

Erection of two detached dwellings and garages (Outline - access and layout included)

Report Item No
A4

Land Adjacent To Wilford House Loughborough Road
Coleorton Coalville Leicestershire LE67 8HH

Application Reference
16/00311/OUT

Applicant:
Lychgate Homes Ltd

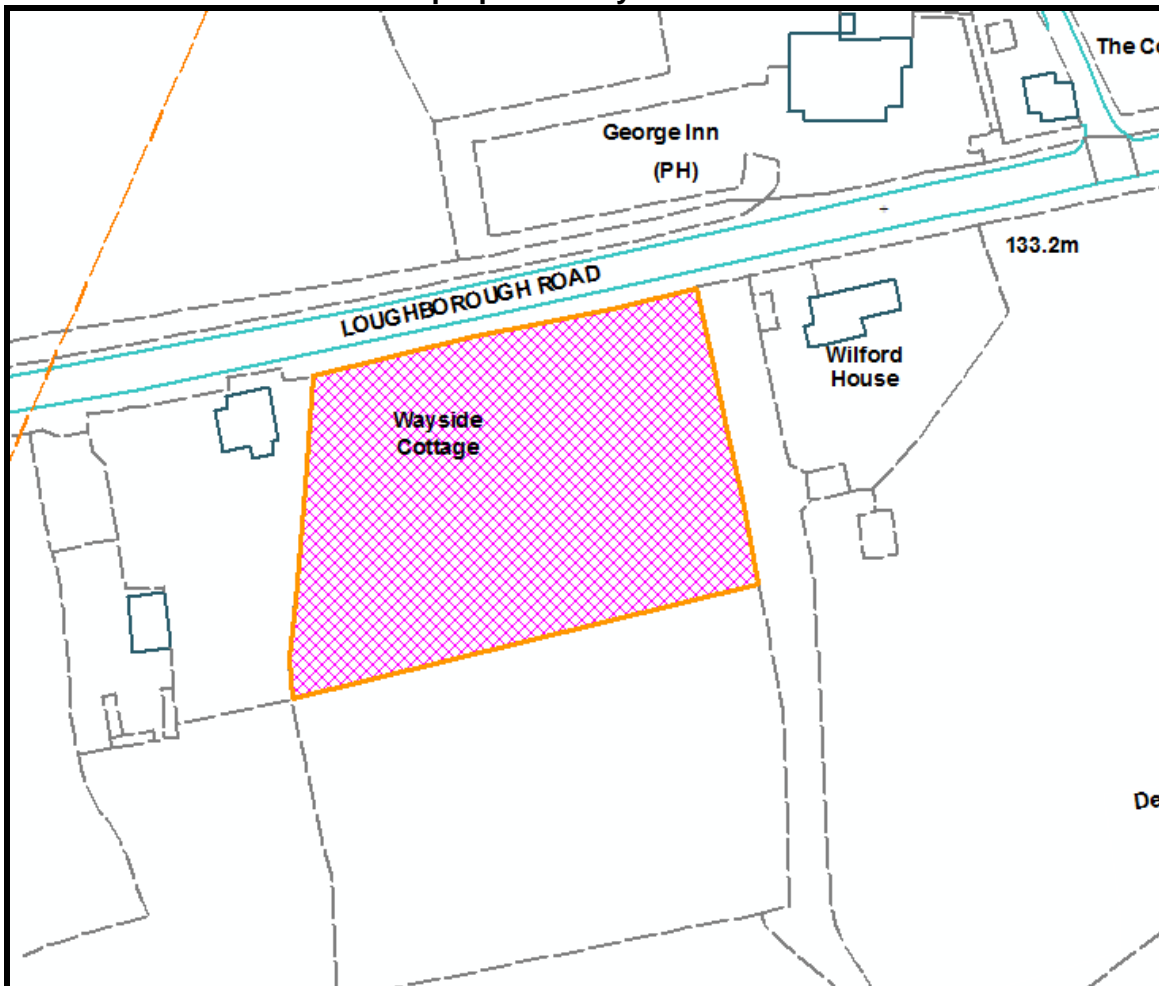
Date Registered
16 March 2016

Case Officer:
Adam Mellor

Target Decision Date
11 May 2016

Recommendation:
REFUSE

Site Location - Plan for indicative purposes only



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EXECUTIVE SUMMARY OF PROPOSALS

Call In

The application is brought to the Planning Committee at the request of Councillor Boam in order for the Committee to review the layout, vehicular access and sustainability of the proposal.

Proposal

The application is in outline form and seeks approval for the erection of two detached dwellings on a greenfield site located on the south-eastern side of Loughborough Road between Wilford House and Wayside. The 0.35 hectare site is on land outside the defined Limits to Development and at this stage the access point into the site off Loughborough Road as well as the proposed layout is for approval. The supporting information indicates that the proposed dwellings are to be single storey.

Consultations

A total of eight individual representations have been received with two of those representations opposed to the development and six in support of the development. Coleorton Parish Council have also raised concerns about the proposal. The County Highways Authority have objected to the application with all other statutory consultees raising no objections subject to the imposition of conditions on any consent granted.

Planning Policy

It is considered that the development would conflict with the aims of Paragraph 32 of the National Planning Policy Framework (NPPF) and Policy T3 of the adopted North West Leicestershire Local Plan.

Conclusion

The introduction of the dwellings onto the Class I Loughborough Road (A512) has been assessed by the County Highways Authority who have concluded that the introduction of the dwellings would result in a significant increase in the amount of vehicular movements, when taken cumulatively with existing movements, onto and off this highway by other users where such turning manoeuvres would be an additional source of danger to road users and not in the interests of highway safety. In these circumstances to permit the development would be contrary to the aims of Paragraph 32 of the NPPF and Policy T3 of the adopted Local Plan.

It is therefore recommended that the application be refused.

RECOMMENDATION - REFUSE;

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1. Proposals and Background

Outline planning permission is sought for the erection of two detached dwellings and garages with access and layout included for approval at this stage at land adjacent to Wilford House, Loughborough Road, Coleorton. The 0.35 hectare site is located on the south-eastern side of Loughborough Road and is outside the defined Limits to Development, as identified on the Proposals Map to the North West Leicestershire Local Plan. The surrounding area is predominately open countryside with a sporadic scattering of residential properties being located in close proximity to Loughborough Road, the George Inn Public House is also located to immediate north of the site.

This application is a resubmission of application reference 15/00822/OUT (erection of 4 no. dwellings (outline only - matters of access and layout included) which was refused on the 30th October 2015 on environmental sustainability, density, design and highway safety grounds.

The land in question is currently paddock land and horses were evidenced grazing on the land during the site visit. This revised application now proposes only two dwellings with the submitted layout identifying that these dwellings would be positioned parallel to Loughborough Road (A512) with distances of 19.2 metres to plot 1 and 16.8 metres to plot 2 from this highway. The design and access statement, and illustrative street scene, indicates that the dwellings would be single storey detached types. Vehicular access into the site would be achieved from a newly created access off Loughborough Road centralised within the north-western boundary of the site.

A Planning Statement, incorporating a Design and Access Statement, Highways Technical Note, Speed Survey and Coal Mining Risk Assessment have been submitted in support of the application.

No additional planning history was found.

2. Publicity

6 no neighbours have been notified (date of last notification 31 March 2016)

Press Notice published 30 March 2016

Site notice posted 31 March 2016

3. Consultations

Coleorton Parish Council consulted 21 March 2016

County Highway Authority

Severn Trent Water Limited

Head of Environmental Protection

NWLDC Tree Officer

County Archaeologist

LCC ecology

NWLDC Urban Designer

National Forest Company

LCC/Footpaths

NWLDC Footpaths Officer

Coal Authority

4. Summary of Representations Received

The following summary of representations is provided. Members will note that full copies of correspondence received are available on the planning file.

Coal Authority has no objections subject to the inclusion of a condition on any consent granted.

Coleorton Parish Council highlights that concerns have been raised that 'luxury' housing would be created rather than affordable units and that the access would be on to fast and busy road.

Leicestershire County Council - Archaeology has no objections and advises that no archaeological mitigation will be required.

Leicestershire County Council - Ecology has no objections.

Leicestershire County Council - Footpaths has no objections as the application should not affect the public's use of the right of way.

Leicestershire County Council - Highways initially objected to the application on the basis that the site is not within a sustainable location and the development would result in an increase in turning traffic whose turning manoeuvres would be an additional source of danger to road users given the speed of vehicles on the highway. Following the receipt of a Highway Statement the objection still stands for the reasons identified above.

NWLDC - Environmental Protection has no objections.

NWLDC - Footpaths Officer has no objections as the footpath will not require diverting.

Severn Trent Water has no objection.

Third Party Representations

Two no. representation has been received objecting to the application with the comments raised being summarised as follows: -

- Land is not allocated in the Local Plan and as such should be protected to maintain the rural character of the area;
- New access point into the site would add further danger to the main road whilst offering no benefit to the development;
- The proposal would represent undesirable ribbon development and extra traffic would only add to highway safety issues;
- An approval of this development would set an undesirable precedent for similar forms of unsustainable development which would be to the further detriment of the area;
- Development would ruin the perceived separation and open undeveloped character between the two settlements;
- Development would be isolated on a major link road with poor connections to either village;
- Loughborough Road is noisy and as such residents would be affected by noisy and CO2 pollution issues;
- Proposal would destroy the appearance of the open countryside;

Six no. representations have been received supporting the application with the comments raised being summarised as follows: -

- There is a need within the district as a whole for single storey development;
- Single storey nature of development will reduce any impact from a visual perspective;
- The residential accommodation is needed within the area;
- There are economic benefits associated with future residents sustaining the services in the settlement as well as businesses in the nearby towns;

5. Relevant Planning Policy

National Policies

National Planning Policy Framework

The NPPF (Paragraph 215) indicates that due weight should be given to relevant policies in existing development plans adopted before 2004 according to their degree of consistency with the Framework. The closer the policies in the development plan to the policies in the Framework, the greater weight they may be given.

Save where stated otherwise, the policies of the North West Leicestershire Local Plan as listed in the relevant section below are consistent with the policies in the NPPF and, save where indicated otherwise within the assessment below, should be afforded weight in the determination of this application.

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

Paragraph 10 (Achieving sustainable development);
Paragraph 14 (Presumption in favour of sustainable development);
Paragraph 17 (Core planning principles);
Paragraph 28 (Supporting a prosperous rural economy);
Paragraph 32 (Promoting sustainable transport);
Paragraph 39 (Promoting sustainable transport);
Paragraph 49 (Delivering a wide choice of high quality homes);
Paragraph 53 (Delivering a wide choice of high quality homes);
Paragraph 55 (Delivering a wide choice of high quality homes);
Paragraph 57 (Requiring good design);
Paragraph 60 (Requiring good design);
Paragraph 61 (Requiring good design);
Paragraph 75 (Promoting healthy communities);
Paragraph 103 (Meeting the challenge of climate change, flooding and coastal change);
Paragraph 118 (Conserving and enhancing the natural environment);
Paragraph 120 (Conserving and enhancing the natural environment);
Paragraph 121 (Conserving and enhancing the natural environment);
Paragraph 203 (Planning conditions and obligations);
Paragraph 204 (Planning conditions and obligations);

Adopted North West Leicestershire Local Plan (2002)

The application site is outside the Limits to Development as defined in the adopted North West Leicestershire Local Plan. The following Local Plan policies are relevant to this application:

Policy S3 - Countryside;
Policy E3 - Residential Amenities;

Policy E4 - Design;
Policy E7 - Landscaping;
Policy F1 - General Policy;
Policy F2 - Tree Planting;
Policy F3 - Landscaping and Planting;
Policy T3 - Highway Standards;
Policy T8 - Parking;
Policy H4/1 - Housing Land Release;
Policy H6 - Housing Density;
Policy H7 - Housing Design;

Draft Consultation North West Leicestershire Local Plan

On 15 September 2015 the District Council's Full Council considered a draft Local Plan and resolved to approve the draft Local Plan for consultation. The draft policies listed below are considered relevant to this application. However, in view of the very early stage to which the draft Local Plan has progressed, only very limited weight can be attributed to its policies at this stage.

Policy S1 - Presumption in Favour of Sustainable Development;
Policy S2 - Future Housing and Economic Development Needs;
Policy S3 - Settlement Hierarchy;
Policy S4 - Countryside;
Policy S5 - Design of New Development;
Policy H6 - House Types and Mix;
Policy IF4 - Transport Infrastructure and New Development;
Policy IF7 - Parking Provision and New Development;
Policy En1 - Nature Conservation;
Policy En6 - Land and Air Quality;
Policy Cc2 - Sustainable Design and Construction;
Policy Cc4 - Water - Sustainable Drainage Systems;

Other Policies

National Planning Practice Guidance

In March 2014 the Government published National Planning Practice Guidance (NPPG) to supplement the NPPF. The Guidance does not change national policy but offers practical guidance as to how such policy is to be applied;

6Cs Design Guide (Leicestershire County Council)

The 6Cs Design Guide sets out the County Highway Authority's requirements in respect of the design and layout of new development;

Circular 06/05 (Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System)

Circular 06/2005 sets out the procedures that local planning authorities should follow when considering applications within internationally designated sites and advises that they should have regard to the EC Birds and Habitats Directive in the exercise of their planning functions in order to fulfil the requirements of the Directive in respect of the land use planning system. The Circular sets out a flow chart for the consideration of development proposals potentially affecting European sites.

6. Assessment

Principle of the Development

Insofar as the principle of development is concerned, and 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 (2002 (as amended)).

With regards to the application site it is noted that it lies outside the defined Limits to Development with residential dwellings not being a form of development permitted by Policy S3 of the adopted Local Plan.

The Inspector's decision concerning the recent Greenhill Road appeal (ref: APP/G2435/W/15/3005052) sets out that the Authority is currently unable to demonstrate a five year supply of housing land. This means that "saved" adopted Local Plan policies that are concerned with housing supply, such as S3 and H4/1, must be considered to be out of date, and accordingly 'weight' should not be afforded to them when determining planning applications. The NPPF includes a clear presumption in favour of sustainable development, which taken together with the current inability to demonstrate a five year supply, indicate that planning permission for new homes should normally be granted in sustainable locations.

It is also important to bear in mind that the Limits to Development as defined in the adopted Local Plan were drawn having regard to housing requirements only up until the end of that Plan Period (i.e. to 2006). It is therefore considered inevitable that greenfield land will need to be released to maintain a five year supply of deliverable sites, as well as (as in this case) land not allocated for housing development in the adopted Local Plan. In this regard it is acknowledged that the site would be situated 170.0 metres from the nearest Limits to Development being the northern part of Coleorton (Lower Moor Road).

In assessing and determining the application it also needs to be accepted that the NPPF's provisions do not specifically seek to preclude development within the countryside, and consideration must therefore be given to whether the proposals constitute sustainable development given the presumption in favour of such as set out in the NPPF.

With regards to the sustainability credentials of the site, it is noted that in previous assessments in applications reference has been given to the Department of Transport (DoT) statistics which outlined that the average trip length undertaken by foot would be 1000.0 metres. However, in a recent appeal decision relating to a residential development on Willesley Road in Ashby De La Zouch (ref: APP/G2435/W/15/3027396) the Inspector concluded that such a statistic does not take into account those people who would walk but are put off by such distances and choose to travel by alternative means. In the aforementioned appeal, reference was made to the Institute of Highways and Transportation document '*Providing for Journeys on Foot*' and in respect of a rural environment the acceptable walking distance to services would be 800 metres and 1000 metres for a school. On the basis of these distances a shop/post office (Lower Moor Road - 800.0 metres), public house (George Inn, Loughborough Road - 89.0 metres) and bus stops for two services (Robert Coaches Air Link Service 155 1 hourly between Coalville and East Midlands Airport Monday to Saturday - 600.0 metres on The Moor and Arriva Service 9 1 hourly between Burton on Trent to Loughborough via Ashby De La Zouch Monday to Sunday (limited service on a Sunday) - 64.0 metres on Loughborough Road) would be within an acceptable walking distance. In respect of the nearest school (Viscount Beaumont Church of England Primary School, Ashby Road) this would be just in excess of the threshold of 1000 metres from the site (1167.0 metres) with it also being noted that a recreation ground on Zion Hill would be

1091.0 metres from the site. Walking to such services could be carried out on maintained footpaths which are well lit.

Having regard to the location of the site it is considered that residents of the development would have access to services which would meet their day to day needs (i.e. a shop) with other facilities and employment opportunities being accessible by utilising the public transport options. In this circumstance it is considered that a scheme for two dwellings would score well against the social sustainability advice contained within the NPPF with occupants of the properties also assisting in sustaining these services for the future which is a key intention of Paragraphs 28 and 55 of the NPPF.

From an environmentally sustainable point of view the site is outside the defined Limits to Development and therefore assessed in the context of Policy S3 of the adopted Local Plan with it being accepted that the site is significantly detached from the nearest Limits to Development. In terms of the sites topography it slopes gently downwards from the highway towards the south-eastern (rear) boundary.

As identified above no weight can be afforded to Policy S3 in the determination of the application, given the absence of a five year housing land supply, and therefore a determination would need to be made as to whether the proposed development would be 'isolated' or impact adversely on the 'openness' of the rural environment in the context of Paragraph 55 of the NPPF. The site is situated between two existing residential properties (Wayside and Wilford House) with the George Inn located on the opposite side of Loughborough Road. In this context it would be difficult to determine that the dwellings would be 'isolated'. Whilst having some impact on the openness of the rural environment, due to a greenfield site being built upon, it is proposed that the dwellings would be constructed in close proximity to the highway and when viewed from the public domain, in both close and far views, they would be viewed in connection with existing built forms. It is also noted that development within this part of Loughborough Road becomes slightly more concentrated (given the proximity of Wayside, Wilford House, the George Inn and Colewood Lodge to each other) with the provision of single storey dwellings also reducing the visual implications of the development. On this basis, the implications to the 'openness' of the rural environment would not be so adverse as to suggest the development should be resisted.

In conclusion whilst there would be some conflict with the environmental strand of sustainability, given the setting of the dwellings, this conflict would not be substantial due to the positioning of the dwellings in close proximity to the highway and their association with built forms with it also being of relevance that the Council does not have a five year housing land supply. This conflict would also be outweighed by the positive economic and social benefits associated with the development and as such the principle of the development would be acceptable.

Density

The application site area is 0.35 hectares and the provision of two dwellings on the site would result in a density of 5.71 dwellings per hectare which would be well below the minimum threshold of 30 dwellings per hectare advised by Policy H6 of the adopted Local Plan in other locations (other than the main settlements and those well served by public transport and accessibility to services and facilities).

When assessing the density, however, it would also be important to factor into the assessment the proximity and accessibility to centres, the provision of a mix of housing types to establish socially mixed communities, good principle of design and layout which make the most

economical use of land and respect the local context as well as green space and landscaping requirements.

In the circumstances that the previous application on the site (ref: 15/00822/OUT) was refused on the basis of the density being too high (11.43 dwellings per hectare) it is considered the density now proposed would be the most efficient use of the land in achieving a development which complied with the characteristics of the area which is defined by sporadic forms of individual dwellings situated on large plots. On this basis the low density proposed would not result in significant conflict with the aims of Policy H6 of the adopted Local Plan as to justify a refusal of the application.

Neighbours and Future Occupants Amenities

It is noted that details of the layout have been submitted for approval at this stage with the nearest residential properties being Wayside, a two-storey (with habitable accommodation in the roof slope) detached dwelling, situated to the south-west and Wilford House, a two-storey detached dwelling, situated to north-east.

In respect of Wilford House it is considered that the south-western (side) elevation of this dwelling would be set 26.0 metres from the north-eastern corner of plot 1. Given this distance it is considered that the proposed position of plot 1 would not result in any significantly adverse impacts on the occupants amenities.

Wayside is located to the north-west and it is proposed that the south-eastern corner of this dwelling would be set 15.5 metres from plot 2. A ground and first floor window (serving a bedroom) exist on the north-eastern (side) elevation of Wayside with two ground floor windows (serving a kitchen and lounge) and a first floor window (serving a bedroom) being located in the south-eastern (rear) elevation. Wayside is angled so that its front elevation is further from the shared boundary than its rear elevation with 12.0 metres of the proposed dwelling to plot 1 extending beyond the south-eastern (rear) elevation. Given the proposed position of plot 2, as well as its orientation to Wayside, it is considered that it would not have a significantly adverse impact on the occupants' amenities.

The scale and appearance of the dwellings would be subsequently agreed under any reserved matters submission and at that stage it could be ensured that the overall height, and position of windows, would not result in a development form which would result in detriment to the amenities of Wilford House and Wayside. It is highlighted in the supporting information that the dwellings are proposed to be single storey types and if such a development was progressed this would lessen the implications to existing residential amenities.

With regards to the amenities of any future occupants it is considered that views from the windows on the south-eastern (rear) elevation of Wayside would be at an oblique angle towards the rear amenity area of plot 2 with views from the windows on the north-eastern (side) elevation being towards the front amenity/parking area for plot 1. On this basis it is considered that the future amenities of the occupants of plot 2 would be adequately protected from overlooking impacts particularly given the overall size of the plot this dwelling would be situated on. The relationship between the two plots would also be acceptable on the layout submitted subject to the position of windows being carefully considered at the reserved matters stage.

As part of the consideration of the application the Council's Environmental Protection team have been consulted and raised no objections to the application on the basis of noise from the movements of vehicles associated with the development, or from the A512 itself, causing

adverse impacts on existing and future amenities.

Overall, therefore, the development is considered to accord with Paragraph 123 of the NPPF and Policy E3 of the adopted Local Plan.

Impact on the Character and Appearance of the Area and Streetscape

The need for good design in new residential development is outlined not only in Local Plan Policies E4 and H7 but also Paragraphs 57, 60 and 61 of the NPPF with Paragraph 61 outlining that *"although visual appearance and the architecture of individual buildings are very important factors, securing high quality design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."*

It is noted that scale, appearance and landscaping are all included as matters to be considered at a later stage although the layout is for approval at this stage. Properties on the south-eastern (side) of Loughborough Road (A512) vary in relation to their proximity to the highway with the immediate dwellings adjacent to the site (Wayside and Wilford House) being in close proximity to the highway and other properties (Colewood Lodge and Haymeads (No. 115 Loughborough Road)) being detached from the highway by around 21.0 metres. It is proposed that the dwellings would be located 16.8 metres (plot 2) and 19.2 metres (plot 1) from the highway and this is considered to be acceptable in maintaining the character of the immediate area.

The previous application on the site (ref: 15/00822/OUT) was refused in the circumstances that the development of four dwellings on the site would not respect the sporadic manner of detached dwellings in large plots which is a characteristic of the area. As part of this proposal the total number of units has been reduced to two which therefore allows the dwellings to be located in plots of land which would be commensurate with those of neighbouring properties (in particular Wilford House and Wayside) thereby making it acceptable. Whilst the 'sporadic' character of development on the southern side of Loughborough Road (A512) would be affected it is noted that development becomes more concentrated in this area (taking into account Wayside, Wilford House, The George Inn and Colewood Lodge) and as a consequence the proposed layout would not significantly detract from this characteristic as to warrant a refusal of the application. This view is taken due to the separation distances which would be provided between the plots themselves as well as their proximity to neighbouring dwellings. It is also considered that the proposed floorspace of the dwellings would be acceptable and not out of keeping with the ground area covered by built forms in the immediate area particularly in the circumstances that the dwellings are proposed to be single storey.

In respect of other design matters the plans show that a large copse of trees would be planted to the north-western (front) boundary to act as a natural screen and it is considered that such planting is consistent with that found at Colewood Lodge and Haymeads, which are dwellings set back from the highway, and as such is considered to be in keeping with the characteristics of the area. Appropriate planting to be incorporated into such a landscaping scheme would be agreed at the reserved matters stage.

Public footpath N18 runs past the south-eastern boundary of the site, which is substantially planted with mature trees, and it is considered that the proposed development would not impact significantly on any view enjoyed from this footpath given that views are obscured by the vegetation to the boundaries of the site as well as the fact that built forms are already present in any views established.

The appearance of the dwellings would be agreed at the reserved matters stage and it is considered that at this point an appropriate design could be achieved which would accord with the Council's current design agenda by responding to the positive characteristics of dwellings within the area as well as having a National Forest identity. The indicative streetscape drawing submitted shows dwellings with design characteristics which the Local Authority would be supportive of.

Overall the development is considered to be compliant with Paragraphs 57, 60 and 61 of the NPPF as well as Policy E4 of the adopted Local Plan. The specific requirements of Policies F1 and H7 of the adopted Local Plan would be met under any subsequent reserved matters application.

Accessibility

The County Highways Authority have objected to the application on sustainability grounds, which has been assessed in the Principle of Development section of this report, as well as the fact that the proposal would lead to a significant increase in turning traffic using an access onto a restricted (50 mph) Class I (Loughborough Road - A512) road where the turning manoeuvres would be an additional source of danger to road users. This view is considered to be consistent with Section IN5 of the 6Cs Design Guide given the speed limit on this part of Loughborough Road is in excess of 50 mph.

It is noted that Section IN5 of the 6Cs Design Guide highlights that objections would be raised to additional traffic movements on a Class I highway where speed limits exceed 40 mph.

As part of the previous application (ref: 15/00822/OUT) a highway statement was submitted, however this report did not satisfy the concerns of the County Highways Authority and consequently the application was refused on highway safety grounds.

A further technical highway note has been submitted, given that less dwellings are proposed and a new vehicular access would be formed, however this has failed to overcome the fundamental objection that the significant increase in turning traffic onto and off Loughborough Road at the access (being 16 trips per day) would be detrimental to highway safety particularly when assessed cumulatively with existing movements on the highway by other users. On the basis that such turning manoeuvres would be severely detrimental to the free and safe movement of vehicles on Loughborough Road, as well as causing additional dangers to road users, it is considered that to permit the development would not be in the best interests of highway safety and as such the proposal is contrary to the aims of Paragraph 32 of the NPPF and Policy T3 of the adopted Local Plan.

It is considered that sufficient off-street parking could be accommodated within the site to serve the proposed number of dwellings which would ensure that the development would not result in any on-street parking issues within the vicinity of the site and as such the development would not conflict with the aims of Paragraph 39 of the NPPF and Policy T8 of the adopted Local Plan.

Public footpath N18 would not be affected, or be requested to be diverted, as part of any development and on this basis the County and District Council Footpaths Officers have no objections. In these circumstances there would be no conflict with the intentions of Paragraph 75 of the NPPF.

Ecology

The County Council Ecologist has raised no objections to the development and as such it is considered that protected species would not be a constraint on the proposal which would ensure its compliance with Paragraph 118 of the NPPF and Circular 06/05.

Landscaping

As the application site is situated within the National Forest a strong landscaping scheme would be a necessity for the development with Policies E7 and F2 of the adopted Local Plan seeking to ensure that existing vegetation is retained and enhanced. The vast majority of the existing vegetation is located to the boundaries of the site, in the form of hedgerows and trees, and it is considered that the proposed layout submitted demonstrates that the dwellings would be situated a sufficient distance from this vegetation so as to ensure its longevity is not compromised. Whilst the formation of a new vehicular access will require the partial removal of the roadside hedgerow this would not compromise the visual amenities of the streetscape, as a whole, given that the gap would be limited to 5.6 metres.

It is also highlighted on the plans that a large copse of trees would be planted to the north-western boundary of the site, with vegetation also being accommodated to the south-eastern and south-western boundaries, and the species of trees to be provided as part of such a landscaping scheme would be secured under any subsequent reserved matters application.

Overall the development would accord with the aims of Policies E7, F1, F2 and F3 of the adopted Local Plan.

Archaeology

The County Council Archaeologist has raised no objections to the application and considers that no archaeological mitigation works will be required in connection with the proposal. In these circumstances the development would be compliant with Paragraph 141 of the NPPF.

Other Matters

The Coal Authority has raised no objections to the application in respect of land instability issues subject to the imposition of conditions on any consent granted. In these circumstances it is considered that the proposal would not result in stability issues to neighbouring properties which would ensure compliance with Paragraphs 120 and 121 of the NPPF.

Conclusion

The introduction of the dwellings onto the Class I Loughborough Road (A512) has been assessed by the County Highways Authority who have concluded that the introduction of the dwellings would result in a significant increase in the amount of vehicular movements, when taken cumulatively with existing movements, onto and off this highway by other users where such turning manoeuvres would be an additional source of danger to road users and not in the interests of highway safety. In these circumstances to permit the development would be contrary to the aims of Paragraph 32 of the NPPF and Policy T3 of the adopted Local Plan.

It is therefore recommended that the application be refused.

RECOMMENDATION - REFUSE, for the following reason;

- 1 Paragraph 32 of the National Planning Policy Framework (NPPF) outlines, amongst other things, that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Policy T3 of the adopted North West Leicestershire Local Plan (Local Plan) identifies that development will be permitted only where its highway design and layout make adequate provision for vehicular access and circulation, and servicing arrangements. It is concluded that the proposal would lead to a significant increase, when viewed cumulatively with existing movements by other users, in turning manoeuvres onto and off the Class I Loughborough Road (A512) where such movements would not be in the interests of highway safety and would be an additional source of danger to road users. In these circumstances the development would be contrary to the aims of Paragraph 32 of the NPPF and Policy T3 of the adopted Local Plan.

Notes to applicant

- 1 Outline planning permission has been refused for this proposal for the clear reasons set out in this decision notice. In the Local Planning Authority's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. The Local Planning Authority has therefore complied with the requirements of the National Planning Policy Framework (Paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.