current plan led solution to addressing this shortfall, I attribute the benefit of the provision of a self-build dwelling moderate weight.

5.0 Principle and other material planning considerations

5.1 Housing supply

Extract from planning committee report to members 17th June 2025, ref 24/00560/HYB

The NPPF was updated in December 2024 and National Planning Practice Guidance revised the standard method for calculating the local housing need assessment. As a result, the Council must re-visit its five-year housing land supply (5YHLS) position.

*Whilst further assessments must be made, **the Council are now unlikely to be able to demonstrate a 5YHLS, which is one of the circumstances where the tilted balance of Paragraph 11d) of the NPPF is engaged.** The tilted balance of Paragraph 11d) of the NPPF is also engaged due to the age of relevant housing policies within the Core Strategy.*

The revised NPPF now states that when the tilted balance is engaged, decision making must have particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes. Overall, the NPPF now requires that as the Council can no longer demonstrate the necessary five-year supply of land for housing, additional weight should be given to housing applications that meet these requirements.

5.2 Lack of any self-build policy and current under supply

The tilted balance is further triggered as a result of no meaningful policy with in either the Core Strategy 2009 or Site Allocations and Development Management Policies DPD 2016.

Appeal decisions have consistently shown that a lack of a policy in respect of self and custom build renders the Development Plan out of date and results in the tilted balance being engaged.

In appeal decision APP/H1840/W/19/3241879 (Appendix B) the Inspector, at paragraph 51, concluded that: “While there is no dispute that the Council can demonstrate a 5-year supply of housing land, I consider that the Development Plan is out-of-date in respect of self-build housing. **There is no reference to self-build housing within Policy SWDP2. Policy SWDP14 addresses the mix and type of market housing to ensure that a range of household demand and needs continue to be accommodated, but does not say anything substantive about self-build housing. In view of the importance attached to provision for self-build housing in the NPPF and PPG, I do not accept the Council’s view that it should be treated simply as a component of general market housing. The tilted balance is therefore engaged in this case.** The forthcoming review of the plan does address self-build housing (The continuation of Draft Plan 2021 Policy HO06) but is at an early stage and carries very little weight at this time.”

6.0 Design Component

6.1 Use

The site is currently utilised for stabling and dog kennels.

6.2 Layout

The proposed layout can be seen on the ‘Proposed Site plan’. The dwelling will have a maximum of 3 bedrooms, and the proposed footprint is less than the existing buildings.

6.3 Amount

The proposal is for a single self-build dwelling.

Gross External Area:

Dwelling – 124.8m²

Existing buildings - GEA: 199.5m²

6.4 Scale

The proposed building is single storey.

6.5 Appearance

An indicative elevation has been submitted as part of the application and shows that walls will consist of a vertical timber cladding, stained a naturel colour, under a sedum green roof.

7.0 Access Component

The Local Highway Authority were consulted as part of this pre-application enquiry and made the following comments, which the applicant responds to in red:

Site Access - The proposed and existing site access is onto Main Street in the village of Thornton. At the point of the access, Main Street is a classified C road, subject to a 30-mph speed limit and a 7.5 tonne weight restriction.

The existing access is surfaced with loose gravel. The LHA requests that, as part of any forthcoming application, the Applicant demonstrate surfacing with a hard bound material for a minimum distance of 5 metres behind the highway boundary in accordance with the requirements of Table 13 of the LHDG. This is to prevent deleterious material being deposited within the public highway.

The development proposal allows for the first five metres of the existing access to be resurfaced in a bound material which would be a benefit to the existing and proposed access scenarios.

The potential development will be served from the existing vehicular access onto Main Street which currently serves 223A, 225 and 227 Main Street in addition to the existing buildings located within the Applicant's red line boundary to the rear of these properties.

This is correct. Notably the building and menage benefit from planning consents respectively - 91/0656/4 and 98/00261/FUL. The three stables and tack room have no restriction on use and could lawfully be occupied by three separate individuals giving rise to vehicular and pedestrian movements far in excess of a single dwelling.

Attention is drawn to Manual for Streets 2 Guidance, Section 3.2 – Design Guidance and Professional Judgement and with sub section 3.2.2 stating:

3.2.2 In reality, highway and planning authorities may exercise considerable discretion in developing and applying their own local policies and standards.

"Designers are expected to use their professional judgement when designing schemes, and should not be over-reliant on guidance". LTN 1/08 3.2.3²⁴

"Available guidance is just that, guidance, and cannot be expected to cover the precise conditions and circumstances applying at the site under examination."
LTN 1/08 3.2.2²⁴

Figure three: Manual for Streets 2 Guidance

Such an approach is further encouraged with the preface to Section B and which states:

Section B of MfS2 provides guidance on geometric and other parameters for new and improved highways. Although numerical values are given in this section, designers are encouraged to take a flexible approach to its interpretation and application, thinking through for themselves the likely outcome of any course of action based on experience and local circumstances.

Figure four: Manual for Streets Extract – Section B Preface

The lawful pre-existing use of the buildings is such that the cumulative increase in vehicular movements at the site cannot be considered so severe as to preclude against development.

As demonstrated on the Applicant's submitted drawing titled 'Existing Site Layout,' the existing site access measures 5.84 metres in width at the highway boundary, which is in accordance with the requirements of Table 13 of the LHDG for two to five dwellings, which stipulates a minimum access width of 4.25 metres. However, according to LCC's own mapping data, although the initial access width appears to measure 4.57 metres at the highway boundary, this width appears to narrow significantly to 2.52 metres in width within the site boundary, which would not meet the LHA's requirements for minimum drive width. There is a large hedge located to the south of the access; therefore, the access is bound on that side. It is possible that the hedge may impede visibility to the south of the access. Therefore, any forthcoming application will need to demonstrate that a safe and suitable access can be provided in this location. Any forthcoming application should include a revised scaled drawing detailing, access arrangements including access widths, dropped kerb provision, surfacing and visibility splays.

The Applicant has not submitted a scaled visibility splay drawing detailing either pedestrian or vehicular visibility splays which are achievable from the access. Considering the location of the access, the LHA is concerned that the vehicular visibility available to the south of the access may be restricted by 231 Main Street.

The LHA therefore requests that any forthcoming planning application includes a scaled drawing, which demonstrates the vehicular visibility splays for the access. Vehicular visibility splay lengths should be in accordance with Table 6 of the LHDG, which are based on 85th percentile vehicle speeds based upon the posted speed of the road which is 30 mph. If these cannot be achieved, the LHA advises the Applicant to commission a speed survey at the proposed site access to demonstrate that the achievable splay lengths would be sufficient for the measured 85th percentile vehicle speeds. This would need to be carried out using an Automatic Traffic Counter – not Manual Speed Survey – to avoid influencing driver behaviour.

The application submission is accompanied by a proposed site layout and access and visibility splay plan the latter confirmed by a speed survey carried out by Leicestershire County Council and which identifies vehicles speeds Northwest bound 85th%: 19.7mph and Southwest bound 85th%: 19.9mph. This leads to a requirement for 24.4 metre and 24.7

metre splays respectively and which are available at the site access without crossing third party land.

It is acknowledged that the access width reduces from the highway towards the proposed development however we would again highlight the degree of harm argument and the lawful pre-existing use of the application site such that the CHA need to take a view based on local circumstances.

The Applicant may wish to contact Leicestershire County Council who offer a data collection service including a large traffic count database, or employ the services of a third party to undertake a survey on their behalf, however a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire, which can be obtained by contacting ndi@leics.gov.uk. The visibility splays should be drawn in accordance with Figure 7: Visibility at junctions, contained within the LHDG, with a setback of 2.4 metres from the edge of the carriageway. The splays should not cross any third-party land, and the tips of the splays should be off set from the edge of the carriageway by one metre.

Any forthcoming application should also demonstrate 2 metre by 2 metre pedestrian visibility splays.

Access width is in excess of the minimum required and the topographical survey provided shows that the adjoining wall height is less than the maximum allowable 0.6m and so would not obstruct pedestrian visibility. It is also reasonable to suggest that cars entering and leaving the site would be positioned centrally leaving sufficient pedestrian visibility. This is an addition to previous comments on pre-existing movements at the site creating an offset.

Any submitted vehicular or pedestrian visibility splays will need to be fully contained within the Applicant's own land and not within third party or highway land and without any obstruction above a height of 0.6 metres from the ground within these splays.

See previous comments

Highway safety The LHA has checked its Personal Injury Collision (PIC) database and there have been no PICs within 500 metres of the site access in the latest five-year period. Nonetheless, the acceptability of any forthcoming application would be subject to the provision of a safe and suitable access under paragraph 115 of the National Planning Policy Framework (NPPF, 2024).

Internal layout On their submitted 'Proposed Site Layout,' drawing, the Applicant has demonstrated four parking spaces with minimum dimensions of 2.4 metres by 5.5 metres in accordance with Figure 44 of the LHDG. This is in accordance with the requirements of Table 28 of the LHDG which stipulates a minimum of three car parking spaces for dwellings with four or more bedrooms.

The parking spaces are demonstrated in a tandem arrangement, which is not supported by the LHA as it may lead to vehicles attempting to exit the site in a non-forward gear.

The tandem spaces have been removed. The proposal is now for a much smaller dwelling which would be for a maximum of 3 bedroom so in line with guidance two spaces have been provided.

Due consideration should be given to waste collection provision; refuse vehicles are unlikely to access the site given that it is located more than 25m from the highway boundary and via a private road. The site is located further than 45m from the highway boundary and as such may not accord with Building Regulations Approved Document B, Fire Safety 2006. This is not a material consideration for the LHA.

8.0 Conclusion

The proposed development whilst submitted in outline demonstrates how a sensitively designed single-storey dwelling with a sedum (green) roof will blend unobtrusively into the surrounding rural landscape. This low-profile, ecologically conscious design ensures a high level of visual harmony with the countryside setting, avoiding the intrusive appearance often associated with more suburban forms of development.

Importantly, the new dwelling will replace a series of existing buildings on site, thereby utilising previously developed land rather than encroaching onto an undeveloped greenfield location. This approach reflects a clear environmental and spatial efficiency, consistent with national and local planning principles encouraging the reuse of land.

While the site lies technically outside of the defined settlement boundary, it is immediately adjacent to the built-up edge of a key rural centre with a good range of local services and facilities. Shops, a primary school, and other amenities are all within easy walking or cycling distance, and there is a regular bus service nearby providing access to wider destinations, thereby reducing reliance on the private car and supporting sustainable patterns of development.

The scheme supports local housing supply at a time when the Council cannot demonstrate a 5-year supply and complies with the NPPF's presumption in favour of sustainable development, as well as delivering much-needed self-build dwellings.