

Delegated Report

Planning Ref: 24/01016/P3CQ

Applicant: Mr & Mrs Simon Kirby

Ward: Newbold Verdon with Desford & Peckleton

**Site: 45 Bagworth Road, Newbold Heath, Newbold Verdon
Leicester, Leicestershire, LE9 9NB**



Hinckley & Bosworth
Borough Council

Proposal: Conversion of existing barn to 2 residential units

Recommendations

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

Planning Application Description

- 2.1. This is an application for prior notification under Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the conversion of an existing agricultural building into 2 three-bedroom dwellinghouses at 45 Bagworth Road, Newbold Heath, Newbold Verdon.
- 2.2. The agricultural building is within the paddock adjacent to 45 Bagworth Road. The yard area and barn were in use for the purposes of agriculture on 20th March 2013 and have remained as such thereafter. The County parish agricultural holding number is 222170190.
- 2.3. Declarations have been received to state that the barn has been used solely by the applicants to store agricultural equipment and sundries such as a tractor, trailers, roller, harrows, hedge cutting equipment, a ride-on mower and numerous smaller hand tools. It is stated that this equipment is used to maintain the paddock itself, and the properties boundaries & the barn is also used for the storage of hay, straw, feed and fertiliser.
- 2.4. The building to be converted is a detached steel framed barn which is in a very good state of repair which has been confirmed by the architect and a structural report as suitable for conversion.

Description of the Site and the Surrounding Area

- 3.1. The application site is located off Bagworth Road (the B585) on the northern periphery of Newbold Heath and circa 1/2 mile north of Newbold Verdon. Access to the proposed development site is directly off Bagworth Road. The site totals some 0.458 Hectares in area. The topography is relatively flat with a slight rise to the east. There are no known Public Rights of Way running through the site with the closest path running north to south in fields to the east of the property. There are no trees or other features of note on the pasture with a single metal storage building and manege to the front (west) of the site with open grazing/exercise land to the rear (east) surrounded by fencing with hedging around the periphery. The north and east of the site is bounded by open fields.
- 3.2. The western boundary abuts Bagworth Road. Number 45 Bagworth Road is the most northerly house on the edge of the settlement. There is a bungalow which

forms part of Orchard Farm opposite the property to the north west. On the south side of the site are the gardens of a row of houses fronting onto Merrylees Road. The gardens of the houses adjoining the site to the south are all of significant length with some of the gardens incorporating substantial trees along the boundary in addition to the large hedge which further mitigates any impact from development.

Relevant Planning History

4.1 22/00624/OUT

- Outline Application for 5no. self-build homes (All Matters Reserved)
- Refused
- 31.07.2023

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.

5.2. 1 letter of representation has been received raising the following summarised points:

- There has been no reference made within this new application of the legal rights of way that exists at the front elevation of the property of 45 Bagworth Road at the point of the entrance to the drive from the highway
- The existing entrance to 45 will be used for the new builds as set out in the Planning Statement 5.1 and there are concerns that this could future jeopardise the existing legal ROW lodged within the deeds of number 45.
- There will be an increased use of the access given the potential number of new vehicles
- The statement says there will not be any adverse highway impacts.
- Visibility will be obstructed
- Is this really agricultural or equestrian land?
- There are some issues with flooding.

Consultation

6.1. No objections have been received from the following:

- Hinckley and Bosworth Borough Council (HBBC)'s Environmental Services' Pollution Officer (subject to conditions)
- HBBC Waste- No objections subject to a condition.
- HBBC Drainage- No objections
- LCC Highways – No objections subject to conditions

6.2. No comment received from Newbold Verdon Parish Council, Severn Trent Water, Cadent Gas Ltd.

Policy

7.1. Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2 Part 3 Class Q (as amended)

7.2. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (December 2024)
- Planning Practice Guidance (PPG)

Appraisal

- 8.1. The PPG advises that the starting point for Class Q of the GPDO is that the permitted development rights grant planning permission, subject to the prior approval process.
- 8.2. As such, it is necessary to firstly determine whether the proposal falls within permitted development under the criteria in Class Q, which relates to development consisting of a change of use of agricultural building(s) to a use falling within Class C3 (dwellinghouse).
- 8.3. Class Q rights were amended on May 21, 2024, and temporary transitional arrangements are in place until May 20, 2025, which allow the use of the previous version of the GPDO. The applicant has indicated they wish for the development to be considered under the new legislation.
- 8.4. The GPDO identifies Class Q development consisting of:
- (a) a change of use of—
 - (i) a building that is part of an established agricultural unit and any land within that building's curtilage, or
 - (ii) a former agricultural building that was (but is no longer) part of an established agricultural unit and any land within that building's curtilage, to a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order,
 - (b) development referred to in sub-paragraph (a) together with the extension of the building referred to in sub-paragraph (a), or
 - (c) development referred to in sub-paragraph (a) together with building operations reasonably necessary to convert the building referred to in sub-paragraph (a) to a use falling within Class C3 (dwellinghouses) of that Schedule or to extend that building.

The building has been demonstrated to be a former agricultural building that is part of an agricultural unit.

- 8.5. Development is not permitted by Class Q if-
- (a) in the case of a site that is part of an established agricultural unit, the site was not part of the established agricultural unit—
 - (i) on 24th July 2023, or
 - (ii) where the site became part of the established agricultural unit after 24th July 2023, for a period of at least 10 years before the date development under Class Q begins,

The site was part of an established agricultural unit on 24th July 2023.

(b) in the case of a site that was (but is no longer) part of an established agricultural unit—

- (i) the site was part of an established agricultural unit on 24th July 2023,
- (ii) where the site ceased to be part of an established agricultural unit after 24th July 2023, the site has not been part of the established agricultural unit for a period of at least 10 years before the date development under Class Q begins, or
- (iii) since ceasing to be part of an established agricultural unit, the site has been used for any non-agricultural purpose,

N/A

(c) the floor space of any dwellinghouse developed under Class Q having a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order exceeds 150 square metres

The proposed dwellings have gross internal floor spaces of 115.1 sqm and 149.2 sqm respectively.

(d) the development under Class Q, together with any previous development under Class Q, within the original limits of an established agricultural unit (see paragraph Q.3(2) of this Part) would result in—

- (i) the cumulative number of separate dwellinghouses having a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order exceeding 10, or
- (ii) the cumulative floor space of dwellinghouses having a use falling within Class C3 (dwellinghouses) of Schedule 1 to the Use Classes Order exceeding 1,000 square metres,

The cumulative number of separate dwellinghouses proposed is two. The cumulative floor space of the two proposed dwellings is 264.3sqm.

(e) the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained,

The site is not occupied under an agricultural tenancy.

(f) less than 1 year before the date development begins—

- (i) an agricultural tenancy over the site has been terminated, and
- (ii) the termination was for the purpose of carrying out development under Class Q, unless both the landlord and the tenant have agreed in writing that the site is no longer required for agricultural use,

N/A.

(g) development under Class A(a) or Class B(a) of Part 6 of this Schedule (agricultural buildings and operations) has been carried out on the established agricultural unit during the period which is 10 years before the date development under Class Q begins,

No development under Class A(a) or Class B9A) of Part 6 of this schedule has been carried out on the established agricultural unit.

(h) the development would result in the external dimensions of the building extending beyond the external dimensions of the existing building at any given point, other than—

(i) extension of the building allowed by paragraph Q.1(i);

(ii) protrusions of up to 0.2 metres to accommodate building operations allowed by paragraph Q.1(j)(i),

The development would not result in the external dimensions of the building extending beyond the external dimensions of the existing building.

(i) the development under Class Q(b) would result in an extension that—

- (i) has more than one storey,
- (ii) is sited anywhere other than to the rear of the existing building,
- (iii) extends beyond the rear wall of the existing building by more than 4 metres,
- (iv) has eaves the height of which exceed the height of the eaves of the existing building,
- (v) is higher than whichever is the lower of—
 - (aa) the highest part of the roof of the existing building, or
 - (bb) a height of 4 metres above the ground,

- (vi) extends beyond a wall that forms a side or principal elevation of the existing building, or
- (vii) would be sited on land that, before the development under Class Q(b), is not covered by a hard surface that was provided on the land by virtue of any development, and—

(aa) the hard surface was not provided on the land on or before 24th July 2023, or

(bb) where the hard surface was provided on the land after 24th July 2023, the hard surface has not been situated on the land for a period of at least 10 years before the date development under Class Q(b) begins,

The proposed development does not consist of extensions under Class Q(b).

(j) the development under Class Q(c) would consist of building operations other than—

(i) the installation or replacement of—

(aa) windows, doors, roofs, or exterior walls, or

(bb) water, drainage, electricity, gas or other services, to the extent reasonably necessary for the building to function as a dwellinghouse, and

(ii) partial demolition to the extent reasonably necessary to carry out building operations allowed by paragraph Q.1(j)(i),

The proposed development consists of reasonable operations to make the building habitable, including replacement doors, windows and roof lights, with most of the external fabric (external cladding and roof) being retained as it currently stands.

The submitted structural survey concludes that there are no structural issues or defects, and that the building is in excellent condition and fully suitable for a conversion for residential purposes without and extensive demolition or rebuilding.

(k) the site is on article 2(3) land,

The site is not on article 2(3) land.

(l) the site is, or forms part of—

- (i) a site of special scientific interest;
- (ii) a safety hazard area;
- (iii) a military explosives storage area,

The site is not within or forming part of any of the above criteria.

(m) the site is, or contains, a scheduled monument,

N/A.

(n) the building is a listed building,

N/A.

(o) the existing building, excluding any proposed extension under Class Q(b) but including any proposed building operations under Class Q(c), would not be capable of complying with the nationally described space standard issued by the Department for Communities and Local Government on 27th March 2015 as read with the notes dated 19th May 2016 which apply to it, or

The proposed dwellings would comply with nationally described space standards.

(p) the building does not have suitable existing access to a public highway.

The building has suitable access to the public Highway via an existing access on to Bagworth Road.

Conditions

Q.2. –(1) Where the development proposed is development under Class Q(a) together with development under Class Q(b), development is permitted subject to the condition that before beginning the development, the developer must apply to the Local Planning Authority for a determination as to whether the prior approval of the authority will be required as to—

- (a) transport and highways impact of the development,

The LHA accept the site access proposals, which would include widening, surfacing and setting back gates from the highway.

The Applicant has provided further information in respect of trip generation throughout the determination of the application. Overall, the LHA accept that the conversion of the barn to two dwellings is unlikely to result in a material change in the level of traffic using the access.

The Applicant has submitted ADL drawing number ADL_5564-06, which shows turning for the menage/ stables which are outside of the red line boundary. Overall, the LHA accepts that adequate parking and turning is available at the site. The LHA previously advised it is satisfied for the LPA to consider transport sustainability alongside its own sustainability considerations for the site.

Therefore, the development is not considered to have a severe, unacceptable impact on highway safety or the road network.

Paragraph 108 of the PPG confirms that the permitted development right does not apply a test in relation to sustainability of location. This is deliberate as the right recognises that many agricultural buildings will not be in village settlements and may not be able to rely on public transport for their daily needs. Instead, the local planning authority can consider whether the location and siting of the building would make it impractical or undesirable to change the use to residential. This assessment is carried out in paragraph (e).

- (b) noise impacts of the development,

The proposal is for two self-contained 3-bedroom dwellings neighbouring existing dwellings to the south. The location and separation between existing dwellings means that the noise impacts of the development have a significant adverse impact on neighbouring residential amenity.

- (c) contamination risks on the site,

Planning conditions have been utilised to secure the investigation of any land contamination risks within the application site prior to any development commencing on site.

- (d) flooding risks on the site,

The application site is within Flood Zone 1 and is not considered at risk of flooding.

- (e) whether the location or siting of the building makes it otherwise impractical or undesirable for the building to change from

agricultural use to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order,

The application site is not considered to be located in an impractical or undesirable location for the building to change from an agricultural use to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order.

- (f) the design or external appearance of the building, and

The design and external appearance of the building retains the same scale, massing, and use of materials as the existing building, and it is not considered to have a significant adverse impact on the character of the building or the surrounding area.

- (g) the provisions of adequate natural light in all habitable rooms of the dwellinghouses

There are large windows to every habitable room. Therefore, it is considered that the application provides an adequate provision of natural light in all habitable room of the dwellinghouse.

and the provisions of Paragraph W (prior approval) of this Part apply in relation to that application.

The application accords with the provisions of Paragraph W (prior approval) of this Part.

- (2) Where the development proposed is development under Class Q(a) only, development is permitted subject to the condition that before beginning the development, the developer must apply to the Local Planning Authority for a determination as to whether the prior approval of the authority will be required as to the items referred to in sub-paragraphs (1)(a) to (e) and (g), and the provisions of paragraph W (prior approval) of this Part apply in relation to that application.

Note to Applicant.

- (3) Where the development proposed includes development under Class Q(b), the developer must also apply, as part of the application under sub-paragraph (1) or (2) (as the case may be), for a determination as to whether the prior approval of the authority will be required as to the impact of the proposed extension on the amenity of any adjoining premises.
- (4) Development under Class Q is permitted subject to the condition that development under Class Q(a), and under Class Q(b) or (c), if any, must be completed within a period of 3 years starting with the prior approval date.

Q3.— (1) For the purposes of Class Q, “curtilage” means the lesser of—

(a) the piece of land, whether enclosed or unenclosed, immediately beside or around the building on an established agricultural unit or former agricultural building (as the case may be), closely associated with and serving the purposes of that building, and

(b) an area of land immediately beside or around the building on an established agricultural unit or former agricultural building (as the case may be) no larger than the land area occupied by that building.

A plan detailing an appropriate residential curtilage has been submitted and is conditioned below for the avoidance of doubt.

(2) For the purposes of Class Q.1(d), “the original limits of an established agricultural unit” means—

(a) in the case of an established agricultural unit which ceased to exist prior to 24th July 2023, all the land which comprised the established agricultural unit at the time it came into existence;

(b) in the case of an established agricultural unit which exists on 24th July 2023, all the land which comprised the established agricultural unit at the time it came into existence;

(c) in any other case, all the land which comprises the established agricultural unit at the time it comes into existence.

9.0 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).

Conclusion

10.1. The application meets the conditions of Class Q of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as

amended). It is considered that the application is acceptable and is in accordance with the conditions and the provision of Paragraph W of the General Permitted Development Order (2015) (as amended).

Recommendation

11.1 Prior approval required and granted subject to:

- Conditions outlined at the end of this report.

11.2 Conditions and Reasons

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

- Site Location Plan No. SK-PL-001.1 Plan Revision B (submitted: 20.12.2024)
- Proposed Landscaping & Drainage Plan & Site Access Plan SK-PL-001.2 (submitted 20.12.24)
- Proposed Block Plan No. SK-PL-001.1 (submitted: 04.11.2024)
- Proposed Elevations SK-PL-002.1 (submitted 04.11.24)
- Ground Floor Dimensioned Plan SK-PL-002.3 (submitted 27.02.25)
- Internal Floor Space Areas Plan SK-PL-002.2 (submitted 27.02.25)
- Structural Survey Report (TKA, December 2024) submitted 16.12.2024
- Access Arrangements and Vehicle Tracking (ADL Traffic & Highways) - Drawing number 5564-05 submitted 24.01.2025.

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).

2. No development approved by this permission shall be commenced until a scheme for the investigation of any potential land contamination on the site has been submitted in writing to, and approved in writing by, the Local Planning Authority, which shall include details of how any contamination shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7

of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. Site preparation and construction shall be limited to the following hours;
Monday - Friday 07:30 - 18:00
Saturday - 08:00 - 13:00
No working on Sundays and Bank Holidays

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

5. The development hereby permitted shall not be occupied until a scheme makes adequate provision for waste and recycling storage of containers and collection across the site which has been submitted in writing 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 makes adequate provision for waste and recycling storage in accordance with Section 46 of the Environmental Protection Act 1990 and Hinckley and Bosworth Borough Council's Wheeled Bin and Container policy (updated March 2018) and Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

6. Notwithstanding the submitted plans, the proposed access shall have a width of a minimum of 7.25 metres, and shall be surfaced in a bound material with a 7.3 metre dropped crossing. The access once provided shall be so maintained at all times.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

7. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 x 160 metres to the south of the access and 2.4 x 120 metres to the north of the access have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

8. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with ADL drawing number 5564-05. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with Policy DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) the National Planning Policy Framework (December 2024).

9. 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 5.0 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 general highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

10. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary, nor shall any be erected within a distance of 5 metres of the highway boundary unless hung to open away from the highway.

Reason: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in the interests of general highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

11. The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority.

The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

12. The residential curtilage shall be limited to the red line area as outlined in the Proposed Block Plan on Drawing No. SK-PL-001.1 (submitted 04.11.2024).

Reason: To ensure that the development and any domestic use is contained within the agreed residential curtilage, in the interests of character and

appearance of the area 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 or call 01455 238141.
2. In relation to Conditions 2 and 3, advice from Environmental Health should be sought via esadmin@hinckley-bosworth.gov.uk to ensure that any investigation of land contamination is in accordance with their policy.
3. Hinckley & Bosworth Borough Council's recycling and refuse collection services are from the boundary to the adopted highway. Please refer to the policies within the Wheeled Bin and Container Policy (updated March 2018). It would be advisable to include an area near the roadside for the safe placement of the various containers on collection day. This will then keep the access clear to allow vehicular access. It will be the responsibility of the occupiers to ensure that all containers/wheeled bins are brought to the collection point.
4. The surface water drainage system for the proposed development should incorporate sustainable drainage principles (SuDS) to mitigate the risk of flooding on the site and ensure that surface water runoff does not increase flood risk elsewhere. The proposals should also include measures to address issues of water quality in accordance with current SuDS guidance.
5. The proposed outfall for the discharge of surface water runoff from the development should be in accordance with the hierarchical approach outlined in Building Regulations Part H.
6. The use of infiltration drainage is preferred, subject to the site being free from a contaminated ground legacy. 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.
7. 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.
8. 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.
9. All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to

the Leicestershire Highway Design Guide which is available at
<https://www.leicestershirehighwaydesignguide.uk/>