

Reserved matters approval (access, appearance, layout and scale) (outline planning permission 15/00456/OUTM) for a 62 bed care-home development and 15 care related dwellings along with vehicular access from Ashby Road and internal layout for the first phase

Report Item No
A1

Willow Farm Ashby Road Moira Swadlincote DE12 6DP

Application Reference
21/00233/REMM

Grid Reference (E) 432913
Grid Reference (N) 316480

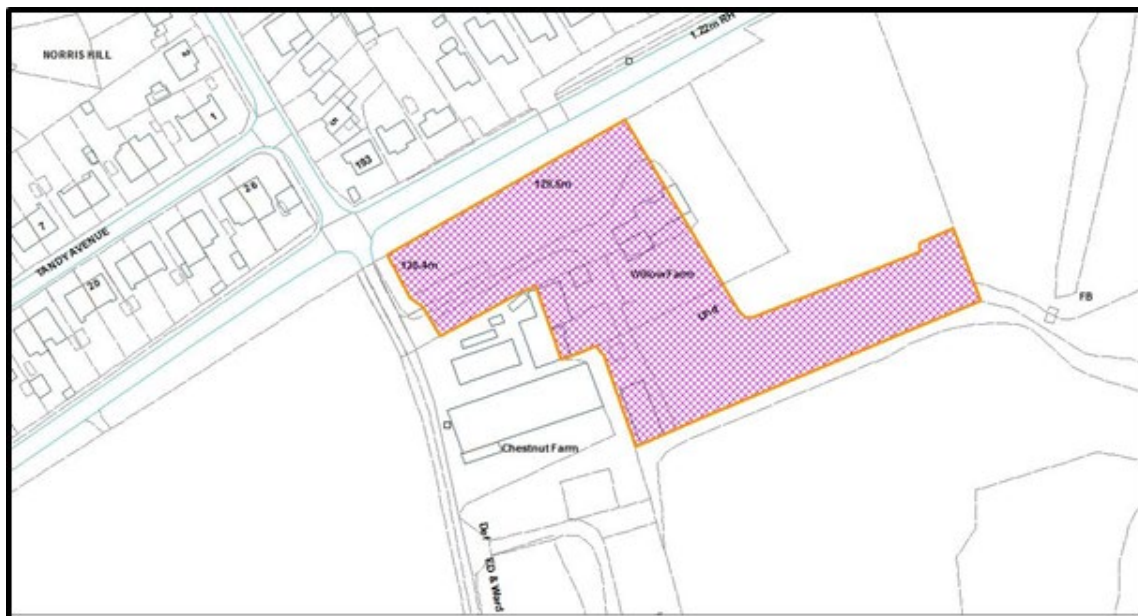
Date Registered:
9 February 2021
Consultation Expiry:
8 September 2023
13 Week Date:
11 May 2021
Extension of Time:
FINAL EXT TO BE
AGREED

Applicant:
MACC Group and Prospect Capital

Case Officer:
Adam Mellor

Recommendation:
PERMIT

Site Location - Plan for indicative purposes only



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Reasons the case is called to the Planning Committee:

This application is brought to Planning Committee originally at the request of Councillor Gill Houlton, and subsequently by Councillor Woodman, due to the proposal raising considerable public concern, being outside the defined Limits to Development, differing from the outline permission and that there is no justification for this application to proceed as there are 2, possibly 3, other new care facilities in Ashby.

RECOMMENDATION – PERMIT, subject to the following conditions:

1. Compliance with conditions of outline permission (15/00456/OUTM).
2. Approved plans.
3. Finished floor levels to be delivered in accordance with submitted plans.
4. No raising of land levels unless precise details of finished ground levels are first submitted and approved.
5. Scheme of external materials prior to the care home and care related dwellings being built above damp proof course level to be submitted, approved and implemented.
6. Design detailing of care home and care related dwellings prior to care home and care related dwellings being built above damp proof course level to be submitted, approved and implemented.
7. External meter boxes and rainwater goods to be finished black.
8. Precise details of the foul sewerage pumping station (including boundary treatments) prior to construction to be submitted, approved and implemented.
9. Soft landscaping scheme (including timetable for implementation) prior to the care home and care related dwellings being built above damp proof course level to be submitted, approved and implemented.
10. Hard landscaping scheme (including timetable for implementation) prior to the care home and care related dwellings being built above damp proof course level to be submitted, approved and implemented.
11. Boundary treatment scheme in accordance with submitted plans and removal of permitted development rights for alternative boundary treatment schemes to care home and care related dwellings.
12. Elevational information of boundary treatments prior to boundary treatments being installed to be submitted, approved and implemented.
13. Details of retaining walls (if required) prior to construction to be submitted, approved and implemented.
14. Scheme of bin storage points and bin collection areas (including timetable for implementation) prior to the care home and care related dwellings being built above damp proof course level to be submitted, approved and implemented.
15. Timetable for the delivery of the pedestrian link to National Forest woodland prior to first occupation to be submitted, approved and implemented.
16. Signage for the pedestrian link to National Forest woodland prior to first occupation to be submitted, approved and implemented.
17. Delivery of access arrangements (including visibility splays) in accordance with submitted plans.
18. Delivery of off-street parking and turning arrangements in accordance with submitted plans.
19. Delivery of secure cycle parking facilities prior to the first use of the development to be submitted, approved and implemented.

1. Proposals and Background

This is a reserved matters application relating to the erection of a 62 bed care-home development and 15 care related dwellings along with vehicular access from Ashby Road and internal layout for the first phase at Willow Farm, Ashby Road, Moira. An application for outline planning permission for a residential care development including apartments and cottages and residential care home with associated car parking and landscaping (outline – details of access, appearance, landscaping, layout and scale reserved for subsequent approval) (ref: 15/00456/OUTM) was approved, subject to a Section 106 agreement, on the 17th April 2018. As a result matters of access, layout, appearance, scale and landscaping are now submitted for consideration.

The application site is some 1.5 hectares in size and currently comprises a residential dwelling, with associated curtilage buildings, and agricultural land to the north-east of Moira village. The application site is outside the defined Limits to Development and there is residential development on the opposite side of Ashby Road.

An application for reserved matters approval (internal access, appearance, layout, scale and landscaping) (outline planning permission 15/00456/OUTM) for a 45 unit apartment block within the second phase is also under consideration with the Local Planning Authority and forms the basis of a separate report (21/00733/REMM).

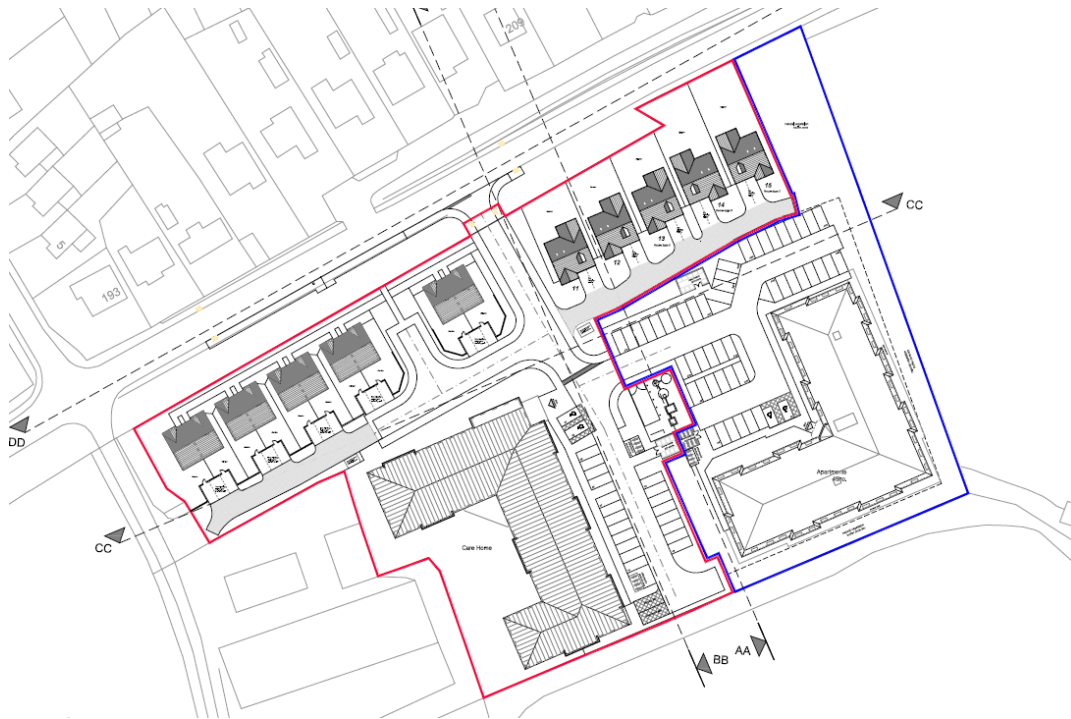
Following comments received from statutory consultees the scheme has been amended and revised plans submitted. Re-consultation has been undertaken on these revised plans.

Condition 3 of the outline planning permission (15/00456/OUTM) stated the following in relation to the scale of the development:

“The care facility hereby permitted shall comprise a maximum number of 30 no. care related dwellings, 66 no. sheltered units, and a care home with 62 no. ensuite bedrooms along with ancillary social and medical related space.

Reason: For the avoidance of doubt since the indicative plans show that a development of this size can be achieved on the site without adverse impacts in respect of material planning considerations.”

Site Location Plan and Site Layout (The land outlined in red comprises that associated with this application reference 21/00233/REMM with that outlined in blue being connected with application reference 21/00711/REMM)



As submitted the layout indicates that the phase 1 development would comprise:

- A 62 bed residential care home located within the south-western part of the site which would comprise a three-storey building with an internal floor area of 4,767 square metres and overall height of 10.5 metres;
- 10 x 2 bed, two-storey care related dwellings located to the south-west of the internal access road and parallel with the north-western boundary of the site with Ashby Road which would utilise pitched gable ended roofs with ridge heights of 8.66 metres and have individual internal floorspaces of 104 square metres;
- 5 x 2 bed, single storey care related dwellings located to the north-east of the internal access road and parallel with the north-western boundary of the site with Ashby Road, which would utilise pitched gable ended roofs with ridge heights of 6.32 metres and have individual internal floorspaces of 144 square metres; and
- A foul drainage pumping station which would predominately be located underground.

The layout, appearance and scale of the residential care home and care related dwellings within phase 1 of the development can be viewed on the plans available on the District Council's website.

Vehicular access into the site would be provided via a 'T' junction formed onto Ashby Road with internal access roads then projecting south-westwards and north-eastwards to serve the care related dwellings and south-eastwards so as to serve the residential care home (as well as the care related apartment block within phase 2 of the development). Pedestrian footways associated with the internal highways would also be provided.

Soft landscaping would be accommodated within areas of open space, the private gardens associated with the care related dwellings and parking areas. Hard landscaping would form pedestrian footways, parking areas, pathways, and patios.

A planning and design statement, transport assessment, road safety audit and land contamination assessment were originally submitted in support of the application with a statement of community involvement, planning statement addendum and flood risk assessment (FRA)/drainage strategy (DS) addendum subsequently being submitted following the receipt of third party and statutory consultee comments. Re-consultation has been undertaken on this information.

Relevant Planning History

- 88/1368 – Erection of agricultural workers dwelling following coal extraction nearby – Approved 16th March 1989.
- 11/00851/VCU – Variation of condition 13 of 88/1368 in order to remove the agricultural tie associated with the dwelling – Approved 10th February 2015.

2. Publicity

69 no. neighbours initially notified 9 March 2021 and with amended plans on the 21 September 2022 and on 2 May 2023.

A site notice was displayed on the 9 March 2021.

A press notice was published in the Leicester Mercury on the 24 March 2021.

3. Summary of Consultations and Representations Received

The following summary of representations is provided. All responses from statutory consultees and third parties are available to view in full on the Council’s website.

Objections from:

Ashby Woulds Town Council on the following grounds

<u>Grounds of Objections</u>	<u>Description of Impact</u>
Principle and Need	The Oakleigh Care Home in Moira has been extended, with an existing facility in Ashby also being extended and new facilities proposed both within Ashby and as part of the Money Hill development. On this basis there is no longer a requirement for this facility.
	There are no facilities in the local area which

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	<p>would serve the future residents.</p>
<p>Highway Safety</p>	<p>It needs to be ensured that the existing medical practices can accommodate additional patients from the proposed development.</p>
<p>Residential Amenity</p>	<p>The speed limit must be reduced to 30mph.</p>
<p>Design</p>	<p>A pedestrian crossing should be provided to allow residents to use local shops safely.</p>
	<p>There needs to be adequate parking for all residents and staff.</p>
	<p>Provision of a pedestrian refuge will impact on the flow of traffic on Ashby Road given its proximity to a bus stop and limit vehicle movements at 199 Ashby Road.</p>
	<p>Social, recreational and wellbeing facilities for the proposed development should be clearly identified with residential gardens not shown clearly on the plans.</p>
	<p>There are no details of the proposed external lighting which would be provided which would impact on residential amenity given the current dark environment.</p>
	<p>It is not understood how the Council's Environmental Protection Officer has raised no objections with noise and disturbance being associated with a 24 hour care home.</p>
	<p>The proposed development will result in adverse overlooking and overbearing impacts to existing residential amenities.</p>
	<p>The proposed development would not be of a design or scale which would enable it to successfully integrate into the area with there</p>

	being a need for the two-storey development to be at the site frontage and the three-storey development in the south.
Other Matters	The Section 106 agreement should be rewritten with the involvement of the Town Council so as to reflect the needs of the local community.

Ashby De La Zouch Town Council on the following summarised grounds:

- Concerns around traffic as Ashby Road is already very busy and the proposed development will add to this burden. Further information should therefore be submitted to the County Highways Authority.
- There is also no evidence of the mitigation for tree loss and no biodiversity net gain assessment (BNG) has been submitted.

No Objections from:

NWLDC Environmental Protection.

No Objections, subject to conditions and/or informatives, from:

Leicestershire County Council – Ecology.
 Leicestershire County Council – Highways Authority.
 Leicestershire County Council – Lead Local Flood Authority.
 National Forest Company.
 NWLDC Tree Officer.
 NWLDC Urban Designer.
 Police Architectural Liaison Officer.

Third Party Representations

16 no. third party representations have been received objecting to the application with the comments raised summarised as follows:

<u>Grounds of Objections</u>	<u>Description of Impact</u>
Principle and Need	There is no need for a further residential care home in the area given the number which already exist.
	There will be adverse impacts to existing services, including further pressures on health

	services.
Design Matters	Development does not add to or enhance the environment and is not in keeping with the area.
	The loss of the existing hedgerow alongside Ashby Road will result in detriment to the streetscape.
	Presence of three-storey development at the site frontage would impact adversely on the natural rural landscape as well as along the streetscape given that it is out of keeping.
	The materials of construction need to better reflect the location of the development within the National Forest.
Residential Amenity	The scale of the residential care home will result in adverse impacts to residential amenity, including overlooking impacts, and would result in the loss of a view.
	Pollution from vehicles headlights when exiting the site will cause impacts to amenities.
	The provision of external lighting will impact adversely on residential amenity given that at present the only external lighting is street lighting.
	There will be an increase in noise pollution from emergency vehicles and other vehicles using the site.
	Construction works will impact on residents' health.
	Uses undertaken in the commercial buildings to the south-west of the site will impact on the

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	<p>future amenities of residents of the care development.</p>
	<p>The future amenities of the occupants of any of the care related dwellings would be adversely impacted on by virtue of their relationship with the care related apartments and residential care home.</p>
<p>Highway Safety</p>	<p>Additional traffic on the highways will increase the risk of accidents, involving vehicles and pedestrians, irrespective of whether additional signage or traffic calming is introduced. This is due to the poor visibility available. The transport data is also outdated.</p>
	<p>The area lacks facilities within walking distance for the future residents which will lead to an increased use of private cars as public transport is poor.</p>
	<p>Provision of a vehicular access directly opposite an existing junction will create a staggered junction resulting in dangers to highway users.</p>
	<p>Construction vehicles will likely park, store materials and turn around on the private access lane to nos. 201 to 219 Ashby Road which will cause safety issues to the residents of these properties.</p>
	<p>There will be an increase in heavy goods vehicles (HGVs) during the construction phase and the highway is subject to a weight restriction.</p>
	<p>There is a lack of off-street parking provided for the development which will result in parking being undertaken on the highways and therefore to the detriment of highway safety. The applicant's modelling of the parking levels is also based on their urban sites where public transport infrastructure is better. A decision was made on an application in Coalville</p>

	(23/00454/FULM) that insufficient off-street parking would be provided and as such the application was refused.
	The proposed pedestrian refuge on Ashby Road will restrict the carriageway width and impact on the safe movement of vehicles on Ashby Road whilst also creating an intimidating environment to pedestrians trying to cross Ashby Road. Its placement would also impact on the movement of long vehicles at 199 Ashby Road, Moira.
Drainage and Flood Risk	The proposed development will result in an increase in surface water runoff which would not be suitably managed and would cause flooding impacts.
Landscaping and Ecology	The development will result in the loss of trees within the National Forest.
	The development will result in the loss of wildlife habitat including the loss of the hedgerow along Ashby Road.

4. Relevant Planning Policy

National Policies

National Planning Policy Framework (2023)

The following sections of the NPPF are considered relevant to the determination of this application:

Paragraphs 8 and 10 (Achieving sustainable development);
 Paragraphs 11 and 12 (Presumption in favour of sustainable development);
 Paragraph 34 (Development contributions);
 Paragraphs 38, 39, 40, 41, 42, 44 and 47 (Decision-making);
 Paragraphs 55, 56, 57 and 58 (Planning conditions and obligations);
 Paragraphs 60, 62, 65, 74, 75 and 77 (Delivering a sufficient supply of homes);
 Paragraph 92, 93 and 100 (Promoting healthy and safe communities);
 Paragraphs 107, 108, 110, 111, 112 and 113 (Promoting sustainable transport);
 Paragraphs 119, 120 and 124 (Making effective use of land);
 Paragraphs 126, 128, 130, 131 and 134 (Achieving well-designed places);
 Paragraphs 152, 153, 154, 159, 167 and 169 (Meeting the challenge of climate change, flooding, and coastal change);

Paragraphs 174, 180, 182, 183, 184 and 185 (Conserving and enhancing the natural environment); and
Paragraphs 194, 195, 197, 199, 200, 202 and 205 (Conserving and enhancing the historic environment).

Local Policies

Adopted North West Leicestershire Local Plan (2021)

The following policies of the adopted local plan are consistent with the policies of the NPPF and should be afforded full weight in the determination of this application:

Policy S1 – Future Housing and Economic Development Needs;
Policy S2 – Settlement Hierarchy;
Policy S3 – Countryside;
Policy D1 – Design of New Development;
Policy D2 – Amenity;
Policy IF1 – Development and Infrastructure;
Policy IF4 – Transport Infrastructure and New Development;
Policy IF7 – Parking Provision and New Development;
Policy En1 – Nature Conservation;
Policy En2 – River Mease Special Area of Conservation;
Policy En3 – The National Forest;
Policy En6 – Land and Air Quality;
Policy He1 – Conservation and Enhancement of North West Leicestershire’s Historic Environment;
Policy Cc2 – Water – Flood Risk; and
Policy Cc3 – Water – Sustainable Drainage Systems.

Other Policies

National Planning Practice Guidance.
Good Design for North West Leicestershire Supplementary Planning Document – April 2017.
Leicestershire Highways Design Guide (Leicestershire County Council).
The Conservation of Habitats and Species Regulations 2017 (the ‘Habitats Regulations’).
Circular 06/05 (Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within the Planning System).
River Mease Water Quality Management Plan – August 2011.
The River Mease Developer Contributions Scheme (DCS).

5. Assessment

Principle of Development

The principle of the redevelopment of the site to provide a residential care development including a care home, care related apartments and care related dwellings was established by the grant of outline planning permission on the 17th of April 2018. Under the outline application all matters were reserved and therefore this reserved matters application seeks to provide a greater level of detail in relation to the access, layout, appearance, scale and landscaping of the site within phase 1 of the development.

Assessment of this application should therefore relate to whether those matters reserved for subsequent approval accord with policies of the adopted Local Plan (2021) and NPPF (2023), as well as other relevant guidance. Issues relating to the principle of the development and associated issues (e.g. the suitability of the site generally for the proposed development, need for the development, impact of the development on services, impacts on the wider highway network and flood risk) are not relevant to this application as these have all been agreed at Outline stage.

Assessment of the objections received in relation to the principle of the development

Objection	Officer Response
<p><i>There is no need for a further residential care home in the area given the number which already exist.</i></p> <p><i>The Oakleigh Care Home in Moira has been extended, with an existing facility in Ashby also being extended and new facilities proposed both within Ashby and as part of the Money Hill development. On this basis there is no longer a requirement for this facility.</i></p>	<p>As is outlined above the principle of the provision of a care related development on the site has been established by the grant of the outline planning permission (15/00456/OUTM).</p> <p>This reserved matters application can only assess the layout, appearance, scale, access and landscaping of the site and as such cannot reassess the need for the development.</p>
<p><i>There will be adverse impacts to existing services including further pressures on health services.</i></p> <p><i>It needs to be ensured that the existing medical practices can accommodate additional patients from the proposed development.</i></p>	<p>The impact of the development to existing services, including health services, was a matter to be considered as part of the outline application (15/00456/OUTM) when the acceptability of the principle of the development was established. In this respect contributions were secured in a Section 106 agreement towards highway infrastructure, Leicestershire police, libraries, the National Forest (if landscaping not delivered on site) and to mitigate the impacts of the development on the River Mease Special Area of Conservation (SAC)/Site of Special Scientific Interest (SSSI). No contribution requests were received from the NHS.</p> <p>It is therefore considered that the impacts of the development to existing services have already been mitigated against and cannot be revisited as part of this reserved matters application.</p>
<p><i>There are no facilities in the local area which would serve the future residents.</i></p>	<p>In granting outline planning permission under application reference 15/00456/OUTM it has been determined that the application site is within a sustainable location, with Policy S2 of</p>

	the adopted Local Plan defining Moira (including Norris Hill) as a Sustainable Village.
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Other Matters Relating to the Outline Planning Permission

In addition to a range of conditions requiring submission and approval of details in respect of various matters prior to trigger points such as commencement/occupation etc., the outline planning permission also required certain matters to be addressed prior to the submission of a reserved matters application(s), these conditions included requirements in relation to addressing the coalfield legacy of the site as well as a phase 1 habitat survey and Great Crested Newts (GCNs) survey. It was also a requirement of the first reserved matters application to be submitted that a masterplan of the site was provided along with finished floor levels of the development to be provided.

Condition 5 of the outline planning permission required the reserved matters application(s) to be accompanied by precise details of the finished floor levels of each of the elements of the care related development in relation to finished ground levels and to demonstrate the relationship with residential properties on the opposite side of Ashby Road. The application is accompanied by a site section drawing which depicts the finished floor levels of each of the elements of the care related development in relation to ground levels and shows the relationship with nos. 207 and 215 Ashby Road. An assessment of the suitability of the information shown on the site sections is undertaken in the ‘*Layout, Scale and Appearance*’ and ‘*Neighbours and Future Occupants Amenities*’ sections of this report below.

Condition 6 of the outline planning permission required the first reserved matters application submission to be accompanied by a masterplan setting out the details of site layout, areas of open space, surfacing and width of footpaths through the site, landscaping, density parameters and scale, as well as details of any proposed phasing of the development. The submitted combined site plan indicates that the 62 bed residential care home and 15 care related dwellings would form phase 1 of the development with the 45 unit care related apartment block forming phase 2 of the development (this being considered under application reference 21/00711/REMM). An assessment of the suitability of the information shown on the combined site plan is undertaken below.

Condition 11 of the outline planning permission required the approval of a scheme of intrusive site investigations (including mine gas monitoring), the undertaking of the scheme of intrusive site investigations, the submission of a report of findings arising from the intrusive site investigations and the submission of a scheme of remedial works for the shallow coal workings and mine gas protection measures. Information associated with this condition was discharged on the 28th of September 2018.

Condition 19 of the outline planning permission required the submission of a phase 1 habitat survey and great crested newts survey and information associated with this condition was discharged on the 5th of June 2018.

Layout, Scale and Appearance

Policy D1 of the adopted Local Plan requires that all developments be based upon a robust opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal. It also requires that new residential developments must positively perform

against Building for a Healthy Life (BfHL) (formerly Building for Life 12 (BfL12)) and that developments will be assessed against the Council's adopted Good Design SPD.

Layout

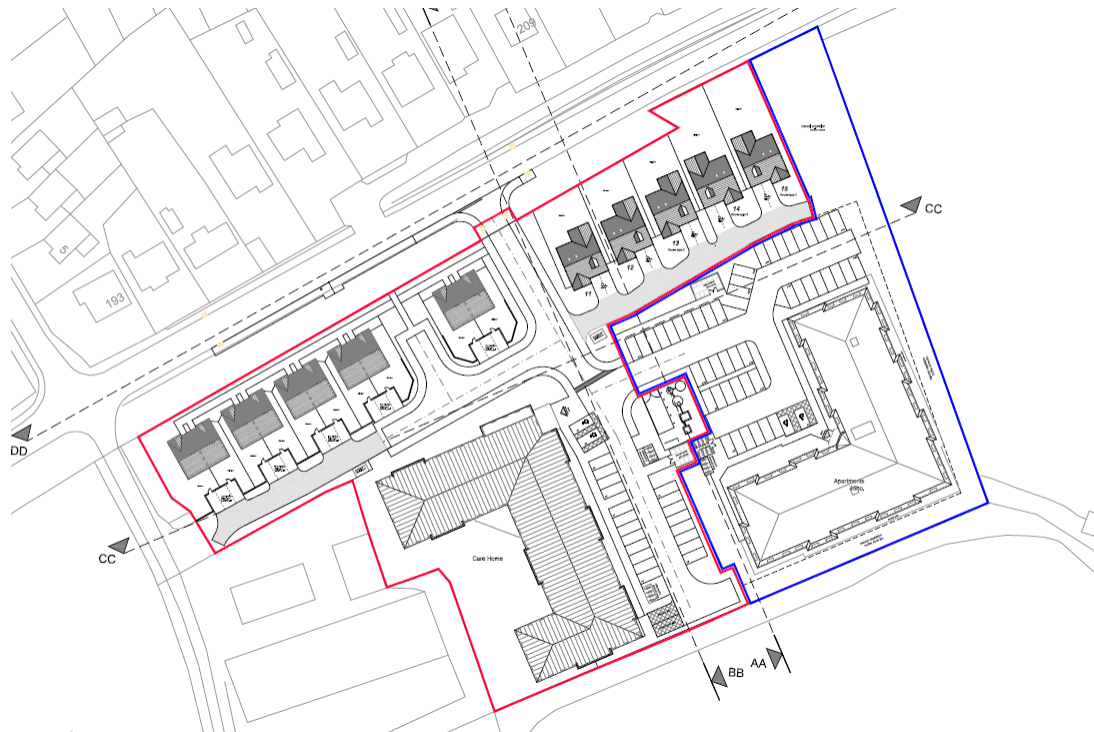
The layout as originally submitted (as shown below) sought to provide the care home in the north-western corner of the site, to be adjacent to Ashby Road, with the care related dwellings then located in the south-eastern part of the site. This, however, prompted concern from both Officers and local residents as to the impacts this arrangement would have on the visual amenities of the streetscape and wider area given the proposed scale and mass of the care home.

Original Layout – Care Home in North-Western Part of the Site and Care Related Dwellings in South-Eastern Part of the Site (plan now superseded)



Subsequently the scheme was amended (as shown below) to propose the location of the care home in the south-western part of the site, with the care related dwellings then located so as to be parallel with Ashby Road at the site frontage. Plots 1 to 10 are orientated so that their principal (front) elevations face Ashby Road, whereas plots 11 to 15 would be orientated so that their rear elevations would be presented to Ashby Road.

Amended Site Layout – Care Home in the South-Western Part of the Site and Care Related Dwellings Parallel with Ashby Road



It is considered that the amendment to the layout of the development ensures that the care home is now at a lower land level with the submitted site sections demonstrating that the overall height of the care home would only be marginally higher than the two-storey care related dwellings (plots 1 to 10) which are set adjacent to Ashby Road. Such a location also ensures that the care home is located adjacent to the maturing woodland to the south.

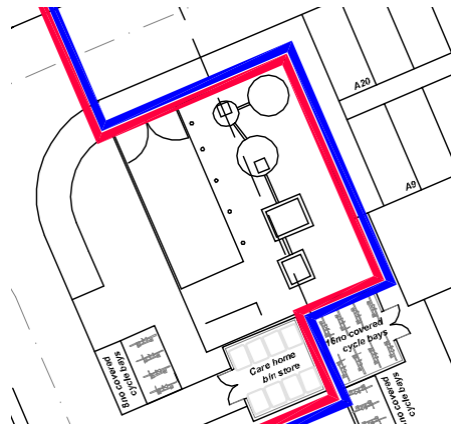
With regards to the proposed care related dwellings, it is considered that whilst it would have been preferable for plots 11 and 15 to have their principal (front) elevations presented to Ashby Road, it is noted that these plots comprise single storey dwellings. Consequently, the only element visible from Ashby Road would be the rear roof slope and the upper part of a gable end to a single storey rear projection given the retention of the mature hedgerow to the Ashby Road frontage. In such circumstances it is considered that when viewing the site from Ashby Road that it would not be obvious that the roof slope of the proposed dwellings were their rears.

The applicant was also requested to consider the provision of an internal service road to the frontage of plots 1 to 10 so as to avoid off-street parking being provided to their rears but this has been discounted as the placement of a junction to such a service road would be immediately adjacent to the junction of the site with Ashby Road and consequently would result in a highway safety conflict. Whilst this results in the off-street parking for plots 1 to 10 being to their rear, it is considered that this would not result in displaced parking given that such parking is appropriately located to enable easy access to doors in the rear elevation of such plots with there being no other convenient location where such parking could be undertaken which would provide easier access to these plots.

Within the layout external seating areas and terraces would be provided to serve the care home with those bedrooms with ground floor access to the rear of the care home also benefitting from an external seating terrace. Suitably sized garden areas would also be provided to serve the care related dwellings. Such external amenity space would be supported in line with the Council's adopted Good Design SPD.

It is noted that a foul sewerage pumping station would be provided centrally within the site with the below image showing the scale of the pumping station.

Scale of Pumping Station



The applicant has outlined that a pumping station is required as the site levels are lower than those of the main road and consequently the care home and care related dwellings, as well as the care related apartments proposed within phase 2 (application reference 21/00711/REMM), require drainage outfall to be pumped to the mains sewer. It is also outlined by the applicant that the location of the pumping station is informed by the requirement for it to be accessed, and as such it has been located adjacent to part of the internal highway. The pumping station also needs to be located 15 metres from any residential buildings.

The justification provided by the applicant is accepted, and a condition would be imposed on any permission granted to secure the precise details of the pumping station which would be installed. It is noted, however, that the pumping station would be predominately underground so therefore its overall visual impact would be minimal and could be appropriately mitigated by the provision of soft landscaping infrastructure around the boundaries of the pumping station.

Overall, it is considered that the proposed layout would ensure that the development would not impact significantly on the visual amenities of the streetscape or wider rural environment with the maturing woodland, in time, screening the development.

There are no objections from the Council's Urban Designer to the proposed layout in the amended plans.

Scale

The proposed care related dwellings would comprise two-storey semi-detached and single storey detached dwellings which would be compatible with the scale of residential dwellings which exist within the immediate area. It is therefore considered that the scale of the care

related dwellings would be appropriate and would not appear out of keeping with the visual amenities of the streetscape or wider area.

Although the care home would comprise a three-storey building, for the reasons outlined above it is considered that such a scale of building would not impact significantly on the visual amenities of the streetscape or wider rural environment. It is therefore considered that the scale is acceptable particularly when accounting for condition 3 of the outline planning permission enabling the construction of a 62 bed care home which therefore dictated that a building of a significant scale was likely to be created.

There are no objections from the Council’s Urban Designer to the scale of the development.

Care Home Appearance

The appearance of the care home as originally submitted is as shown below.

Original Care Home Appearance (plan now superseded)



In commenting on the scheme as originally submitted (and whereby the care home was located adjacent to Ashby Road) the Council’s Urban Designer outlined that it seemed unclear how a ‘National Forest’ inspired design was to be delivered (but this could be clarified by the provision of a materials palette) and that in elevational terms there was a multitude of changes which was perhaps derived from a desire to break down the overall mass of the building. In this respect, the Council’s Urban Designer indicated the scale was emphasised by a long ridge line that would be apparent from Ashby Road and also within the site and consequently it was suggested

that the use of a lower eaves height with the third floor then being partly within the roof would reduce the scale of the care home and also offer visual interest to the roofscape.

The Council’s Urban Designer also commented that the north-eastern elevation contained bedroom doors which were straight onto the car parking area.

Fundamentally, however, there was no substantial concern with the ‘contemporary’ approach to the appearance of the care home.

The appearance of the care home was subsequently revised, and this is as shown below.

Revised Appearance of the Care Home (plan now superseded)



Whilst noting a reduction in the overall height of the building, Officers raised concern that the moving of the design approach from ‘contemporary’ to ‘traditional’ resulted in a building which appeared bland and uninspiring when compared with the ‘contemporary’ approach originally proposed.

On this basis further amendments were made to the design of the care home as shown below.

Amended Appearance of the Care Home (latest amended plan)



The above images represent the final presentation of the proposed care home which has been adapted to comply with comments made by the Council's Urban Designer in relation to the use of buff brick having a tonal similarity to the proposed light oak timber effect cladding and consequently not resulting in a contrast between the two materials. This has been addressed by the introduction of a red brick.

It was also noted that timber effect cladding would be utilised to both the upper floors as well as being the spandrel panel for the bays and thereby it was suggested that the bays simply be of brick. The images above show that that bays are now constructed solely from brick.

The use of alternating short and full length windows, with the taller windows wrapped in a frame, was also deemed to provide articulation and interest to the facades.

Further information has also been provided to outline that the entrance feature to the care home

would comprise a profile metal frame box surround coloured Dark Grey which would be supported by timber columns, with the metal frame box containing red brickwork columns and aluminium curtain walling (coloured Dark Grey) which would be recessed by 400 millimetres. The box frame to certain windows would also comprise a profile metal box coloured Dark Grey.

The appearance of the care home is supported by the Council’s Urban Designer.

In terms of the National Forest Company (NFC), they welcomed the use of timber in the elevational material to the care home but requested that this comprises timber cladding rather than timber effect cladding. The applicant, however, has outlined the use of timber is not feasible due to restrictions associated with the use of combustible materials under Building Regulations. It is considered that the use of timber effect cladding would still achieve the aim of providing an appearance to the care home which is ‘inspired’ by its location within the National Forest whilst also ensuring the development is compliant with Building Regulations. A National Forest identity would also be achieved through the landscaping infrastructure provided as part of the development.

Subject to a satisfactory resolution on the scheme of external materials and design detailing to the care home at this discharge of condition stage, it is considered that it would not result in detriment to the visual amenities of the streetscape and would respect the character of the environment in which it would be located.

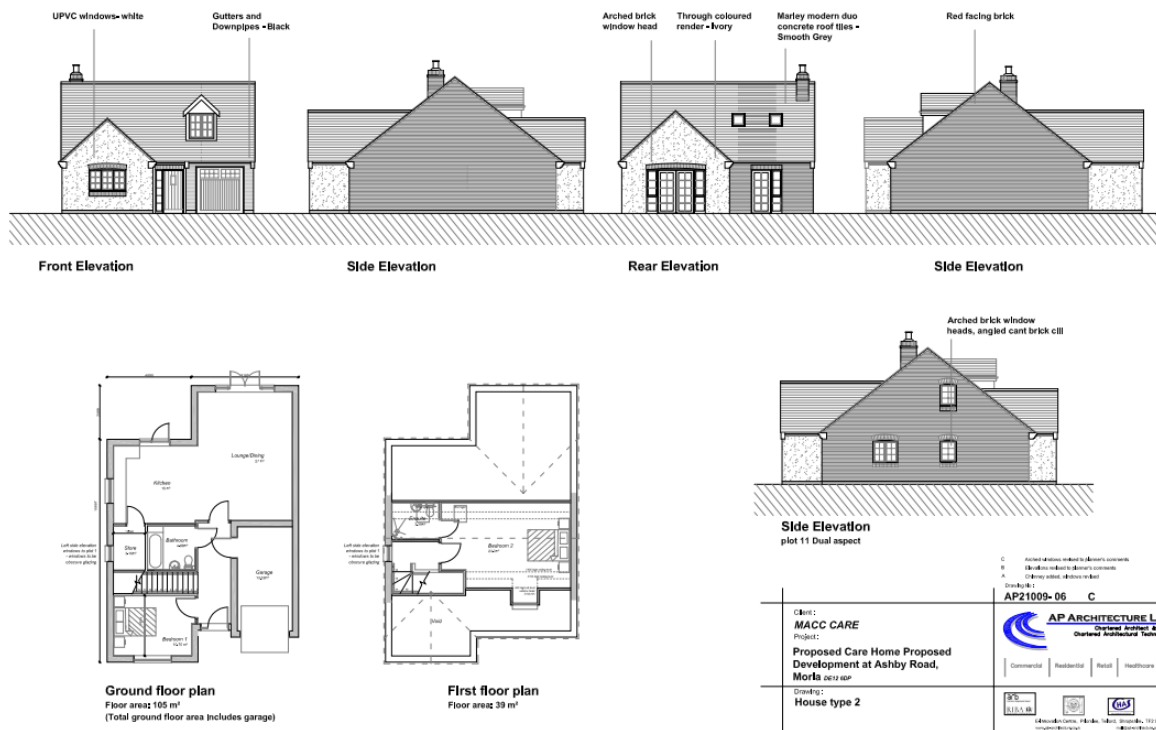
Care Related Dwellings Appearance

The proposed appearance of the two house types to be utilised are shown below.

House Type One (Plots 1 to 10)



House Type Two (Plots 11 to 15)



It is considered that the proposed dwellings would be traditional in appearance, and amendments have been made throughout the course of the application to include design features which the Local Authority would consider desirable when seeking to establish such a design approach (i.e. cills and lintels, chimneys, canopies, and brick detailing). Amendments have also been made so that where a dwelling is 'dual aspect' (i.e. addresses two separate highways) windows are provided in the gable side elevation (this being applicable to plots 1, 8, 10 and 11) and that the cill and lintel detailing to the principal (front) elevation was also replicated to the windows on the side elevation (as well as the rear elevation in the case of plots 1 to 10) given their visibility from within the development itself.

The Council's Urban Designer has no objections to the design of the dwellings and conditions would be imposed on any permission to be granted to secure the precise details of the external materials to be utilised as well as the design detailing. In terms of external materials, it is indicated that red brick and through colour render coloured Ivory would be utilised to the elevations, with the use of Marley Modern roof tiles coloured Smooth Grey, and the use of such materials would principally be acceptable given that such materials would be consistent with those utilised on dwellings within the immediate area.

Subject to a satisfactory resolution on external materials and design detailing at the discharge of condition stage, it is considered that the proposed care related dwellings would be a positive addition to the streetscape.

Boundary Treatments

In terms of boundary treatments, the Council's adopted Good Design SPD outlines that the use of timber close boarded fencing is not supported on boundaries which are sited towards the public or semi-public realm (including courtyards). A boundary treatment plan, which has been

amended during the application, specifies the use of a mix of treatments including 1.2 metre high timber post and rail fencing (supplemented with native hedging), 1.8 metre high walling and 1.8 metre high walling comprising brick piers and railings. Close boarded fencing is limited to the rear gardens of the plots and part of the south-western boundary of the site adjacent to the commercial premises which would be considered acceptable given that such fencing would not be prominent. The use of the 1.8 metre high wall with brick piers and railings to plots 1 to 10 also allows there to be visual integration with the proposed care home whilst also ensuring occupants of these plots have surveillance of their off-street parking spaces.

Principally, the approach to the boundary treatments is supported by the Council’s Urban Designer but the plans as submitted do not detail the elevational treatment of the boundary walls, on this basis a condition would be imposed on any permission to be granted to secure precise details.

In terms of the pumping station, it is specified that a 1.8 metre high ivy screen would be utilised to the boundaries of the pumping station which would be a means of screening a 1.8 metre high close boarded fence. Whilst the introduction of an ivy screen would be welcomed, it is considered that the use of a green screen would be a more appropriate treatment and therefore the boundary treatment(s) to the pumping station would be subject to a condition on any permission to be granted to enable further details to be submitted for consideration.

Layout, Scale and Appearance Conclusion

Overall, and subject to the imposition of conditions, it is considered that the layout, scale, and appearance of the development would be acceptable and would enable it to successfully integrate into the environment in which it is set. On this basis it would be compliant with Policy D1 of the adopted Local Plan, the Council’s adopted Good Design SPD and Paragraphs 126 and 130 of the NPPF.

Assessment of objections in relation to the layout, scale and appearance of the development

Objection	Officer Response
<i>Development does not add to or enhance the environment and is not in keeping with the area.</i>	<p>In granting outline planning permission (under application reference 15/00456/OUTM) it was established that a substantial scale of built form would be brought forward on the site given the amount of development consented under condition 3.</p> <p>As is assessed above it is considered that following amendments the proposed development would not impact adversely on the visual amenities of the streetscape or wider rural landscape and would be in keeping with the character of the area.</p>
<i>The loss of the existing hedgerow alongside Ashby Road will result in detriment to the streetscape.</i>	<p>As is assessed in the ‘<i>Landscaping, Trees and Ecology</i>’ section of this report below the existing hedgerow alongside Ashby Road</p>

	<p>would be retained with the only impact being associated with the formation of the vehicular access as well as a pedestrian access. Such works are not objected to by the Council's Tree Officer or County Council Ecologist given their minimal impact to the overall integrity of the hedgerow.</p>
<p><i>Presence of three-storey development at the site frontage would impact adversely on the natural rural landscape as well as along the streetscape given that it is out of keeping.</i></p> <p><i>The proposed development would not be of a design or scale which would enable it to successfully integrate into the area with there being a need for the two-storey development to be at the site frontage and the three-storey development in the south.</i></p>	<p>As is assessed above the scheme has been rearranged so that the care home is now located at the lower part of the site and would not be dominant above the care related dwellings to the site frontage. Consequently the development would not appear out of keeping and would also not adversely impact on the rural landscape.</p>
<p><i>The materials of construction need to better reflect the location of the development within the National Forest.</i></p>	<p>Following amendments to the scheme so as to introduce timber effect cladding to the care home, as well as timber posts so as to support the entrance frame, it is considered that the scheme would respect its setting within the National Forest. The landscaping infrastructure to be introduced would also contribute to the creation of a 'National Forest' identity.</p>

Neighbours and Future Occupants Amenities

Policy D2 of the adopted Local Plan outlines that development proposals will be supported where they do not have a significant adverse effect on the living conditions of existing and new residents through loss of privacy, excessive overshadowing, and overbearing impacts, which is supported by the Council's Good Design SPD. Paragraph 185 of the NPPF states that planning policies and decisions should also ensure that new development is appropriate for its location considering the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Existing residential properties (comprising nos. 193 to 221 Ashby Road (odd numbers inclusive) and nos. 25 and 26 Tandy Avenue) are situated to the north-west of the site on the opposite side of Ashby Road with Sweethill Oak Cottage being situated to the south-west of the site. Such properties comprise a mix of single storey and two-storey dwellings which are predominately detached (those on Tandy Avenue are semi-detached).

As originally submitted the scheme proposed the erection of the residential care home and care related apartments adjacent to the boundary with Ashby Road but following concerns being

raised the scheme has been amended so that the care related dwellings would now be located adjacent to the boundary with Ashby Road resulting in the residential care home and care related apartments being situated at the lower land level away from Ashby Road.

Care Related Dwellings

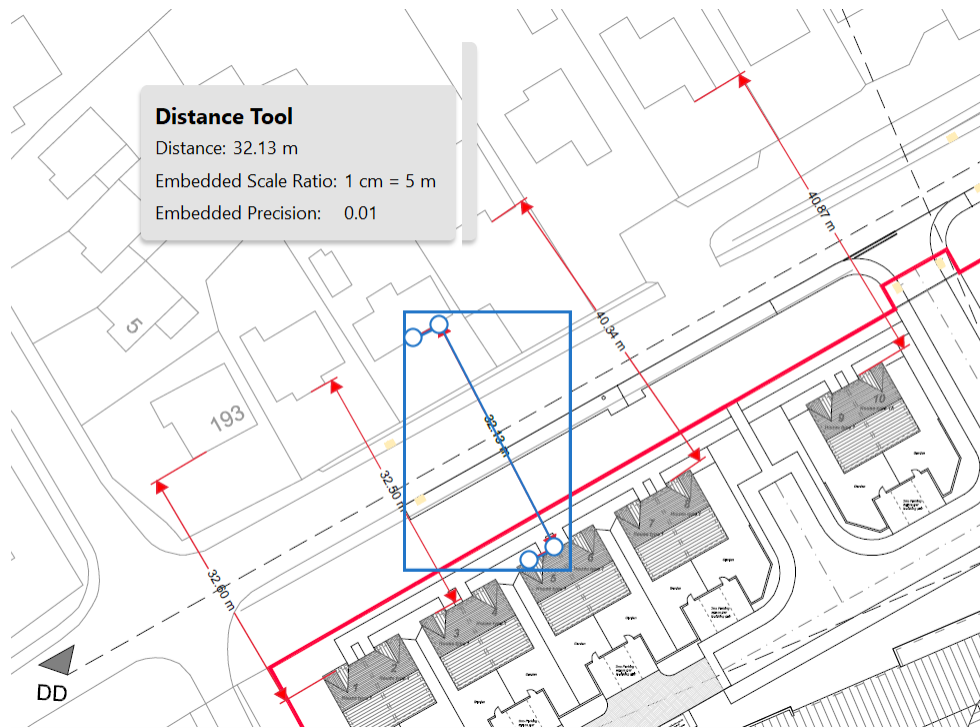
The submitted site section drawing (as shown below) indicates that the finished floor level of the proposed care related dwellings would be 127.00 metres above ordnance datum (AOD) for both the two-storey and single storey plots. It is also shown on the site section drawing that the finished road level of Ashby Road is 129.00 metres AOD (i.e. the finished floor level of the plots are 2 metres lower than the road level). Based on the ridge heights the overall height of the two-storey dwellings would be 135.66 metres AOD with those that are single storey being 133.32 metres AOD.

Section Drawings Showing Relationships



In terms of the two-storey dwellings the shortest separation distance between what would be the north-western (front) elevations of plots 1 to 10 and the south-eastern (front) elevations of nos. 193 to 203 Ashby Road (odd numbers inclusive) would be 32.13 metres (plots 5 and 6 to no. 197 Ashby Road). This being as identified on the image below.

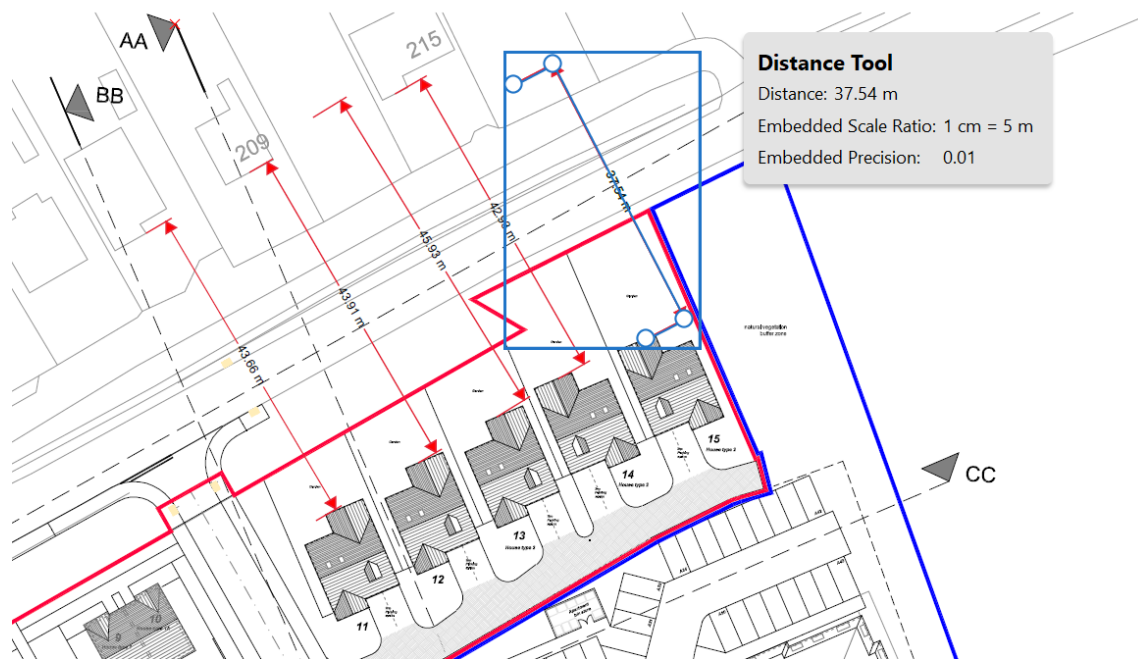
Separation Distances between the Two-Storey Dwellings and Nos. 193 to 203 Ashby Road



The Council's adopted Good Design SPD does not advise on appropriate distances between the front elevations of dwellings but in terms of the 'back to back' relationship (which would be considered a more sensitive relationship than a 'front to front' relationship) it recommends a minimum distance of 20 metres. When accounting for this advice it is considered that the separation distances proposed would ensure that no adverse overbearing, overshadowing, or overlooking impacts would arise from the two-storey care related dwellings particularly when accounting for the topography (land levels reducing in a south-eastern direction) and presence of Ashby Road between the application site and existing residential receptors.

With regards to the single storey dwellings the shortest separation distance between what would be the north-western (rear) elevations of 11 to 15 and the south-eastern (front) elevations of nos. 205 to 217 (The Laurels) Ashby Road (odd numbers inclusive) would be 37.54 metres (plot 15 to no. 217 (The Laurels) Ashby Road. This being as identified on the image below.

Separation Distances between the Single Storey Dwellings and Nos. 205 to 217 (The Laurels) Ashby Road



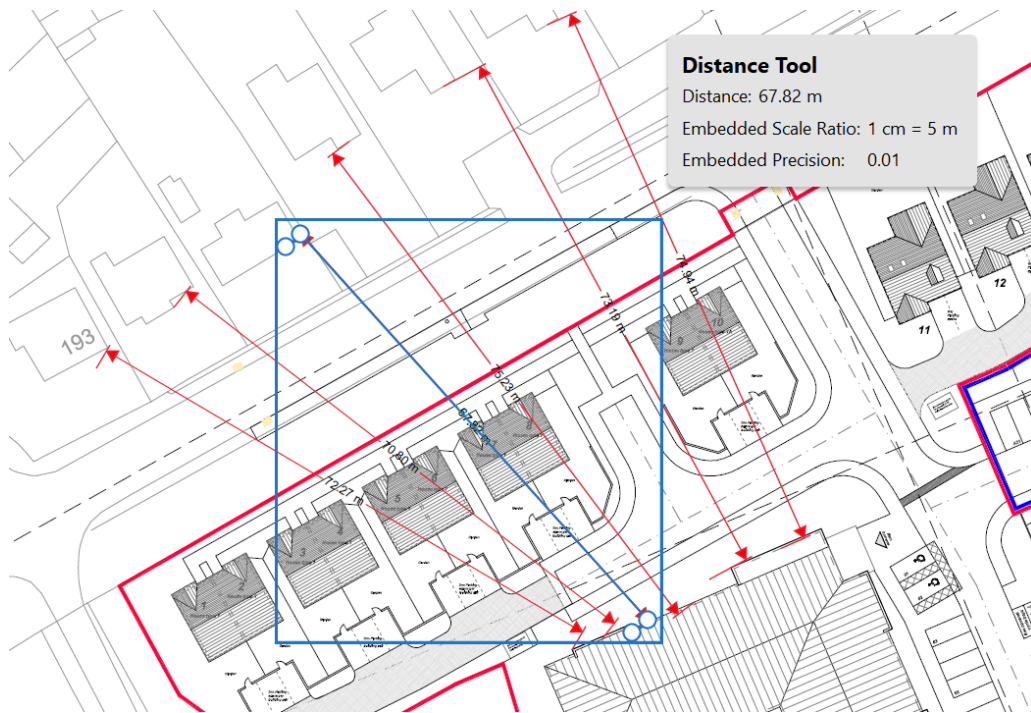
When accounting for the fact that the separation distances between the single storey dwellings and existing residential receptors would be greater than those associated with the two-storey dwellings, as well as accounting for the topography and presence of Ashby Road, it is again considered that no adverse overbearing, overshadowing, or overlooking impacts to existing residential amenities would arise from the proposed single storey care related dwellings.

Residential Care Home

In terms of the proposed residential care home the site sections (as shown above) identify that the finished floor level would be 126.00 metres AOD (i.e. 3 metres lower than the level of Ashby Road) with the overall height being 136.55 metres AOD. This would make the height of the residential care home only 0.89 metres higher than the ridge height of the two-storey care related dwellings.

The shortest separation distance between the residential care home and the properties on Ashby Road would be 67.82 metres (to no. 197 Ashby Road) as is identified on the image below.

Separation Distances between the Residential Care Home and Nos. 193 to 203 Ashby Road



When accounting for the separation distances, and that the residential care home at its highest point would only be 0.89 metres higher than the ridge heights of the two-storey care related dwellings, it is concluded that no adverse overbearing, overshadowing, or overlooking impacts would arise to existing residential amenities of the properties on Ashby Road or Tandy Avenue (where the separation distances would be greater).

In terms of Sweethill Oak Cottage, the residential care home would be situated more than 120 metres to the north-east of this property and consequently would not create any adverse impacts to the amenities of the occupants of this property.

Other Amenity Impacts

The officer report associated with the outline application detailed that the nature of the use would not cause significantly more noise or light pollution than that which would be associated with residential development at this location. It was also concluded that the shift patterns of staff would be unlikely to cause significance disturbance to local residents since staff changes would likely be in the mornings and evenings and would be predominately associated with the residential care home which is situated away from the existing residential receptors.

An indicative layout associated with the outline application detailed that the residential care home would be situated within the southern part of the site to be away from the residential receptors with one of the care related apartment blocks also being situated within the same area. As proposed the residential care home would remain located in the southern part of the site (being within the south-western corner) and consequently it is considered that any noise associated with staff changes would not result in detriment to residential amenity with it being the case that the Council’s Environmental Protection Team have raised no objections to the application.

Whilst emergency vehicles may be required to utilise sirens, it is the case that their use is controlled by Regulation 99 of the Road Vehicles (Construction and Use) Regulations 1986 and is an operation decision for the emergency vehicle driver. It is most often the case that sirens are only used in the interests of road safety and the protection of the public. When accounting for the likely infrequency that emergency vehicles would utilise their sirens when attending the site it is considered that any impact arising would not be of such detriment that a reason to refuse the application could be substantiated. In any event such a matter is also not pertinent to the consideration of the reserved matters given that in granting outline planning permission for a care related development it would have been assumed that emergency vehicles would likely attend the site at various times, with no condition being imposed which restricted the attendance (or use) of emergency vehicles at any time.

Insofar as the amenity impacts of any lighting is concerned, under the provisions of condition 25 of the outline planning permission (15/00456/OUTM) any externally sited lighting would require the approval of the Local Planning Authority and would need to ensure that light spill onto retained hedgerows and the brook corridor was minimised in the interests of ecological species. It is therefore considered that the impact of external lighting does not need to be considered further as part of this reserved matters application.

Construction is a temporary manifestation of any development project which is not for the planning system to control unless there is exceptional amenity harm, Paragraph 188 of the NPPF also outlines that:

“The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.”

The Council’s Environmental Protection Team have raised no objections to the application, and it is considered that should construction works have been deemed to cause harm to residential amenity then a condition should have been imposed on the outline permission given that such a matter is not pertinent to the consideration of the reserved matters (i.e. it was known in granting outline permission that the construction of a care related development of a certain scale would be delivered on the site). It is also the case that any statutory noise or dust impacts arising from construction activity could be investigated under separate legislation by the Council’s Environmental Protection Team thereby negating the need for any condition in the context of Paragraph 188 of the NPPF.

Future Amenities

It is considered that the relationship the proposed residential care home and care related dwellings would have with existing residential receptors would be acceptable given the topography and separation distances involved (as identified above).

In terms of the relationship between the separate elements of the proposed development, the residential care home would be situated more than 27.5 metres from the closest care related dwellings (being plots 7 to 10 – two-storey) and around 17.5 metres from the rear garden boundaries of these plots. When accounting for the fact that the residential care home would only be 0.89 metres higher than the ridge height of the two-storey care related dwellings it is considered that a suitable relationship would be established which would not harm the

amenities of either the occupants of the residential care home or the two-storey care related dwellings.

The apartment block (proposed under application reference 21/00711/REMM) would be situated to the south-east of plots 11 to 15 (single storey care related dwellings), at a minimum distance of 30.11 metres (plot 14 to the apartment block). The submitted section drawing demonstrates that the finished floor level of the apartment block would be 125.00 metres AOD thereby resulting in the building having an overall height of 134.51 metres AOD. Based on the ridge heights of plots 11 to 15, the ridge of the apartment block would be 1.19 metres higher. When accounting for the separation distance involved it is considered that relationship between the apartment block and plots 11 to 15 would be acceptable and would not result in any adverse overbearing, overshadowing, or overlooking impacts to the amenities of any future occupants of plots 11 to 15.

The apartment block would also be set more than 30 metres to the north-east of the residential care home and would have an overall height which is lower than that of the residential care home (by 2.04 metres). It is considered that such a separation distance would ensure that the amenities of the occupants of the part of the residential care home which has a relationship with the apartment block would not be adversely impacted upon.

It is considered that the relationship between the two-storey care related dwellings (plots 1 to 10) and the single storey care related dwellings (plots 11 to 15) would be acceptable given their positioning in relation to each other.

In granting the outline planning permission (15/00456/OUTM) it was also determined that the relationship between the proposed development and the commercial activities undertaken within the buildings to the south-west would not result in significant detriment to the amenities of any occupants of the care related development. The Council's Environmental Protection Team have also raised no objections to the application in this respect.

Neighbours and Future Occupants Amenities Conclusion

Overall, the access, layout, scale, appearance, and landscaping of the proposal would not result in significant detriment to the amenities of any existing or future residential occupants and as such the development accords with Policy D2 of the adopted Local and Paragraphs 185 and 188 of the NPPF.

Assessment of objections in relation to neighbours and future occupants' amenities

Objection	Officer Response
<p><i>The scale of the residential care home will result in adverse impacts to residential amenity, including overlooking impacts, and would result in the loss of a view.</i></p> <p><i>The proposed development will result in adverse overlooking and overbearing impacts to existing residential amenities.</i></p>	<p>As is assessed above, when accounting for the topography of the application site and the separation distances to be established between the proposed care development (including the residential care home) and existing residential receptors, it is considered that no adverse impacts to amenities would arise.</p> <p>The right to, or loss of, a view is not a material</p>

PLANNING APPLICATIONS- SECTION A

	<p>planning consideration which could be considered in the assessment of the application.</p>
<p><i>Pollution of vehicle headlights when exiting the site will cause impact to amenities.</i></p>	<p>It is considered that headlights to vehicles exiting the site would not cause severe detriment to the amenities of nos. 203 and 205 Ashby Road, so as to justify a refusal of the application, given the separation distance (in excess of 27 metres), the finished floor level of these dwellings being higher than Ashby Road and the temporary nature of such an impact (i.e. only arises whilst a vehicle waits to turn left or right out of the site).</p>
<p><i>The provision of external lighting will impact adversely on residential amenity given that at present the only external lighting is street lighting.</i></p> <p><i>There are no details of the proposed external lighting which would be provided which would impact on residential amenity given the current dark environment.</i></p>	<p>A condition (no. 25) was imposed on the outline planning permission (15/00456/OUTM) which requires the submission of an external lighting scheme for approval, and which seeks to minimise light spill to retained hedgerows and the brook corridor in the interests of ecology. It is considered that in agreeing details against this condition it can be ensured that the external lighting scheme is sensitively designed so as to not impact adversely on residential amenity.</p>
<p><i>There will be an increase in noise pollution from emergency vehicles and other vehicles using the site.</i></p>	<p>As is assessed above, the outline planning permission (15/00456/OUTM) determined that a care related development could be provided on the site and that the noise associated with such a land use would not result in significant detriment to residential amenity. In this respect the movement and noise of private vehicles would not cause any greater noise impact than that associated with a residential development.</p> <p>Whilst emergency vehicles may be required to utilise sirens it is the case that their use is controlled by Regulation 99 of the Road Vehicles (Construction and Use) Regulations 1986 and is an operational decision for the emergency vehicle driver. It is most often the case that sirens are only used in the interests of road safety and the protection of the public. When accounting for the likely infrequency that emergency vehicles would utilise their sirens when attending the site, it is considered that any impact arising would not be of such</p>

PLANNING APPLICATIONS- SECTION A

	<p>detriment that a reason to refuse the application could be substantiated.</p>
<p><i>Construction works will impact on residents' health.</i></p>	<p>Construction is a temporary manifestation of any development project which is not for the planning system to control unless there is exceptional amenity harm. In the circumstances that the Council's Environmental Protection team have no objections, it is considered that no adverse impacts would arise in this respect which would require specific mitigation. Such an issue is also more pertinent to the consideration of the outline application where the principle of the development was established.</p>
<p><i>Uses undertaken in the commercial buildings to the south-west of the site will impact on the future amenities of the care development.</i></p>	<p>As is assessed above no objections were raised by the Council's Environmental Protection to the outline application (15/00456/OUTM), nor was it requested that mitigation be provided by virtue of the relationship between the care development and the commercial units to the south-west. On this basis it is considered that the operations undertaken within the commercial units would not result in detriment to future residential amenities. The developer is also fully aware of the relationship to be established with such commercial units.</p>
<p><i>The future amenities of the occupants of any of the care related dwellings would be adversely impacted on by virtue of their relationship with the care related apartments and residential care home.</i></p>	<p>As is assessed above, it is considered that the relationship between the care related apartments, residential care home and care related dwellings would be acceptable and would not result in detriment to future residential amenities.</p>
<p><i>Social, recreational and wellbeing facilities for the proposed development should be clearly identified with residential gardens not clearly evident on the plans.</i></p>	<p>The plans as submitted show that internally within the care home lounge rooms, a cinema, activity rooms, salon, bistro café, gym and faith room would be provided along with external seating areas and terraces. Those bedrooms with ground floor access to the rear of the care home would also be provided with an external seating terrace. The proposed dwellings would also benefit from individual residential gardens. On this basis it is considered that</p>

	<p>there is sufficient provision of social, recreational and wellbeing facilities for future occupants.</p>
<p><i>It is not understood how the Council's Environmental Protection Officer has raised no objections with noise and disturbance being associated with a 24 hour care home.</i></p>	<p>In granting outline planning permission (under application reference 15/00456/OUTM) it was determined that a care related development of a substantial scale would be provided on the site, and which was deemed to be acceptable in relation to any noise and disturbance impacts to residential receptors.</p> <p>The proposed layout seeks to provide the care home (as well as the care related apartments in phase 2 – 21/00711/REMM) away from the existing residential receptors on Ashby Road to consequently reduce noise impacts associated with staff movements and emergency vehicles.</p>

Accessibility

Policy IF4 of the adopted Local Plan requires that development takes account of the impact upon the highway network and the environment, including climate change, and incorporates safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents, businesses, and employees. Policy IF7 of the adopted Local Plan requires that development incorporate adequate parking provision for vehicles and cycles to avoid highway safety problems and to minimise the impact upon the local environment.

The means of vehicular access into the site was reserved as part of the consideration of the outline application (15/00456/OUTM) but it is noted that the Officer report associated with that application acknowledges that sufficient information was provided to demonstrate to the County Highways Authority (CHA) that the level of care development proposed would be suitably accessed and would not impact adversely on the wider highway network. Conditions were imposed on the outline planning permission to secure off-site highway works (no. 8), comprising a reduction in the speed limit on Ashby Road to 30mph and provision of a pedestrian crossing point, as well as a construction management plan (no. 9).

As part of the consideration of this application the CHA has been consulted with their consultation response considering the advice outlined in the Leicestershire Highways Design Guide (LHDG).

Access

It is proposed that a singular point of access would be provided from Ashby Road which is an adopted C classified weight restricted road subject to a 40mph speed limit in the vicinity of the proposed access.

The submitted transport assessment (TA) indicates that the proposed access would have a

carriageway width of 5.5 metres, 6 metre kerb radii and 2 metre wide footways either side. Such an access design would be in accordance with the LHDG and would therefore be acceptable to the CHA.

In terms of visibility, it is demonstrated that achievable visibility splays of 2.4 metres by 120 metres in both directions will be provided which would be considered acceptable to the CHA when based on the recorded speeds of 41mph to 44mph and assessed against the LHDG.

The CHA has also outlined that the issues raised in the Stage 1 Road Safety Audit (RSA) have been addressed in the design of the development, albeit the CHA would separately review the new footway and crossing points on Ashby Road when an application is submitted to discharge condition 8 of the outline planning permission.

As part of their assessment the CHA has also reviewed the capacity analysis undertaken of the proposed site access under predicted 2026 traffic flow conditions and have determined that it would operate well within practical capacity when catering for both phases of development. Whilst the predicted traffic flows are based on 2015 traffic survey data, which would normally be considered out of date, the CHA have outlined that on the basis that the principle of the development in terms of traffic impact was accepted as part of the outline application (15/00456/OUTM) and that the access works well within practical capacity, the use of 2015 data is considered acceptable to the CHA in this instance.

The only issue arising from the CHA's review of the access arrangements was that the swept path analysis for the site access should be based on the waste services vehicle utilised by the District Council, being a Terberg Kerbsider KS2 on a Mercedes Econic chassis.

Following the receipt of further swept path analysis meeting the requirements of the waste service vehicle utilised by the District Council, the CHA is now satisfied that the District Council's waste vehicle could enter and exit the site in a forward direction.

On this basis, the CHA is satisfied with the site access.

Internal Layout

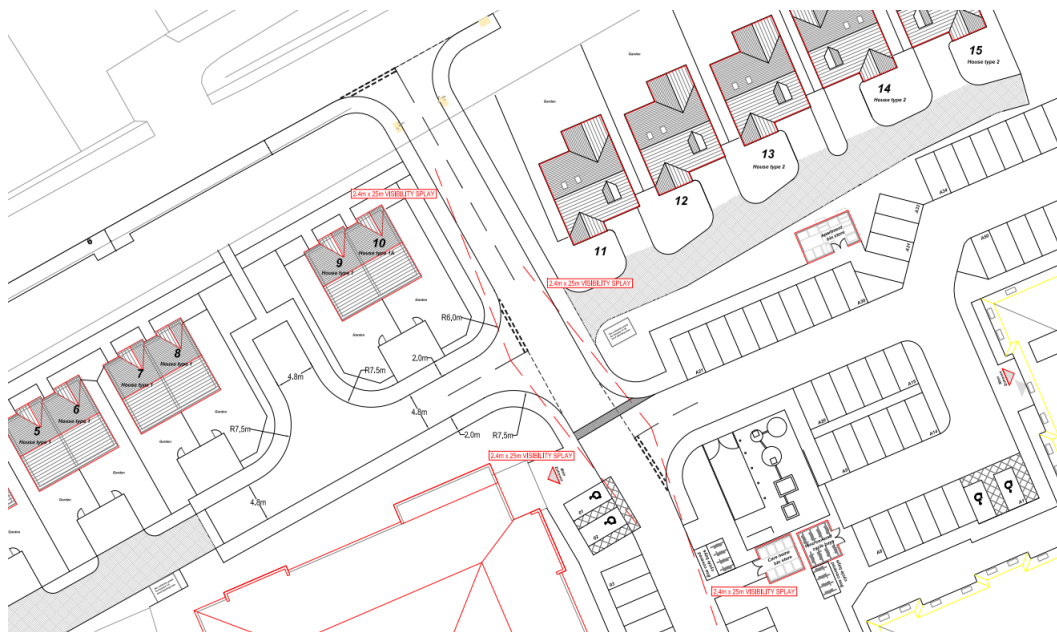
The CHA acknowledged that the applicant wishes to put parts of the internal layout (being the main access roads) forward for formal adoption by the CHA, however, based on the layout originally submitted the following matters were required to be addressed:

1. The layout and geometries of the proposed parking area, just after the junction with the phase 2 development (that proposed under application reference 21/00711/REMM), were not in accordance with the LHDG. The CHA would therefore not seek to adopt the roads proposed from this point onwards, as they solely exist for the purpose of on-street parking for the residential care home and whilst the CHA do allow, and occasionally accept, on-street parking facilities those proposed are considered excessive for adoption by the CHA;
2. Given the issues with on-street parking within the layout, the CHA considered that the development would be better served if the adoptable extent were to terminate shortly after the junction with phase 2, and for this to be in the arrangement of a turning head in accordance with Figure DG4b in Part 3 of the LHDG. The CHA also advised that the access to the residential care home's private drive remains as per Figure DG17;
3. Bend widening should be implemented at the bend just after the junction with the road to the west, in line with Paragraph 3.3 within Part 3 of the LHDG;

4. The carriageway width of the road to west was excessive as it serves less than 50 dwellings, the CHA therefore advised that this should be narrowed to a 4.8 metre carriageway width. It was also advised by the CHA that the main access road entering the site should have natural priority over the side road;
5. Proposed priorities and junction visibilities were required to be shown at the two internal junctions with visibility splays drawn in accordance with the LHDG;
6. The radii of the turning head on the road to the west was required to be 7.5 metres;
7. There was a requirement for a minimum of 1 metre service margin to be present at the end of the road to the west, rather than the carriageway terminating straight into the private drive;
8. Refuse vehicle swept path tracking was required of the entire layout, using the Council's waste services vehicle, to determine the suitability of the layout for refuse and emergency services vehicle use; and
9. A turning head was required at the end of the parking area for the residential care home.

Following the receipt of further information, the CHA has noted that a 1.2 metre service margin is now shown on the site layout geometry and visibility drawings as requested. The private drives serving plots 1 to 6 have also now been shown on the site layout geometry and visibility splays drawing to be 4.8 metres in width with the private drive serving plots 11 to 15 being 4.3 metres in width. The CHA is therefore satisfied with such road widths which would be in accordance with Part 3 of the LHDG. The information reviewed by the CHA is as identified below and which includes the refuse vehicle swept path analysis (in relation to point (8) above).

Site Layout and Geometry and Visibility Splays



Refuse Vehicle Swept Path Analysis



The CHA has also specified that an indicative location for the highway boundary/limit of adoption has been identified on the plans which would be acceptable to the CHA for the purposes of any approval of the application. The specific demarcation feature to be utilised would be determined and considered further at the Section 38 technical approval stage under the Highways Act outside of the planning process.

Overall, the CHA has no objections to the site layout.

Off-Street Parking

The submitted TA indicates that for the phase 1 development, comprising the 62 bed residential care home and 15 care related dwellings, the off-street parking arrangements would comprise 22 car parking spaces for the residential care home and 25 car parking spaces for the 15 care related dwellings.

In terms of the residential care home, the CHA acknowledged that the LHDG does not set out the number of car parking spaces for such a land use class. On this basis Part 4 (Parking Standards) of the Highway Requirements of Development (HRfD) document was applicable in this circumstance. Part 4 of the HRfD requires one space per three or four bedrooms plus a space for each member of staff on site. Based on the number of bedrooms proposed (being 62) this would equate to 21 spaces (if using 3 bedrooms as the calculation) or 16 spaces (if using 4 bedrooms as the calculation), plus a space per member of staff.

A 'Parking Provision Technical Note' (PPTN) has been submitted by the applicant which sought to justify the level of off-street parking to serve the care home against two sites operated by the applicant at Studley Rose in Studley and Dora Rose in Milford.

In reviewing the PPTN, the CHA commented that the comparable sites were not considered

suitable as information on the staffing numbers on site at any one time had not been provided and as such accurate parking accumulations could not be determined. The CHA also considered that the 'mode share survey data' specified within the PPTN had limited value as it did not provide context to the trips it was referring to (i.e. were the trips by staff, visitors, or both) and was also unclear on when the survey was undertaken (i.e. was it based on one day or multiple days). Such variables could be impacted by uncontrollable external factors.

Notwithstanding the above, and whilst the applicant has not provided information on the number of staff to occupy the site at any one time as previously requested, the CHA has commented that in their consultation response of the 28th of April 2021 (i.e. their original response) it was outlined that a total of 24 car parking spaces would be considered acceptable. This was on the basis that the TA presented a parking accumulation analysis based on sites available in the Trip Rate Information Computer System (TRICS) which demonstrated that the maximum demand at peak times would be 19 spaces. As such whilst it would have been preferable, for the purposes of a robust assessment, for staffing numbers at any one time to have been provided, the CHA acknowledge that the 22 off-street parking spaces associated with the care home would remain above the maximum peak demand of 19 spaces. On this basis the CHA has no objections to the level of off-street parking to serve the care home.

With regards to the 15 care related dwellings, the Council's adopted Good Design SPD outlines that a minimum of two off-street parking spaces should be provided for dwellings containing 1 to 3 bedrooms but does not provide guidance on the need for additional parking for visitors or carers to any occupants of such dwellings. On this basis the off-street parking calculation is simply based on the number of bedrooms which, in this instance, would generate a total of 30 off-street parking spaces.

In terms of the LHDG this does not set out parking requirements for care dwellings and instead refers to the HRfD. The HRfD advises that for retirement dwellings for occupation by the over 55's provision of 1 space per dwelling and 1 visitor space per four dwellings would be required. It is noted that condition 10 of the outline permission (15/00456/OUTM) limits the occupation of the development to those at a minimum age of 55 and therefore such guidance would be relevant. Based on the HRfD, the off-street parking generated would amount to 19 off-street parking spaces.

As is outlined above the amount of off-street parking to the care related dwellings would total 25 spaces which would be more than the HRfD (by 6 spaces) and lower than the guidance within the Council's adopted Good Design SPD (by 5 spaces). On the basis that no objections have been raised by the CHA to the level of off-street parking proposed to the care related dwellings it is considered that sufficient off-street parking would be provided, particularly as the shortfall against the Council's adopted Good Design SPD would be minimal.

The CHA also indicated that the dimensions of parking spaces were required to comply with guidance within the LHDG and following amendments to the plans the parking spaces would now be compliant.

It was also a requirement for cycle parking to be delivered to serve the care home and in this respect the scheme now shows a total of 16 no. cycle spaces which is welcomed by the CHA and would be secured via condition.

Overall the CHA has no objections to the levels of off-street parking.

Accessibility Conclusion

Paragraph 109 of the NPPF outlines that development should only be refused on highway grounds where “*there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*” As outlined above the CHA have no objection to the application subject to the imposition of conditions.

Subject to the above being secured the proposal would accord with Policies IF4 and IF7 of the adopted Local Plan as well as Paragraphs 107, 109, 110 and 111 of the NPPF.

Assessment of the objections received in relation to accessibility

Objection	Officer Response
<p><i>Additional traffic on the highways will increase the risk of accidents, involving vehicles and pedestrians, irrespective of whether additional signage or traffic calming is introduced. This is due to the poor visibility available. The transport data is also outdated.</i></p>	<p>For the reasons outlined above, the CHA is satisfied with the vehicular access arrangements including the level of visibility achieved. It is also the case that the impact of the development on the highway network and highway safety was deemed to be acceptable when the principle of the redevelopment of the site for a care related development was established at the outline stage (15/00456/OUTM) with a condition being imposed (no. 8) to secure off-site highway works including a pedestrian crossing point and a reduction in the speed limit to 30mph.</p> <p>The CHA has also determined that the transport data utilised would be acceptable with it being noted that the amount of development specified within condition 3 of the outline consent (15/00456/OUTM) allowed for 30 care related dwellings (as well as 66 care related apartments) to be constructed whereas only 15 (and 45 care related apartments) are now proposed.</p>
<p><i>The area lacks facilities within walking distance for the future residents which will lead to an increased use of private cars as public transport is poor.</i></p>	<p>In approving the principle of the redevelopment of the site for a care related development at the outline stage (15/00456/OUTM) it was determined that the impact of the development on the highway network would be acceptable and that the site was suitably located in terms of sustainability and the ability for future occupants to access services without being dependent on the private car. This is a matter which is not pertinent to the consideration of the reserved matters application given that the principle of the development is established.</p>

PLANNING APPLICATIONS- SECTION A

<p><i>Provision of a vehicular access directly opposite an existing junction will create a staggered junction resulting in dangers to highway users.</i></p>	<p>For the reasons outlined above, the CHA has determined that the position of the vehicular access onto Ashby Road is suitably positioned and would not result in detriment to highway safety.</p>
<p><i>Construction vehicles will likely park, store materials and turn around on the private access lane to nos. 201 to 219 Ashby Road which will cause safety issues to the residents of these properties.</i></p>	<p>As is outlined above, condition 9 of the outline planning permission (15/00456/OUTM) requires the submission of a construction management plan which seeks to control, amongst other things, construction vehicle parking in the interests of highway safety. It is considered that in reviewing information submitted to comply with this condition the CHA would ensure that appropriate levels of construction vehicle parking are provided on the site to prevent the indiscriminate parking of vehicles on the highway.</p> <p>If the highway serving nos. 201 to 219 Ashby Road is private, then consent would be required from the owners of the highway before any parking could be undertaken.</p>
<p><i>There is a lack of off-street parking provided for the development which will result in parking being undertaken on the highways and therefore to the detriment of highway safety. The applicant's modelling of the parking levels is also based on their urban sites where public transport infrastructure is better. A decision was made on an application in Coalville (23/00454/FULM) that insufficient off-street parking would be provided and as such the application was refused.</i></p> <p><i>There needs to be adequate parking for all residents and staff.</i></p>	<p>For the reasons as outlined above, the CHA has determined that the level of off-street parking to be provided is acceptable and in accordance with relevant planning policy and guidance.</p> <p>It is also considered that each application needs to be assessed on its own merits, therefore whilst application reference 23/00454/FULM (at land off Ashby Road, Coalville) was refused due to insufficient off-street parking being provided there was an objection to that application from the CHA on these grounds which is not the case in this instance.</p>
<p><i>There will be an increase in heavy goods vehicles (HGVs) during the construction phase and the highway is subject to a weight restriction.</i></p>	<p>It is inevitable that as part of the construction of a development of the scale proposed that HGVs will be required to attend the site as part of the delivery of materials with the impact HGVs would have on the highway network being deemed acceptable to the CHA when considering the outline application (15/00456/OUTM).</p>

PLANNING APPLICATIONS- SECTION A

	<p>Whilst a weight restriction may be in force this can be breached should there be no ability to access a development site for deliveries via highways which are not restricted.</p>
<p><i>The speed limit must be reduced to 30mph.</i></p>	<p>Condition 8 of the outline planning permission (15/00456/OUTM) requires a scheme for the reduction of the speed limit on Ashby Road around the site entrance to be reduced to 30mph to be submitted, approved, and implemented. Compliance with this condition would address this matter.</p>
<p><i>A pedestrian crossing should be provided to allow residents to use local shops safely.</i></p>	<p>Condition 8 of the outline planning permission (15/00456/OUTM) requires a pedestrian crossing scheme on Ashby Road to be submitted, approved, and implemented. Compliance with this condition would address this matter.</p>
<p><i>The proposed pedestrian refuge on Ashby Road will restrict the carriageway width and impact on the safe movement of vehicles on Ashby Road whilst also creating an intimidating environment to pedestrians trying to cross Ashby Road. Its placement would also impact on the movement of long vehicles at 199 Ashby Road, Moira.</i></p> <p><i>Provision of a pedestrian refuge will impact on the flow of traffic on Ashby Road given its proximity to a bus stop and limit vehicle movements at 199 Ashby Road.</i></p>	<p>It was determined as part of the outline planning permission (15/00456/OUTM) that a pedestrian crossing would be required and condition 8 of the outline permission would secure the precise details of the location and design of the pedestrian crossing. In not raising any objections to the outline application the CHA has determined that the provision of such a pedestrian crossing would not impact on the carriageway width or the safe movement of vehicles.</p> <p>Planning exists in the public's interest, rather than the means of protecting private interests, and therefore whilst the provision of a pedestrian crossing may impact on the movement of vehicles at 199 Ashby Road this would not be a reason to refuse this reserved matters application given that it has already been established at the outline stage that such a pedestrian crossing would be delivered in the public's interest.</p> <p>In discharging condition 8 of the outline planning permission precise details would be submitted for consideration by the CHA who would determine the suitability of the location of the pedestrian crossing.</p>

Landscaping, Trees, and Ecology

Vegetation, in the form of trees and other shrubs, are present on the site. Such features could be used by European Protected Species (EPS) or national protected species. As EPS may be affected by a planning application, the Local Planning Authority has a duty under regulation 9(5) of the Habitats Regulations 2010 to have regard to the requirements of the Habitats Directive in the exercise of its functions.

Landscaping and Trees

As part of the outline planning permission conditions were imposed to secure the protection of retained hedgerows during the construction phase (condition 17), the replacement of failed landscaping (condition 18) and the provision of native planting in the soft landscaping scheme (condition 23).

As part of the consideration of the application both the Council's Tree Officer and the National Forest Company (NFC) have been consulted.

In terms of the Council's Tree Officer, he has raised no objections to the application and considers that the formation of the vehicular access into the site off Ashby Road, as well as the provision of the visibility splays, would not result in a significant impact to the hedgerow fronting onto Ashby Road which could be successfully retained and incorporated into the development.

With regards to the proposed landscaping plans, the Council's Tree Officer considered that these were acceptable in terms of layout, plant numbers and species selection, but they did not include a detailed planting specification. Therefore it was requested by the Council's Tree Officer that conditions should be imposed on any permission to be granted to secure a detailed landscaping scheme as well as a scheme for the protection of hedgerows during the construction phase. With regards to the latter matter it is indicated above that the outline permission was subject to a condition requiring retained hedgerows to be subject to protection during the construction phase (condition 17).

The NFC's original consultation response outlined that the Section 106 secured against the outline permission (15/00456/OUTM) indicated that either 0.3 hectares of woodland planting would need to be created on the site, or that a financial contribution of £6,000 would need to be paid to secure planting off-site.

It was also advised by the NFC that the proposed scheme resulted in the loss of a substantial woodland area in the east of the site which the NFC considered should be retained, however the NFC did acknowledge that as outline consent had been granted for the redevelopment of the site there would be a preference for the applicant to provide additional woodland planting within their landholding which should equate to the area of woodland to be lost. The NFC also commented that substantial areas of woodland lay to the east and south of the site and thereby connections to these areas should be provided as part of the development which would be of benefit to future residents.

In terms of the landscaping proposals, the NFC commented that they identified a new area of tree planting within the east of the site which was in a similar location to the trees which were to be removed and consequently the NFC queried why it was not possible for the existing trees to be retained. They also commented generally that the native tree species would be acceptable, that the specimen trees should be planted at a minimum of 10 – 12 centimetres (cm) apart (and

not the 8 – 10cm specified), that trees within planters would not create a National Forest character, that native hedgerow planting should be used more widely on the site, that the planting of trees within the hedgerows should be explored and that landscaping (including tree planting) should be undertaken in the car parking areas.

Amended layout and landscaping plans have subsequently been submitted and the NFC have noted that the applicant intends to make a payment of £6,000 for the delivery of National Forest planting off-site in line with the Section 106 agreement secured against the outline planning permission which is acceptable. The NFC have also noted that the landscaping plans include planting specifications, the formation of a pedestrian link from the site into the woodland to the east of the site (which connects to the Ivanhoe Way public footpath), that native trees would be planted at 10 – 12cm apart and that trees would be delivered to the Ashby Road frontage. Such amendments are supported by the NFC.

With regards to the loss of the existing woodland, the applicant has outlined that in approving the outline application a significant amount of development was considered acceptable (i.e. that specified within condition 3 of the outline permission) and as such it was inevitable that such quantum of development would result in the loss of existing trees. In such circumstances, the applicant has sought to deliver as much tree planting as possible without compromising the delivery of the development and its associated infrastructure (such as internal highways, car parking and amenity space) with a new woodland area being created in the north-eastern part of the site.

Officers accept that the amount of tree planting to be provided would not amount to that lost, but it is also acknowledged that should the amount of development deemed acceptable at the outline stage have been brought forward (which would have resulted in 15 more care related dwellings and 21 more care related apartments) then the amount of tree planting would have been substantially less whilst still resulting in the loss of existing woodland. Given that the Council's Tree Officer has no objections to the loss of the woodland, with it also being the case that woodlands are in the process of developing to the east and south of the site, it is considered that the loss of the existing woodland would not be so adverse to the overall character of the National Forest that a reason to refuse the application could be substantiated. This is particularly pertinent when accounting for the acceptance of the redevelopment of the site at the outline stage.

The applicant has also indicated that tree planting within the car parking areas is now proposed along with the provision of shrubs which will add visual interest to the car parking areas whilst also 'breaking up' the hard surfacing which would be created. It is considered by the applicant that the amount of tree planting is at an acceptable level when accounting for the need to ensure adequate visibility for vehicle manoeuvres. Given that the Council's Urban Designer has raised no objections to the approach to landscaping within the car parking areas it is considered that the position adopted by the applicant would be acceptable.

A condition would be imposed on any permission to be granted to secure a detailed soft landscaping scheme. It is considered that the future management of the soft landscaping infrastructure and replacement of any soft landscaping failures are secured as conditions against the outline permission (being conditions 20 and 18 respectively).

Hard Landscaping

The landscaping plans indicate the use of block paving to the off-street parking spaces and driveway serving plots 11 to 15 but does not specify the type or colour finish of such block paving. No precise details are provided on the surfacing material to other highways (although if these were to be adopted than the County Highways Authority (CHA) would insist on black tarmacadam) or the pathways and patios.

In the absence of any precise details it is considered reasonable to condition that a hard landscaping scheme be submitted for approval before such hard landscaping is delivered.

Ecology

As part of the outline planning permission conditions were imposed to secure a phase 1 habitat survey and great crested newts (GCNs) survey (condition 19), biodiversity management plan (condition 20), the timing for the removal of existing vegetation (condition 21), bird nesting and bat boxes (condition 22) and a buffer zone to retained hedgerows (condition 24). As is outlined in the *'Other Matters Relating to the Outline Planning Permission'* section of this report above, condition 19 was required to be discharged prior to the submission of the first reserved matters application and this condition was discharged on the 5th of June 2018.

In their original consultation response the County Council Ecologist indicated that the proposed layout (with the care home and apartments at the site frontage and care related dwellings to the southern part of the site) was an improvement to the indicative masterplan submitted as part of the outline application. They did, however, advise that the dwellings having gardens which directly abutted the land to the south was not acceptable with it being necessary to provide a 5 metre buffer of open space between the residential gardens and the open countryside. They also advised that although no further ecological surveys were required it would be necessary for a biodiversity net gain (BNG) calculation to be provided.

Following amendments to the plans, to provide the care-related dwellings to the site frontage and the care home and apartments within the southern part of the site, the County Council Ecologist still indicated the need for a 5 metre buffer to be provided between the development and the open countryside along with the provision of a BNG calculation.

With regards to BNG (and noting that the mandatory 10% net gain required by the Environment Act 2021 is not enacted on major developments until November 2023), Officers entered discussions with the County Council Ecologist and outlined that the application was a reserved matters application. Consequently the only matters to be assessed relate to the appearance, scale, layout, access, and landscaping of the development with the principle of the development being established as acceptable as part of the outline application.

In this respect the outline planning permission was approved on the 17th of April 2018 which was before the 2019 amendments made to what is now Paragraph 174 of the NPPF where decisions should *"provide net gains for biodiversity."* This consequently led to the outline planning permission not being subject to any conditions which required a 'net-gain' in biodiversity to be delivered nor was such a requirement included in the Section 106 agreement. On this basis, Officers are of the view that it would now be unreasonable for the reserved matters application to demonstrate a 'net gain' given the matters which are being considered (i.e. appearance, scale, layout, access, and landscaping) and the fact that BNG could not be delivered on the site (given the amount of development consented by the outline application).

There would also be no mechanism by which to secure off-site BNG in the circumstances that a Section 106 agreement could not be secured against a reserved matters consent.

Following further consideration of this matter the County Council Ecologist has determined that a BNG calculation would not be needed.

In terms of the 5 metre buffer zone, the applicant has acknowledged the contents of condition 24 of the outline permission, and has provided a revised landscaping plan which indicates, in the majority, that the requested buffer zone will be provided. The applicant considers that it would not be feasible or necessary to provide the buffer zone against the south-eastern boundary of the site where the care home would be located and consequently has proposed an additional buffer to the north-east of plot 15 to compensate for this. Such a buffer would be on land which would fall within the reserved matters application for the care related apartments (21/007111/REMM). A buffer is also omitted along the south-western boundary given that this does not directly abut open countryside.

Following re-consultation, the County Council Ecologist is satisfied with the approach of the applicant to the buffer zones but outlined that the plans should be amended so to be explicit in identifying that the hedgerow to the boundary of the site with Ashby Road would be retained. The plans have since been amended to specify this and the County Council Ecologist is satisfied with the buffer between this hedgerow and the proposed care related dwellings.

In terms of the soft landscaping plans, the County Council Ecologist considers that they lack sufficient detail and show small areas which are labelled as ‘meadow’ where it would be difficult to establish and maintain a wildflower meadow. It is suggested by the County Council Ecologist that these would be more suitable as ‘flowering lawns’ with Emorsgate Seeds and Naturescape both supplying a seed mix which can tolerate higher nutrient levels and can also be subjected to more regular mowing.

Overall, the County Council Ecologist has no objections to the application subject to the imposition of conditions to secure a detailed soft landscaping scheme and landscape management plan (LMP). As is outlined in the ‘*Landscaping and Trees*’ sub-section of this ‘*Landscaping, Trees and Ecology*’ section, the management of the soft landscaping infrastructure is secured as a condition against the outline planning permission (condition 20) and therefore would not need to be replicated should permission be granted.

Landscaping, Trees and Ecology Conclusion

Overall, and subject to the imposition of conditions, the proposal would accord with Policies D1, En1 and En3 of the adopted Local Plan, Paragraphs 174 and 180 of the NPPF and Circular 06/05.

Assessment of objections in relation to landscaping, trees and ecology

Objection	Officer Response
<i>The development will result in the loss of trees within the National Forest.</i>	See above assessment. The development resulting in the loss of the existing Willow tree planting was assessed to be acceptable as

<p><i>There is no evidence of the mitigation for tree loss.</i></p>	<p>part of the outline permission (15/00456/OUTM) with the overall level of development permitted being more than that which is to be brought forward as part of the reserved matters applications.</p> <p>Soft landscaping infrastructure would be introduced as part of the proposed development, and this would assist in mitigating the overall impact.</p>
<p><i>The development will result in the loss of wildlife habitat including the loss of the hedgerow along Ashby Road.</i></p>	<p>The impact to wildlife habitat because of the re-development of the site was assessed to be acceptable as part of the outline permission (15/00456/OUTM) with conditions imposed on the permission to mitigate against the impacts to ecology. The hedgerow along Ashby Road is to be retained and would only be impacted on by the provision of the vehicular access and a pedestrian access which would not have a significant impact to its integrity with neither the Council's Tree Officer nor County Council Ecologist raising any objections to such works.</p>
<p><i>No biodiversity net gain assessment (BNG) has been submitted.</i></p>	<p>As is outlined above the County Council Ecologist has determined that there is no requirement for a BNG assessment to be submitted given that 'net gains' in biodiversity were not a requirement of the NPPF at the time the outline planning permission was granted for this site.</p>

Drainage and Flood Risk

Conditions 15 and 16 of the outline permission (15/00456/OUTM) require the submission of drainage plans for the disposal of foul sewerage (condition 15) and surface water (condition 16) prior to the commencement of development.

Whilst it would be necessary for the applicant to demonstrate at the appropriate time (i.e. when submitting details to comply with conditions 15 and 16 of the outline permission) that a suitable surface water drainage solution would be provided, as part of the consideration of the application the Lead Local Flood Authority (LLFA) has been consulted on the reserved matters application.

As part of the consideration of the reserved matters application the LLFA has noted that the layout is significantly different to the indicative layout associated with the outline application (15/00456/OUTM) and as such a revised surface water drainage strategy was required to be submitted for review. In this respect the LLFA noted that the residential care home would be

relocated to the south-western part of the site given that its location, based on the indicative layout, was not deliverable due to the drainage constraints of the site and as such the care related apartments are now proposed in the north-eastern part of the site.

An addendum to the flood risk assessment (FRA)/drainage strategy (DS) has subsequently been submitted by the applicant and re-consultation undertaken with the LLFA.

In their revised response the LLFA have indicated that the addendum FRA/DS provides the same benefits as those suggested by the scheme presented at the outline stage including a gravity connection to support the scale of sustainable urban drainage system (SuDS) attenuation proposed. Surface water would also be discharged into a watercourse via an underground attenuation tank, permeable paving, and a rain garden, and although the discharge rate has slightly increased (to 6.92 litres per second (l/s)) due to updated model information this would be acceptable to the LLFA. Overall the LLFA is satisfied that the layout of the development allows for the provision of a suitable surface water drainage solution which would be considered further when the applicant seeks to discharge condition 16 of the outline permission.

On this basis the proposal would be compliant with Policies Cc2 and Cc3 of the adopted Local Plan as well as Paragraphs 167 and 169 of the NPPF.

No representation has been received from Severn Trent Water (STW) to the reserved matters application. As is the case above it would be necessary for the applicant to demonstrate at the appropriate time (i.e. when submitting details to comply with condition 15 of the outline consent) that a suitable foul drainage proposal would be provided with STW being consulted on any discharge of condition application and ensuring that such a solution would not result in pollution incidents. On this basis it is considered that the proposal would be compliant with Paragraph 185 of the NPPF.

Assessment of objections in relation to drainage and flood risk

Objection	Officer Response
<p><i>The proposed development will result in an increase in surface water runoff which would not be suitably managed and would cause flooding impacts.</i></p>	<p>Condition 16 of the outline planning permission (15/00456/OUTM) requires the submission of a surface water drainage scheme for approval. In considering such a surface water drainage scheme the LLFA will need to be satisfied that such a scheme would not result in an increase in flood risk with it being standard practice that because of development surface water runoff rates should result in betterment to the pre-development runoff rates.</p>

River Mease Special Area of Conservation (SAC)/SSSI – Habitat Regulations Assessment

The site lies within the catchment area of the River Mease Special Area of Conservation (SAC). The nearest tributaries to the river are over 668 metres to the north-east/east of the site. Discharge from the sewerage treatment works within the SAC catchment area is a major contributor to the phosphate levels in the river. Surface water flows can also adversely impact on the SAC.

As a result of the proposed development there could be an impact on the River Mease SAC, which may undermine its conservation objectives, from an increase in foul and surface water drainage discharge. Therefore, an appropriate assessment of the proposal and its impacts on the SAC is required.

Discharge into the river from surface water disposal via a sustainable drainage system or via the mains sewer system can also result in an adverse impact on the SAC, including in relation to water quality and flow levels.

Whilst the site is located close to a ditch this is not a tributary of the river Mease.

Foul Drainage

As part of the consideration of the outline application (ref: 15/00456/OUTM) it was established that the care development would result in an increase in foul drainage discharge from the site, given its undeveloped greenfield status, and that such foul drainage could adversely impact on the River Mease SAC given that it would pass through a treatment works within the catchment area of the River Mease and contribute towards raised phosphate levels in the river.

The River Mease Developer Contribution Scheme First and Second Development Windows (DCS1 and 2) have been produced to meet one of the actions of the River Mease Water Quality Management Plan (WQMP). Both DCS1 and DCS2 are considered to meet the three tests of the 2010 CIL Regulations and Paragraph 177 of the NPPF. DCS2 was adopted by the Council on 20th September 2016 following the cessation of capacity under DCS1.

A Section 106 agreement entered into as part of the consent granted under application reference 15/00456/OUTM secured a River Mease Contribution which would be calculated on the number of bedrooms within each part of the development (i.e. the residential care home, care related apartments and care related dwellings). It is noted that Natural England (NE) raised no objections to application reference 15/00456/OUTM subject to the applicant entering into the DCS.

The flows from the proposal have been considered against the existing headroom at Donisthorpe Treatment Works (DTW) and at the time of the consideration of application reference 15/00456/OUTM it was determined that there was no capacity at this treatment works (as of March 2014). On this basis a condition was imposed on the outline consent (no. 14) which requires the approval of a scheme of measures to ensure the sewer/drainage network has capacity to serve the development before such time as it is occupied. Such a condition was to allow Severn Trent Water (STW) time to provide additional capacity at the DTW, or elsewhere in its sewer system, to deal with the foul discharge from the development.

Notwithstanding the above, at March 2016 capacity was available for 21 dwellings but this is reduced by the number of dwellings that already have consent or are under construction as of March 2016 (13) and those subsequently approved or with a resolution to permit (14). Taking

these into account it remains that case that there is currently no capacity available at the DTW. STW has previously advised that it will not object to proposals where there is no capacity available but that a phasing condition should be imposed.

Whilst a phasing condition was imposed on the outline permission (15/00456/OUTM), an appeal decision for a site at Talbot Place in Donisthorpe considered that a condition could be imposed relating to drainage details. In addition, STW can consider whether capacity is available within its sewer network when issuing permits to connect to the sewer system. On this basis a phasing condition may not be entirely necessary but as this is a reserved matters application, rather than a Section 73 application to vary or delete conditions of an existing permission (i.e. the outline permission), such a matter is not relevant to the merits of this application.

Based on the proposed development the contribution to be paid would total £19,161.00 and the payment of this contribution in line with the requirements of the legal agreement would mitigate the impact of an increase in foul drainage discharge from the site on the integrity of the River Mease SAC.

Surface Water Drainage

With regards to surface water drainage it would be a requirement for a surface water drainage scheme to be approved under condition 16 of the outline consent (15/00456/OUTM). In approving such a scheme of surface water drainage as part of the discharge of condition process it could be ensured, in conjunction with the Lead Local Flood Authority (LLFA), that discharge of surface water is to a soak away or other sustainable urban drainage system (SuDS) to ensure there is no adverse impacts on the River Mease SAC.

On the above basis, compliance with the proposed condition would ensure that surface water run-off from the site would not adversely impact on the integrity of the River Mease SAC and the development would accord with Policies Ec2 and Cc2 of the adopted Local Plan.

Conclusion

Therefore, it can be ascertained that the proposal would, either alone or in combination with other plans or projects, have no adverse effect on the integrity of the River Mease SAC, or any of the features of special scientific interest of the River Mease SSSI, and would comply with the Habitats Regulations 2017, Policies En1 and En2 of the adopted Local Plan and the NPPF.

Waste Collection

Whilst the District Council's Waste Services Development Officer (WSDO) was consulted as part of the consideration of the application no consultation response has been received.

Although this is the case it is outlined, within the 'Accessibility' section of this report above that the County Highways Authority (CHA) have determined that the part of the internal highway to be put forward for adoption would be compliant with guidance within the Leicestershire Highways Design Guide (LHDG) with swept path analysis demonstrating that the District Council's waste vehicle could manoeuvre within the site as well as at the site access off Ashby Road.

The parts of the internal highway not put forward for adoption (being principally the internal highway serving the care home and care related apartments) would also be constructed to an

adoptable standard and could be utilised by the District Council's waste vehicle (as demonstrated by the swept path analysis). The only highways which could not be accessed by the District Council's waste vehicle would be the private drives serving plots 1 to 6 and 11 to 15 and consequently a bin collection point would be required to serve these plots.

If the applicant would wish for the District Council's waste vehicles to collect waste receptacles associated with the care home and care related dwellings than an indemnity agreement would need to be entered into between the applicant and the Council which would be outside of the remit of this planning application to ensure the District Council would not be liable should damage to a private highway occur.

However, following further discussions with the applicant, they have advised that a private waste contractor would be appointed to collect the waste receptacles associated with the care home and care related dwellings rather than the District Council's waste operatives. On this basis an indemnity agreement would not be required, and a note to the applicant would be imposed on any permission to be granted to ensure that future residents are aware that their waste receptacles would be collected by a private waste contractor.

The plans as submitted identify bin collection points to serve plots 1 to 6 and 11 to 15 with Part H of the Building Regulations indicating that residents should not be expected to carry their refuse more than 30 metres to a bin storage point and that such a bin storage point should not be more than 25 metres from the bin collection point. In the main the bin collection point serving plots 1 to 6 would be suitably located, as whilst the 'drag distance' from the rear access gate serving plots 1 and 2 would be in excess of 25 metres (being 33 metres for plot 1) this is not considered insurmountable, subject to the bin storage points for plots 1 and 2 being suitably located (and which could be secured via condition on any permission to be granted).

With regards to the bin collection point serving plots 11 to 15, it would be the case that this bin collection point would be around 40 metres from the front door of plot 14 and around 50 metres from the front door of plot 15. Whilst this is the case, it is considered that a bin storage point could be provided to serve these two plots which would be less than 30 metres from the front door and which is subsequently less than 25 metres from the bin collection point, and thereby compatible with Building Regulations (albeit it is acknowledged that a planning application could not be refused on the basis of lack of compliance with Building Regulations given that it does not constitute planning legislation).

On the basis that the bin collection points are conveniently located in relation to the extent of the adopted internal highway a condition would be imposed on any permission to be granted to secure the bin collection points. An informative would also be imposed on any permission to be granted to advise the applicant that any future resident(s) of plots 1 to 6 and 11 to 15 would need to be made aware of the fact that their waste receptacles would have to be presented in the bin collection point on the day of collection.

At this time the individual bin storage point(s) for each plot is not shown but in the case of plots 14 and 15 it would need to be ensured that such a bin storage solution was 30 metres or less from the front door of these plots as well as 25 metres or less from the bin collection point (for the reasons outlined above). It is considered that a condition could be imposed on any permission to be granted to secure a scheme of bin storage points for the relevant plots and which would ensure they are suitably located.

There is a potential that such bin storage solutions, particularly for plots 1, 2, 3, 13, 14 and 15, are likely to require a bin store to be located which would have visibility within the development,

due to the separation distance from the proposed collection point. On this basis the condition securing details of the bin storage points would also seek to ensure that such storage solutions are enclosed, where such a storage solution has visibility from within the development, to ensure that there was no detriment to the visual amenities of the streetscape within the development.

The detailed design of the bin storage solution associated with the care home would also be secured via condition on any permission to be granted in the absence of any precise details.

Other Matters

Assessment of objections in relation to other matters

Objection	Officer Response
<p><i>The Section 106 agreement should be rewritten with the involvement of Ashby Woulds Town Council so as to reflect the needs of the local community.</i></p>	<p>A Section 106 agreement was secured against the outline planning permission (15/00456/OUTM). This application comprises a reserved matters application and consequently the 'principle' of the development nor the contents of the S106 agreement are not for consideration it is simply matters associated with access, scale, layout, appearance, and landscaping. It is also the case that a Section 106 cannot be secured against a reserved matters permission and therefore there would be no mechanism by which to achieve the request of the Town Council.</p>

Conclusion

In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for the determination of the application is the development plan which, in this instance, includes the adopted North West Leicestershire Local Plan (2021).

The principle of the development has been accepted by virtue of the approval of the outline planning permission for a residential care development including a care home, care related apartments and care related dwellings. It is considered, following amendments made by the applicant, that the proposed development would be carried out in a manner which ensures that it would not impact adversely on existing and future residential amenities, the character and appearance of the streetscape and rural environment, highway safety, landscaping and ecology, flood risk and drainage and the integrity of the River Mease Special Area of Conservation (SAC)/Site of Special Scientific Interest (SSSI). There are no other material planning considerations that indicate reserved matters approval should not be granted, particularly given that conditions of the outline permission would need to be adhered to in developing the site, and accordingly the proposal subject to the imposition of conditions is considered acceptable for the purposes of the aforementioned policies.

It is therefore recommended that the application be permitted.