

## Delegated Report

**Planning Ref: 23/00630/OUT**

**Ward: Ratby, Bagworth and Thornton**



Hinckley & Bosworth  
Borough Council

**Site: Ben Venuto, Thornton Lane, Markfield**

**Proposal: Outline Application for the construction of a new custom build dwelling, all matters reserved except for scale, layout and access (resubmission of 23/00170/OUT)**

---

### **1. Recommendations**

- 1.1. **Grant planning permission** for the reasons at the end of this report.

### **2. Planning application description**

- 2.1. The application seeks outline planning permission for the erection of a new custom build, three-bedroom detached dwelling at Ben Venuto, Thornton Lane, Markfield. Only access, layout, and scale are sought for approval within this outline application and all other matters are reserved.
- 2.2. The indicative plans demonstrate a one-and-a-half storey bungalow comprising of two attached structures collectively measuring 13.7m in width x 25.6m in depth, with a total footprint of 195.6sqm. The smaller of the two buildings projects approximately 10m further towards the site access (northwest) than the larger building. The proposal would be sited 13.9m to the southeast of the highway boundary. The new dwelling would be accessed via the existing access that currently serves Ben Venuto.
- 2.3. The proposed development is classified as a 'custom build' within the definition provided in the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016). The scheme is built with the intention of being utilised as a later living unit for retirement.
- 2.4. A detached three-bedroom dwelling was proposed within the application site via application 17/01119/FUL. The proposal was refused and dismissed at appeal on the grounds that the proposal is in an unsustainable location for housing, and that the scheme results in an adverse impact upon the character and appearance of the countryside.
- 2.5. Pre-application advice was sought for an eco-friendly dormer bungalow via application, 21/10195/PREHMO. The pre-application response stated that the Council were unable to support the proposal because the site was not within the settlement boundary and consequently, the scheme caused harm to character of the countryside, which is contrary to Policies DM1, DM4, DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016).
- 2.6. Following this, an outline application was submitted for the erection of a custom build dwelling, with all matters reserved except for scale, layout and access (23/00170/OUT). The application was refused due to the adverse impacts of the scheme to the character of the surrounding area and the countryside, and because the proposal would not create an accessible development that promotes health and wellbeing for its future users.

- 2.7. During the determination period of this application, officers sought to resolve the previous reasons for refusal by utilising the single existing access for both dwellings and amending the layout of the dwelling by moving the attached garage behind the front elevation to reduce its prominence. The application has been assessed according to the revised plans received.

### **3. Description of the site and surrounding area**

- 3.1. The application site is located 800m southwest of the settlement boundary of Markfield, measuring approximately 0.7 acres (105m long, 25m wide). The application site also falls outside of the Markfield Neighbourhood Plan Boundary. The site forms part of a ribbon of linear development along Thornton Lane. The site is bound by residential development on all sides apart from the southeast which is open countryside.
- 3.2. The wider site ownership (excluding the application site) comprises of the two-storey, detached, five-bedroom dwelling known as Ben Venuto, which is on the western side of the plot. The site is accessed via Thornton Lane. According to the approved plans of application 05/00356/FUL, Ben Venuto externally measures 16.5m in width x 15m in depth, with a total footprint of 190.1sqm. The existing dwelling has a maximum roof ridge height of 8.8m, and an eaves height of 2.6m on the principal elevation. The residential property is approximately 15m set back from the highway.
- 3.3. Thornton Lane is an adopted, classified 'C' road that is subject to a 40mph speed limit. The street scene is verdant in nature, lined with trees and hedgerows making a significant contribution to the rural character of the area. The properties along Thornton Lane vary in size and design, but they are generally characterised as large, detached dwellings, which are within large plots that are well-screened by mature vegetation.

### **4. Relevant planning history**

- 4.1. The application site has the following relevant planning history:

#### **23/00170/OUT**

- Outline application for the construction of a new dwellinghouse
- Refused
- 17.04.2023

#### **17/01119/FUL**

- Erection of detached dwelling
- Refused
- 22.12.2017
- Appeal dismissed- APP/K2420/W/18/3197114
- 14.08.2018

#### **15/00717/FUL**

- Erection of two detached dwellings
- Permitted
- 14.03.2016

#### **05/00364/FUL**

- Extensions and alterations to dwelling erection of detached double garage and alterations to vehicular access
- Permitted
- 31.05.2005

#### **78/00361/4**

- Erection of two dwellings
- Refused
- 24.05.1978

#### **75/01804/4**

- Erection of 2 dwellings with access land adjoining
- Refused

24.02.1976

### **5. Publicity**

- 5.1. Neighbours of five neighbouring properties have been notified of the application.
- 5.2. One neutral comment has been received making the following comments:
  - 1) The design and access statement refers to the neighbouring bungalow 'The Cove' as a new bungalow. This is not the case as the bungalow has been refurbished and was in fact one of the first properties on Thornton Lane.

### **6. Consultation**

- 6.1. Ratby Parish Council – No response.
- 6.2. Markfield Parish Council – No comment.
- 6.2. LCC Highway Authority – No objection subject to conditions
- 6.3. LCC Drainage – Standing advice.
- 6.4. HBBC Waste – No objection subject to a condition.
- 6.5. HBBC Drainage – No objection including notes to applicant.
- 6.6. HBBC Environmental Services – No objection.
- 6.7. Environment Agency – No comment

### **7. Policy**

- 7.1. Core Strategy (2009)
  - Policy 7: Key Rural Centres
  - Policy 16: Housing Density, Mix and Design
- 7.2. Site Allocations and Development Management Policies DPD (SADMP) (2016)
  - Policy DM1: Presumption in Favour of Sustainable Development
  - Policy DM4: Safeguarding the Countryside and Settlement Separation
  - Policy DM6: Enhancement of Biodiversity and Geological Interest

- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

7.4. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2021)
- Planning Practice Guidance (PPG)
- National Design Guide (2019)
- Self-Build and Custom Housebuilding Act 2015

7.5. Other relevant guidance

- Good Design Guide (2020)
- Highway Design Guide
- National Design Guide (2019)

## 8. Appraisal

8.1. It is considered that the key issues in the determination of this application are:

- Principle of Development
- Design and Impact upon the Character of the Area
- Impact upon residential amenity
- Highway Safety

*Principle of Development*

8.2. 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. 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. Paragraph 2 of the NPPF also identifies that the NPPF is a material planning consideration in planning decisions.

8.3. 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.

8.4. 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.

8.5. Footnote 8 of Paragraph 11 of the NPPF states that the housing policies are considered to be out-of-date where local planning authorities cannot demonstrate a five-year supply of deliverable housing sites. 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 1st April 2022. Due to this and the change in the housing figures required for the Borough, Paragraph 11(d) of the NPPF is triggered.

- 8.6. Therefore, this application should be determined in accordance with Paragraph 11(d) of the NPPF, whereby permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This is weighed in the balance of the merits of the application when considered with the policies in the SADMP and the Core Strategy, which are attributed significant weight in accordance with Paragraph 219 of the NPPF as they are consistent with the NPPF. Therefore, sustainable development should be approved unless other material considerations indicate otherwise.
- 8.7. The proposed development is classified as a 'custom build' within the definition provided in the Self-Build and Custom Housebuilding Act 2015, which is a material consideration within this application.
- 8.8. Section 2A of the Self-Build and Custom Housing Act 2015 (as amended by the Housing and Planning Act 2016), and associated secondary legislation, places a duty on Local Planning Authorities to have regard to the Self-Build and Custom Housebuilding Register when making decisions on planning applications. This legislation places a statutory duty on Local Planning Authorities to provide permission to suitable development to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area.
- 8.9. The level of demand is established by reference to the number of entries added to the Local Planning Authority's Register during a base period. At the end of each base period, the Local Planning Authority have three years in which to approve an equivalent number of plots of land, which are suitable for self-build and custom housebuilding, as there are entries for that base period. However, there is no duty on the Local Planning Authority to permission land that specifically meets the requirements expressed by those on the register.
- 8.10. In the current base period, Hinckley and Bosworth Borough Council do not have a shortfall of self-build and custom housebuilding. Whilst the Council require 19 suitable permissions to be granted by 30 October 2024, it must be noted that the Council will only be considered to have a shortfall if a sufficient number of suitable permissions have not been achieved after this date. As the Council have supplied more suitable permissions than demand required at the end of Base Period 7, and more suitable permissions than the demand for the next base period, it is considered that very limited weight can be given to the benefits of contributing to the supply of self-build and custom build dwellings at this moment in time.
- 8.11. Paragraph 119 of the NPPF states that, "Planning policies should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."
- 8.12. Section 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 174(b) specifically highlights that this should be achieved by, "Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services."
- 8.13. Policy DM4 of the SADMP states that the Council will protect the intrinsic value, beauty, open character and landscape character of the countryside from

unsustainable development. Policy DM4 of the SADMP only considers residential development in the countryside sustainable where:

- The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting
- Where it relates to the provision of accommodation for a rural worker in line with Policy DM5 (Enabling Rural Worker Accommodation).

- 8.14. The application site lies outside of the identified settlement boundary of Markfield and does not fall within the Markfield Neighbourhood Plan Boundary. Notwithstanding this, it is acknowledged that the application site is located close to other residential properties along Thornton Lane and is not considered to be in an isolated location. Nevertheless, policies restricting development outside of settlements still apply, even when the proposed development is not isolated. Ultimately, the development does not comply with any of the requirements of Policy DM4 of the SADMP.
- 8.15. Overall, the application site falls outside of any identified settlement boundary, where new, unrestricted residential development is not considered sustainable development. The development does not comply with any of the requirements of Policy DM4 of the SADMP. However, given the nature of the proposal being an infill development of a single dwelling in a semi-urban location which is well screened from public vantage points, the development is considered to represent only a minor adverse impact on the intrinsic value, beauty, open character, and landscape character of the countryside. This is weighed in the overall planning balance at the end of this report.

#### *Design and Impact upon the Character of the Area*

- 8.16. Policy DM10 requires new development to complement or enhance the character of the surrounding area with regards to scale, layout, density, mass, design, materials, and architectural features. 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.
- 8.17. The appearance of the proposal is a reserved matter; therefore, this application is assessed via the indicative submitted plans which indicate the scale and layout.
- 8.18. In comparison to the previously refused scheme (17/01119/FUL), the development is 4.3m smaller in width and 18.7m larger in depth, which creates a total footprint that is 14.6sqm smaller than the refused three-bedroom dwelling of application 17/01119/FUL. The indicative scale and massing would be similar to neighbouring 'The Cove', and it is acknowledged that the street scene contains a variety of dwelling sizes and designs. In order to ensure that the dwelling is not extended to a degree that could detract from the character of the area, permitted development rights have been removed by condition.
- 8.19. The Good Design Guide states that, "Garages and car ports should generally be set back," from residential dwellings, "So as not to dominate the street scene." The proposal has been revised so that the garage is now sited on the northern side of the plot and will now be set back slightly from the front elevation of the proposed dwelling. This would comply with advice in the Good Design Guide and the garage would no longer dominate the character of the site and the street scene as with the previous refusal.

- 8.20. The siting of the dwelling represents infill development along Thornton Lane. This is considered to create a tight urban grain, which is uncharacteristic of the otherwise wide plots within the street. Nevertheless, the proposal would be largely screened from public views by the mature vegetation to the front.
- 8.21. The application no longer proposes the reinstatement of a previous access to the host dwelling 30m southwest of the existing access, therefore the established hedgerow along the frontage adjoining Thornton Lane is retained. This vegetation positively contributes to the character of the area and its retention is considered to have a positive impact on the character of the street scene. It is expected that the hedge shall be retained when details of landscaping are submitted with a subsequent reserved matters approval, and this will be ensured at this time.
- 8.22. To summarise, the indicative scale and massing of the development is considered to be acceptable within the character of the street scene and most of the proposed dwelling would be screened by mature vegetation. Given the above, the development is considered to result in an acceptable impact upon the intrinsic value, beauty, open character and landscape character of the open countryside, which is in compliant with, Policies DM4 and DM10 of the SADMP, Sections 12 and 15 of the NPPF, and the Good Design Guide.
- 8.23. *Residential Amenity*
- 8.24. 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.
- 8.25. The Good Design Guide SPD outlines that development will need to provide high quality internal amenity space as this is critical to the quality of life of residents. The guide states that new developments should meet minimum standards of garden sizes and separation distances between dwellings. The National Design Guide also promotes a healthy, comfortable and safe internal and external environment.
- 8.26. The proposal is for a one-and-a-half-storey dwelling which is to be sited 15m to the north of Ben Venuto and 13.5m south of The Cove. Therefore, it is considered that the development does not result in any loss of light or overshadowing impacts to either adjacent property. Furthermore, the development is considered to have potential to be constructed without having a significant adverse impact to neighbouring residential amenity in relation to overlooking and loss of privacy impacts.
- 8.27. The proposal is also considered to provide adequate amenity space with a rear garden area which measures over 120m<sup>2</sup>.
- 8.28. With the imposition of conditions, the proposal is considered to meet policies DM10(a) and (b) of the SADMP, the Good Design Guide SPD and national policy in the NPPF regarding neighbouring and occupier amenity.

*Impact upon highway safety*

- 8.29. 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)).

- 8.30. Policy DM10(g) states that where parking is to be provided, charging points for electric or low emission vehicles should be included, where feasible.
- 8.31. Paragraph 111 of the NPPF (2019) 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. Paragraph 112(e) of the NPPF states development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 8.32. The proposed dwelling would be accessed via the existing access which currently serves Ben Venuto via Thornton Lane. Given the current access represents is an existing situation, the Local Highway Authority (LHA) consider it unreasonable to seek amendments to this situation. Furthermore, the LHA do not consider the number of trips generated by the proposal to lead to an unsafe highway situation.
- 8.33. The LHA note that the access for the development has an effective access width of 4.25m and consider this to be acceptable. The Applicant has demonstrated visibility splays of 2.4m by 120m in both directions, which exceeds the visibility splays as required within Table DG4 of Part 3 of the LHDG.
- 8.34. The Applicant has demonstrated that the proposal accords with Part 3 of the Leicestershire Highway Design Guide. Whilst the swept path analysis demonstrates that turning within the off-street parking area is tight, it is anticipated by the Local Highway Authority that familiarity would aid users.
- 8.35. In terms of the locational sustainability of the site, it is acknowledged that the proposed dwelling would be located more than 800m from Markfield and would therefore not be considered 'walkable' in accordance with the Manual for Streets. Whilst it is acknowledged that the dwelling would not be a walkable distance to local amenities and services, the addition of one dwelling in this area would not represent a significant adverse impact in terms of allowing additional dwellings which would be dependent on private motor vehicles for travel. Whilst local amenities and services are more than 800m from the proposed dwelling, they are within 1.5km and the option for sustainable transport method is still present.
- 8.36. Therefore, it is considered that the proposal conflicts with policy DM17 of the SADMP regarding transport sustainability but does not create an unacceptable impact on highway safety or the road network in accordance with Policy DM18 of the SADMP and the LHDG. These matters are weighed in the planning balance below.

#### *Planning Balance*

- 8.37. The Council cannot demonstrate a five-year housing land supply and therefore, in accordance with paragraph 11(d) of the NPPF permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF when taken as a whole.
- 8.38. The development is a custom build, which is a material consideration within the planning balance. However, the Council can demonstrate a sufficient supply of suitable permissions in the current Base Period for self-build and custom

housebuilding. This number of suitable permissions demonstrates that the Council are meeting the needs of groups with specific housing requirements in accordance with Paragraph 60 of the NPPF. By virtue of the current surplus of suitable permissions, the Council do not consider the classification of a self-build and custom build development to have any more than very limited material weight within the determination of this application.

- 8.39. The layout and scale of the dwelling is considered acceptable, and the utilisation of the existing access would ensure that the hedgerow is retained along Thornton Lane, preserving the character of the street scene.
- 8.40. There would be some social benefits resulting from the proposal such as the provision of one dwelling and economic benefits associated with the construction of the dwelling and the future occupants' use of local businesses and services. Owing to the quantum of development the social and economic benefits are attributed only limited positive weight. Whilst it is acknowledged that the dwelling would not be a walkable distance to local amenities and services, the addition of one dwelling in this area would not represent a significant adverse impact in terms of allowing additional dwellings which would be dependent on private motor vehicles for travel, this is therefore attributed only limited negative weight.
- 8.41. The application site falls outside the settlement boundary of Markfield, and the development does not comply with any of the requirements of Policy DM4 of the SADMP. However, given the nature of the proposal being an infill development of a single dwelling in a semi-urban location which is well screened from public vantage points, the development is considered to represent only a minor adverse impact on the intrinsic value, beauty, open character, and landscape character of the countryside. The conflict with Policy DM4 is therefore given limited negative weight.
- 8.42. Whilst sited outside of an 800m walking distance from Markfield, and therefore considered to be an unsustainable location for development, the dwelling is not considered to be unacceptably isolated from local services. Furthermore, there is limited harm identified in terms of the visual impact from the proposal, and there are no objections from statutory consultees.
- 8.43. Overall, on balance, it is considered that the adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits, and the provision of an additional custom build dwelling and the associated social and economic benefits outweighs the harm identified. Despite conflict with Policies DM4 and DM17 of the SADMP, the proposal would not have a significant adverse impact on the character of the area, on residential amenity or highway safety and is therefore in accordance with the SADMP (2016).

## **9. Equality implications**

- 9.1. Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

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 in the consideration 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. Recommendation**

### **10.1. Grant planning permission** subject to conditions outlined below:

1. Application for the approval of reserved matters shall be made within three years from the date of this permission and the development shall be begun not later than two years from the date of approval of the last of the reserved matters to be approved.

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.

2. No development shall be commenced until plans and particulars of "the reserved matters" referred to in the above conditions relating to the:-
  - a) Appearance of the development including the aspects of a building or place that determine the visual impression it makes, including proposed materials and finishes
  - b) Landscaping of the site including treatment of private and public space to enhance or protect the site's amenity through hard (boundary treatments) and soft measures and details of boundary planting to reinforce the existing landscaping at the site edges

have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements, parking and turning as shown on Site Plan - Proposed, drawing number 22/114 03F have been implemented in full. Thereafter the onsite parking and turning provision shall be kept available for such use in perpetuity.

Reason: To ensure that vehicles entering and leaving the site may do so in a slow and controlled manner, and that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

4. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 65 metres 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 the National Planning Policy Framework (2021).

5. The development hereby permitted shall not be occupied until such time as the access drive and any turning space has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:

- Site Plan - proposed – Job No. 22/114 Drawing no. 03f

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).

7. Notwithstanding the provisions of Article 3, Schedule 2, Part 1 Classes A – 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 safeguard the amenities of neighbouring properties in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

8. No development shall take place until a scheme makes adequate provision for waste and recycling storage of containers and collection across the site which has been submitted to and approved in writing to the Local Planning authority. 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.

Reason: To ensure that the development has a satisfactory appearance and in the interests of visual amenity in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

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](mailto:buildingcontrol@hinckley-bosworth.gov.uk) or call 01455 238141
2. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced. The soakaway must be constructed either as a brick or concrete-lined perforated chamber with access for maintenance, or alternatively assembled from modular surface water storage/soakaway cell systems, incorporating silt traps. Design and construction of all types of soakaway will be subject to the approval of the Building Control Surveyor.
3. Access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system, with or without attenuation storage, depending upon ground strata permeability. On low-permeability sites, 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).
4. Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.