

Delegated Report

Planning Ref: 25/00472/REM

Applicant: Julie Clark- Savage Marine Ltd

Ward: Newbold Verdon With Desford and Peckleton



Hinckley & Bosworth
Borough Council

Site: Forest House, Leicester Lane, Desford, Leicestershire

Proposal: Approval of reserved matters (appearance, landscaping, layout and scale) of outline planning permission 22/01160/OUT for a proposed commercial unit (Use class E(g) including the discharge of conditions 5 (construction traffic management plan), 7 (ecological strategy), 12 (PRoW treatment), 13 (surface water drainage) and 14 (WSI) of outline planning permission 22/01160/OUT

1. Recommendations

- 1.1. That the application be approved subject to the conditions outlined at the end of the report.

2. Planning Application Description

- 2.1. The application seeks approval of reserved matters (appearance, landscaping, layout and scale) of outline permission 22/01160/OUT for the construction of a new light industrial/office unit on land adjacent to Forest House, Leicester Lane, Desford. This would enable the applicant to relocate their existing business operation (Savage Marine Ltd) to their home address. The outline application was approved in August 2024.
- 2.2. Savage Marine Ltd design and manufacture light fittings for the superyacht industry and marine leisure market. They are considered at the forefront of the industry and a leading supplier in this field, and the business currently operates from a rental unit at Harrowbrook Industrial Estate in Hinckley. The applicants have stated that the disjointed layout of the existing rental unit, coupled with the acceleration of the business, mean the premises are no longer suitable, and are actually, hindering productivity and further growth. The applicant is therefore seeking approval for a new unit that will not only provide the additional space needed, but can be tailored to showcase the businesses niche operations.
- 2.3. The proposed building would be sited to the east of the site and would have a footprint of ~580m with an overhanging canopy. Further to the design principles outlined at outline planning stage the building has a dutch barn, agrarian style with standing seam vaulted metal roof and black zinc cladding to the elevations. The light industrial elements would be located on the ground floor with ancillary offices located at first floor, alongside an external balcony terrace area for staff.
- 2.4. Three visitor spaces and cycle parking is located to the front/north of the building alongside the access and turning for light goods vehicles. 15 staff parking spaces are proposed to the rear of the site, alongside the bin store. A staff garden is also proposed to the rear of the building.

3. Description of the Site and Surrounding Area

- 3.1 The application site is located within the countryside to the west of Forest House - a residential dwelling with a number of outbuildings and consent for a further barn

conversion. The site is at the edge of Hinckley and Bosworth Borough, immediately to the north of Blaby District Council administrative area. The site lies approximately 1.5km south east (straight line distance) from the settlement boundary of Desford. The site is set back approximately 140m from Leicester Lane which lies to the north.

- 3.2 The land is currently used for agricultural purposes and with the exception of Forest House and its associated buildings the site is immediately surrounded by agricultural land. The topography of the site is relatively flat with hedgerow to most field boundaries and a dense spinney of trees to the south of the site.

4. Relevant planning history

22/01160/OUT

Proposed commercial unit (Use Class E) (outline application- access only)

Approved- 30/08/2024

5. Publicity

- 5.1. The application has been publicised by sending out letters to the occupiers of neighbouring properties. A site notice was also posted within the vicinity of the site.
- 5.2. No comments have been made

6. Consultation

- 6.1 No comments have been received from Desford Parish Council and HBBC Drainage
- 6.2 No objections or substantive comments were raised by National Highways, the LLFA or Blaby District Council.
- 6.3 **LCC Highway Authority (LHA)** – No objections subject to conditions. These comments are incorporated into the highways section of this report.
- 6.4 **LCC Archaeology** – Having reviewed the submitted trial trenching report, I can confirm that no additional archaeological involvement will be required. I am therefore able to recommend discharge of condition 14.
- 6.5 **LCC Ecology** –
Further information required

“We recommend that a finalised ecological mitigation strategy should be submitted in line with the Extended Phase 1 Habitat Survey (CBE Consulting Ltd, July 2022) as submitted and approved by the LPA at outline stage. This should include measures for nesting birds, reptiles, amphibians and mobile species, as well as additional considerations for protected and Priority species which was not previously identified by the Extended Phase 1 Habitat Survey and now needs to be considered. Whilst mandatory biodiversity net gains do not apply for this application, condition 7 (ecological strategy) indicates that the finalised proposals should achieve a measurable Biodiversity Net Gain. As a result, we recommended that a Statutory Biodiversity Metric – Calculation Tool (or an earlier iteration of the metric approved by the LPA) is prepared by the applicant’s ecologist to demonstrate the reserved matters can achieve a measurable biodiversity net gain via on-site landscaping design. This may also require the submission of habitat map of the pre-development baseline and postintervention values, to clearly demonstrate how metric calculations reflect the proposed soft landscaping details.”

6.6 HBBC Environmental Health –

Some consideration is required on noise impact from operations on nearby residential premises. The following is recommended.

C40. Noise Attenuation

- a) Development shall not begin until a scheme for protecting nearby dwellings from noise has been submitted to and approved by the Local Planning Authority
- b) All works which form part of the scheme shall be completed prior to commencement of permitted use.

6. Policy

7.1. Core Strategy (2009)

- Policy 7: Key Rural Centres
- Policy 8: Key Rural Centres Relating to Leicester
- Policy 14: Rural Areas: Transport

7.2. Site Allocations and Development Management Policies DPD (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 DM13: Preserving the Borough's Archaeology
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards
- Policy DM20: Provision of Employment Sites

7.3. Desford Neighbourhood Plan (2021)

- Policy H1: Settlement Boundary
- Policy ENV 3: Biodiversity General
- Policy T1: Traffic Management
- Policy E2: Support for new employment opportunities

7.4. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2023)
- Planning Practice Guidance (PPG)
- National Design Guide (2019)

7.5. Other relevant guidance

- Good Design Guide (2020)
- Leicestershire Highway Design Guide
- Leicestershire and Rutland Historic Environment Record

7. Appraisal

8.1. As this is a reserved matters application the principle of development has been established the following represent the key issues:

- Impact upon Highway Safety
- Design and Impact on the landscape and visual amenity
- Residential Amenity

- Flood Risk and Drainage
- Ecology and Biodiversity
- Archaeology
- Planning Balance

Impact upon Highway Safety

- 8.2. 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)).
- 8.3. Policy DM10(g) states that where parking is to be provided, charging points for electric or low emission vehicles should be included, where feasible.
- 8.4. Policy T1 of the Desford Neighbourhood Plan states that *“With particular regard to the rural highway network of the Parish and the need to minimise any increase in vehicular traffic all housing and commercial development must:*
- a) Be designed to minimise additional traffic generation and movement through the villages.*
 - b) Incorporate sufficient off-road parking in line with housing policy H6;*
 - c) Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided.*
 - d) Provide any necessary improvements to site access, communal parking and the highway network either directly or by financial contributions*
 - e) Consider, where appropriate, the improvement and where possible the creation of footpaths and cycleways to key village services.”*
- 8.5. Policy E2 of the Desford Neighbourhood Plan requires new employment development to not generate unacceptable levels of traffic movements.
- 8.6. Paragraph 115 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 116 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.7. The site access was approved as part of the outline application, this application considers the internal site arrangements alongside the CTMP and PROW treatment.

Internal Layout

- 8.8. The LHA have advised that the provision of the staff parking spaces is acceptable considering 2 members of staff live at the site. Furthermore the vehicle swept path analysis for larger vehicles was deemed acceptable and the LHA have advised that the cycle parking would be of a Sheffield Type which is acceptable.

Public Right of Way R99

- 8.9. The application site access bisects public right of way Footpath R99 which starts nearby and then runs at the rear of Leicester Lane properties before heading for Desford village.

- 8.10. Condition 12 of the outline application stated:
No development shall take place until a scheme for the treatment of the Public Right(s) of Way has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for their management during construction, surfacing, width, structures, signing, and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

Reason: To protect and enhance Public Rights of Way and access in accordance with Policy DM10 and DM17 of the Site Allocations and Development Management Policies DPD 2016 and Paragraph 104 of the National Planning Policy Framework (December 2023).

- 8.11. Additional and amended information has been submitted during the course of the application and ultimately the LHA have advised that this information is sufficient to discharge condition 12 and that the development would protect/enhance the PRoW.

Construction Traffic Management Plan

- 8.12. Condition 5 of outline application stated:
No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users and to ensure that construction traffic does not lead to on-street parking problems in the area in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the National Planning Policy Framework (December 2023).

- 8.13. The site is well served by the B582 and A47, as such the LHA have no concerns with the route to the site.

- Paragraph 4.2 of the 'Construction Management Traffic Plan' dated May 2025 states: To minimise the potential impact of construction traffic movements on the local road network, several management controls will be implemented. The following are based on measures designed to work in respect of the site and surrounding sensitive receptors.
- Traffic movements, both to and from the site, during peak hours (08:00-09:00 and 17:00-18:00 Monday to Friday) will be minimised to reduce the risk of traffic congestion on local roads and any potential impact in the vicinity of the site during peak traffic hours.
- All deliveries will be booked in and allotted a time to carry out the delivery to ensure that multiple deliveries do not arrive at site at any one point.
- All deliveries will take place within the demise of the site, which is accessed via the proposed development access road off Leicester Lane.
- All deliveries will take place out of peak traffic periods or any local events in the vicinity of the site. The above is welcomed by the LHA.

- 8.15. A jet wash and/or a bath type jetted vehicle washer, with rumble strips to loosen any mud, will be used on the wheels of construction related vehicles, as necessary, as they leave site to ensure that no mud or debris is taken off the site. During the jet washing process, filter protection to the drains will be used so only water passes

through rather than mud. The jet wash will be connected to a mains water supply and located on site and available from the commencement of site works so that mud does not transfer onto the public highway during construction. Should the road become contaminated, any debris will be removed by either sweeping or spade and jet wash. Both types of washing facilities will remain in place until construction vehicles cease entering / exiting the site. It is proposed that the initial 50m of the access road will be surfaced in a bituminous material and for this to be kept clean throughout the construction process. Whilst the above is welcomed the Applicant should ensure the wheel washing facilities are not within 10m of the public highway. This is to ensure wastewater does not run onto the public highway.

- 8.16. The Applicant has provided within Appendix B of the 'Construction Management Traffic Plan' dated May 2025 a layout plan demonstrating vehicle parking and storage areas within the site away from the public highway. This is welcomed by the LHA. The LHA are satisfied that the requirements contained within condition 5 attached 22/01160/OUT have been satisfied and therefore this condition can be discharged.
- 8.14. Overall, the impacts of this proposed development are not considered to be severe to pose an unacceptable impact on highway safety. The proposal is judged to comply with Policy DM17 and Policy DM10 of the SADMP, Policy E2 of the Desford Neighbourhood Plan and the aforementioned policies of the NPPF subject to conditions.

Design, Landscape and Visual Impact

- 8.15. Policy DM4 of the adopted SADMP states that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and it does not undermine the physical and perceived separation and open character between settlements; and it does not create or exacerbate ribbon development. The site is located within open countryside, outside of the settlement boundary and is therefore considered against this policy.
- 8.16. Policy DM10(c), (d) and (e) of the SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the area generally and incorporates a high standard of landscaping.
- 8.17. Policy E2 of the Desford Neighbourhood Plan is supportive of new employment opportunities providing they are of a size and scale which does not adversely affect the character, infrastructure and environment of the Parish itself and the neighbourhood plan area, including the countryside.
- 8.18. Section 7 of the Councils Good Design Guide (2019) outlines specific guidance for what will be expected from the design of commercial buildings.
- 8.19. Paragraph 139 of the NPPF states 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. Local policy is considered to accord with the NPPF.
- 8.20. The building would be sited reasonably close to the existing cluster of buildings at Forest House and would not be visually isolated. There are examples of stables, large

farm buildings as well as the linear development along Leicester Lane and as such the principle of a building in the location is acceptable. The proposed design responds to the agricultural character of surrounding buildings and is judged to be a high-quality design as was inferred at outline stage.

- 8.21. The proposal includes the retention of the existing hedgerow to the north of the site and avoids the RPA of the retained tree also along the northern boundary. New native hedgerow surrounding the remaining boundaries. Shrub and tree planting is proposed alongside wild flower planting in the proposed boards of the parking areas. Gravel is proposed to the access track (away from the highway) and parking areas, this is considered acceptable in this rural context.
- 8.22. A condition is recommended ensuring that external lighting is only used during operational hours to avoid adverse impacts from external lighting.
- 8.23. Overall, the proposal presents high quality design which responds to the rural context and therefore it is considered that the development would not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside. The development is judged to comply with policies DM4 and DM10 of the SADMP and policy E2 of the Desford Neighbourhood Plan.

Impact upon 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. Policy E2 of the Desford Neighbourhood Plan states that new employment development should not increase noise levels or light pollution or introduce any pollution to an extent that they would unacceptably disturb occupants of nearby residential properties.
- 8.26. Owing to the design and separation distance to nearby residents at Forest House there would be no adverse loss of light, privacy or sense of overdominance as a result of the development. As requested by the HBBC Environment Team noise mitigation measures would be secured by condition.
- 8.27. Therefore it is considered that the proposed development would be acceptable in amenity terms and in compliance with Policy DM10 a and b of the SADMP, Policy E2 of the Desford Neighbourhood Plan, The Good Design Guide SPD and the requirements of the NPPF.

Flood Risk and Drainage

- 8.28. Policy DM7 of the SADMP seeks to prevent development from resulting in adverse impacts on flooding by ensuring that development does not create or exacerbate flooding.
- 8.29. No objections have been raised to the proposed surface water drainage scheme.
- 8.30. Severn Trent Water has confirmed in the application comments that there are no public sewers within the vicinity of the site. The foul water from the existing dwelling currently outfalls into a Klargester package treatment plant, with treated effluent

combining with surface water and discharging into the existing pond within the applicant's land. It is assumed that the remaining effluent is tankered away from the site at regular intervals. In accordance with The Building Regulations, foul water flows from the proposed development will discharge into a new package treatment plant and outfall into the pond. The Company currently employs 19 staff, and it is envisaged that the workforce would only grow in the immediate future by 2 people. A Klargest BD BioDisk, or equivalent, will be utilised to accommodate a population equivalent of 25 and a max daily flow of 5.0m³. Foul flows entering this treatment plant are treated in line with national guidance, to a state where flows can be discharged directly into watercourses. It is considered that sufficient information has been submitted and that this would be further addressed through Building Control Regulations.

- 8.31. Subject to the aforementioned conditions the proposal is therefore judged to comply with Policy DM7 of the SADMP and the NPPF.

Ecology and Biodiversity

- 8.32. Policy DM6 of the SADMP states that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including long term future management. Paragraph 180 of the NPPF states that development proposals should contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity.
- 8.33. An Extended Phase 1 Habitat Survey has been undertaken of the site. No evidence of protected species was recorded and the majority of the survey area had lower value habitats. Given the site and habitats present, LCC ecology have previously advised that Biodiversity Net Gain should be achievable given the extent of the land ownership at outline stage. The development is not subject to mandatory BNG, however, Policy DM6 does state that development proposals must demonstrate how they conserve and enhance features of nature conservation. The outline application was approved subject to condition 7 which states:

No development (including vegetation clearance) shall take place until an ecological mitigation, compensation and enhancement strategy has been submitted to and approved in writing by the Local Planning Authority. These measures shall expand upon Section 3.3 Ecological Constraints and Opportunities within the Extended Phase 1 Habitat Survey (CBE Consulting July 2022). The measures should also achieve measurable Biodiversity Net Gain. Any mitigation, compensation or enhancement measures need to be clearly shown on all relevant submitted plans/elevations. All works are to proceed strictly in accordance with the approved scheme.

Reason: *To ensure that the development does not cause harm to any protected species or their habitats and to ensure that the development achieves Biodiversity Net Gain in accordance with Policy DM6 of the Site Allocations and Development Management Policies DPD 2016 and paragraph 180 of the National Planning Policy Framework (2023).*

- 8.34. Concerns have been raised by LCC ecology that the mitigation strategy should include measures for nesting birds, reptiles, amphibians and mobile species, as well as additional considerations for protected and Priority species which was not previously identified by the Extended Phase 1 Habitat Survey and now needs to be considered. They recommended that a Statutory Biodiversity Metric- Calculation Tool should be utilised to demonstrate BNG and that bespoke species enhancements should be secured in line with the recommendations of the Phase 1 Survey.

- 8.35. Considering that the previous Habitat Survey was judged to be acceptable it is not considered reasonable to request expansion upon the species surveyed. Furthermore, considering the proposal is not subject to mandatory net gain it is not considered necessary for the Statutory Biodiversity Metric- Calculation Tool to be utilised in this case, although it is acknowledged that this would be a useful tool in most cases.
- 8.36. In this case, the existing site is an agricultural field, The opportunities for enhancement set out within Section 3.3 of the Phase 1 habitat survey referred to in the condition includes:
- Bat boxes and bird boxes could be erected at suitable positions affixed to proposed building and / or any retained mature trees.
 - Refugia suitable for hedgehogs, amphibians and reptiles could be constructed in suitable positions in areas where these will be accessible to these species.
 - Any landscape planting associated with the new development should utilise native tree and shrub species to promote diversity.
- 8.37. The submitted proposals include bird and bat boxes affixed to the proposed building. Landscaping includes the retention of existing hedgerow and trees, alongside new soft landscaping across the site. This includes native tree and shrub planting and wildflower planting. Whilst the biodiversity net gains are unlikely to be significant, this is not required by the condition, and it is considered that some net gain would be generated on the site. It is acknowledged that LCC ecology requested further information and additional information was submitted but this does not fully comply with their requests. Owing to the specifics of this development and the low bar for biodiversity net gains in this case it is judged acceptable to approve discharge of condition 7.
- 8.38. The application is considered be acceptable with respect to ecology and biodiversity matters and complies with Policy DM6 of the SADMP.

Archaeology

- 8.39. Policy DM13 of the SADMP states that where a proposal has the potential to impact a site of archaeological interest developers should provide an appropriate desk based assessment and where applicable a field evaluation. Paragraph 194 of the NPPF also reiterates this advice.
- 8.40. LCC Archaeology have reviewed the submitted trial trenching report and have confirmed that no additional archaeological involvement will be required. Condition 14 can therefore be discharged and the proposal is considered to comply with Policy DM13.

Conclusions and Planning Balance

- 8.41. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.42. The proposal is considered to be acceptable in highways, residential amenity, flooding/drainage, archaeological, ecological and design terms. It therefore accords with the aforementioned policies of the Development Plan.

8. Equality implications

- 8.1. 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.

- 8.2. Officers have taken this into account and given due regard to this statutory duty in the consideration of this application.

- 8.3. There are no known equality implications arising directly from this development.

- 8.4. 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).

9. Recommendation

- 9.1 **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report.

9.2 Conditions and Reasons / 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

Proposed Site Plan Dwg No. 8658_0302_1001 Rev PL2

Proposed Ground Floor Plan Dwg No. 8658_0302_1002 Rev PL1

Proposed First Floor Plan Dwg No. 8658_0302_1003 Rev PL1

Proposed Roof Plan Dwg No. 8658_0302_1004 Rev PL1

Proposed Elevations Dwg No. 8658_0302_1005 Rev PL2

Proposed Landscaping Dwg No. 8658_0302_1011 Rev PL1

Bat Box Specifications

Bird Box Specifications

Crevice Bat Box Specifications

Public Right of Way Details Dwg No. 8658_0302-1010 Rev PL2

Construction Traffic Management Plan

Reason: To ensure a satisfactory form of development and satisfactory external appearance in accordance with Policies DM1, DM6, DM10, DM11, DM12, DM17 and

DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

2. Development shall not begin until a scheme for protecting nearby dwellings from noise has been submitted to and approved by the Local Planning Authority. Thereafter all works which form part of the scheme shall be completed prior to commencement of permitted use.

Reason: To ensure that the development does not have a detrimental impact upon neighbouring residential amenity in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The development hereby permitted shall not be brought into use until such time as the parking, turning and cycle parking facilities have been implemented in accordance with Proposed Site Plan', drawing number 8658_0302_1001 Rev PL2. Thereafter the onsite parking, turning and cycle provision shall be kept available for such use 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. To enable vehicles to enter and leave the site in a forward direction, and that secure cycle parking is provided in the interests of highway safety and to promote travel by sustainable modes in accordance with Policy DM17 and DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

4. The development hereby permitted shall not be carried out in accordance with the submitted Drainage Technical Note. The works that form part of the scheme shall be completed prior to commencement of the development and shall be retained and maintained as such in perpetuity.

No surface water to enter the foul or combined water systems by any means.

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)

5. External lighting shall only be illuminated during working hours.

Reason: To protect the appearance of the area and character of the countryside in accordance with Policy DM4 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

Informatives

- Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.
- Public Rights of Way must not be re-routed, encroached upon, or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences, or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way, and the County Council may be obliged to require its immediate removal.