



Development Control Committee	Thursday, 03 October 2024	Matter for Decision
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Planning Application: **Land East of Welford Road (No. 24/00175/REM)**

Case Officer: **Tracey Carey (Principal DC Officer)**

Site Address:	Land East of Welford Road, Wigston.
Application Description:	Reserved matters application for approval of residential development, a community facility building, details of and internal access to a new local centre, internal access to land for a primary school, land for employment uses, areas of public open space including children's play, landscaping and drainage infrastructure, together with a link road through the site connecting the existing Welford Road roundabout with the Phase 1 development pursuant to outline planning permission 21/00028/OUT.
Purpose of Report:	Highlight to Members the key aspects of the planning application and the Officer recommendation.
Recommendation(s):	Planning Application reference no. 24/00175/REM be permitted subject to conditions.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Teresa Neal (Strategic Director) (0116) 288 8961 teresa.neal@oadby-wigston.gov.uk</p> <p>Adrian Thorpe (Head of Built Environment) (0116) 0116 257 2645 adrian.thorpe@oadby-wigston.gov.uk</p> <p>Jamie Carr (Planning Policy & Development Manager) (0116) 257 2652 jamie.carr@oadby-wigston.gov.uk</p> <p>Tracey Carey (Principal Development Control Officer) (0116) 257 2720 tracey.carey@oadby-wigston.gov.uk</p>
Report Implications:-	
Legal:	There are no implications directly arising from this report.
Financial:	There are no implications arising from this report.
Equalities and Equalities Assessment (EA):	There are no implications arising from this report. EA not applicable.
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.

Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	The consultees are as set out at paragraph 4 of this report.
Background Papers:	Search application reference no. via Public Access to access all available documents (e.g. assessments, plans, forms etc.)

1. Site and Location



- 1.1 The application site is located to the south east of Wigston, approximately 2km from the town centre. It is bounded by the Midland Mainline railway running parallel to the Grand Union Canal to the south, as well as Elm Tree Farm and Tythorn Farm to the south east, Phase 1 of the Direction for Growth development to the north (currently under construction), further agricultural field and hedgerow boundaries to the east, mostly new development along the western boundary consisting of Phase 1, the Meadow Hill development, and the newly constructed development at the new Welford Road Roundabout (Phase 2A of the overall Direction for Growth).
- 1.2 The site extends to approximately 40.89 hectares and consists of several agricultural fields with hedgerows along field boundaries. Cooks Lane crosses the site creating a northern and southern area.
- 1.3 The site is accessed from the north from Phase 1 and the new roundabout on Newton Lane, and from the south west from the new roundabout on Welford Road. Both accesses were approved as part of the Phase 1 permission hence being excluded from this application.

2. Description of proposal

- 2.1 The application is a reserved matters application for approval of up to 650 dwellings, a

community facility building, details of and internal access to a new local centre, internal access to land for a primary school, land for employment uses, areas of public open space including children's play space, landscaping and drainage infrastructure, together with a link road through the site connecting the existing Welford Road roundabout with the Phase 1 development pursuant to outline planning permission 21/00028/OUT.

- 2.2 This application seeks approval of matters reserved in respect of layout, scale and appearance and landscaping.
- 2.3 It should be noted that the full details of the school site, local centre and employment site are not included in this application for approval and will be subject to later applications.

3. Relevant Planning History

04/00333/FUL – Erection of one dwelling with detached garage, Norwood House, Cooks Lane Wigston. Approved 26 August 2004.

06/00626/DEM – Demolition of bungalow, The Conifers, Cooks Lane, Wigston. Prior approval given 5 January 2007.

09/00020/FUL – Erection of 1No. two storey dwelling and detached garage, Norwood House, Cooks Lane, Wigston. Approved 3 March 2009.

10/00344/DEM – Prior notification of proposed demolition of prefabricated building, The Conifers, Cooks Lane, Wigston. Prior approval given 30 September 2010.

11/00402/REN – Extension of time for the implementation of planning permission 09/00020/FUL, Norwood House, Cooks Lane, Wigston. Approved 14 December 2011.

12/00222/RAL – Application for prior approval of proposed footbridge | Level Crossing Cooks Lane Wigston. Prior approval given 13 November 2012.

14/00349/FUL – Erection of two storey detached dwelling with detached garage, Norwood House, Cooks Lane, Wigston. Approved 21 October 2014.

13/00403/OUT – Mixed use development for up to 450 dwellings & 2.5 hectares of employment land (B1/B2) along with new formal recreation space with changing facilities, allotments, landscaping & storm water balancing & associated infrastructure, Land South Of Newton Lane & East Of Welford Road Newton Lane, Wigston. Approved 25 February 2016.

16/00316/REM – Reserved matters application for the residential development of 450 dwellings, open space, allotments, landscaping and storm water balancing and associated infrastructure on Land South of Newton Lane - pursuant to outline planning permission 13/00403/OUT. Approved 29 June 2017.

17/00421/FUL – Erection of two storey detached dwelling with detached garage, Norwood House, Cooks Lane, Wigston. Approved 10 October 2017.

18/00260/FUL - Amendments to original planning permission 18/00087/REM with amended house types, changes to layout and the provision of an additional 32 dwellings overall. Approved 27 March 2020

20/00262/FUL - Amendments to original planning permissions 18/00087/REM and 18/00260/FUL. Re-plan of matters including amended house types and changes to layout. Approved 16 October 2020

20/00512/FUL - Amendments to original planning permission 18/00260/FUL. Re-plan of matters including amended house types and changes to layout. Approved 18 May 2021

21/00028/OUT - Outline planning application for the demolition of existing agricultural buildings and the residential development of up to 650 dwellings, a new local centre and community facilities, land for employment uses, a primary school site, areas of public open space including children's play, landscaping and drainage infrastructure, together with a link road through the site connecting the existing Welford Road roundabout with the Phase 1 development. Approved 24 February 2023

21/00485/FUL - Amendments to original planning permissions 18/00087/REM, 18/00260/FUL and 20/00262/FUL with amended house-types, repositioning of private drives and parking spaces to plots 227-231, 365 and 451, relocation of pumping station and the provision of an additional 38 dwellings. Approved 14 October 2022

24/00117/FUL - Application to extend Primrose Wray Road and Seddon Road to the current phase 1 site boundary in order to facilitate vehicular connections with the phase 2b future development phase (approved outline ref: 21/00028/OUT). Approved 1 July 2024

4. Consultations

Active Travel England (ATE) - ATE recommended deferral of the application with further information on the following requested.

- The use of shared footways/cycleways, particularly in the local centre / school zone
- The need for additional detail in relation to crossings and side road treatments
- Confirmation of proposed design speed
- Cycle parking details
- Revisions to surfacing to ensure all pedestrian routes are accessible and maintainable
- Lighting scheme / wayfinding signage / seating
- Consideration given to designing the 2m wide footpath running south from the Central Green for use by cyclists
- Details in relation to bus stop infrastructure.

The applicant has provided a response to ATE's comments however, the ATE considers it lacking in terms of the level of detail provided in relation to crossings and side road treatments, cycle parking, surfacing and lighting. It remains ATE's concern that this new community will not benefit from the minimum design requirements to encourage walking, wheeling and cycling as an attractive, safe and inclusive alternative to private car use in line with NPPF paragraph 114 and despite the publication of Local Transport Note (LTN) 1/20 prior to the submission of the outline application in 2021.

Environment Agency – No comments as this proposes direct drainage of surface water to watercourse and not to the ground.

Harborough District Council - No comments received at the time of writing this report.

Leicestershire County Council (Highways) - The Local Highway Authority advice is that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Leicestershire County Council (Ecology) – The ecological appraisal (FPCR, May 2024) is acceptable. The Bat Report produced by FPCR (August 2024) is acceptable and identified no bat roosts within building B1. No further surveys are required.

The updated BNG Report (FPCR, May 2024) and BNG metric are acceptable, and appear to match up with amended landscape plans. The metric shows a loss of 16.55 area habitat units on-site. However, I understand that as part of the existing S106 agreement, a biodiversity impact assessment is to be submitted, and off-site net gains secured to ensure that there is a net gain in biodiversity as per the NPPF.

Leicestershire County Council (Archaeological and Historic Society) - No comments received at the time of writing this report.

Leicestershire Constabulary (Architectural Liaison Officer) - I have no comment in respect to the Reserved Matters application but would like to make an Expression of Interest in respect to the original application with regard to a S106 request.

Lead Local Flood Authority – STW has supported the proposals in term of foul drainage. In order to ensure existing offsite foul flooding is not increased, amendments to the existing off-site drainage should be made prior to any new connections being made. Swales have been indicated within the proposals. At the discharge of conditions stage it will be required that the developer demonstrate the connectivity and function of these swales to ensure they are utilised to their full potential. Pervious paving has been included within the revised layout. While there is limited infiltration potential on this site the LLFA expect any proposed SuDS, including pervious paving, to be un-lined to maximise the potential for infiltration and minimise the increase in surface water discharge volume leaving the site.

There is an existing flood concern related to foul drainage, thought to be an interaction between the foul and surface water systems at Cooks Lane Pumping Station resulting in foul flooding on the Meadow Hill development. The LPA has advised that Severn Trent Water (STW) has deemed the proposals are acceptable and it is understood that changes will be made to the off-site drainage system to mitigate this existing issue. It is important that these changes are made prior to any new foul connection from this development being made.

Network Rail - No comments received at the time of writing this report.

OWBC Housing - In terms of the affordable housing element. I would like to see a development with;

34% (32) x 2 bed houses

24% (22) x 3 bed houses

7% (6) x 4 bed houses

20% (20) x 1 bed flat/houses

15% (13) x 2 bed bungalow

Of which 33% can be affordable home ownership. 67% affordable rent.

OWBC Environmental Health –

1. The applicant shall ensure the proposed refuse and recycling arrangements are in line with the Council's requirements
2. The Acoustics and Vibration assessment is very comprehensive and covers the wide range of possible noise sources. There are a number of mitigation measures proposed and we should ensure they are included in any consent given at the appropriate time/state.
3. Air quality measurement
4. Traffic management – controls will be required to regulate the flow of construction traffic and ensure no detritus is carried over onto the highway.

OWBC Tree Officer – Greater specification should be provided with regard to planting pit designs, with a variety of planting proposed in various surfaces. The specification for such pits should be provided and agreed upon. I would also like information on the soil volume that will be provided, to ensure that the tree planting is provided with adequate amount and quality of rooting space to sustainably support the tree at maturity and to ensure no/limited conflict with utilities. Consideration of the use of load bearing system where planting along the highway, measures to be used to ensure compaction is designed out of the programme.

Public Rights of Way - The application proposes to re-route Public Bridleway Z12 along the eastern boundary of the development site. The proposed alternative proposes to move from an open field environment to one enclosed by a hedgerow on one side and in various locations, by 1.8 metre high fencing on the other. While development is going to change the rural character of this path, rather than attempting to mitigate this negative impact, the proposal will increase it by enclosing the path through unattractive enclosed spaces. In

addition, the proposal is to divert walkers, riders and cyclist around three sides of the development whereas the existing route takes a straight line, so the route is noticeably less direct and less convenient.

The proposed diversion route passes by a hammerhead at one point where three right-angled changes of direction are introduced, and the route is 'squashed' up against a trimmed back hedge. This is not acceptable. Horses, cyclists and pedestrians do not move in right angles. They generally move in straight lines by choice. If a horse rider chose to try and stick to the new bridleway, it is doubtful that they would be able to direct their horses to do so given the physical constraints of a horse's natural movements. In addition, the hedge would be liable to grow back over the path making it unusable. For both these reasons it is likely that horse riders, cyclists and pedestrians would be obliged to take a straight-line route across the hammerhead, bringing them into conflict with vehicles.

Further south from the hammerhead is what might be termed a mini hammerhead on a private drive which again would squeeze the proposed new bridleway between it and a trimmed back hedgerow.

The proposals do not take much cognoscente of the County Councils Guidance notes for Developers (see attached) which amongst other important factors calls for :-

"8. Paths should ideally be routed through public open space which is well overlooked. If it is not possible to do this, then a grass strip of at least one metre width should be provided either side of the public right of way so that the path does not appear narrow and threatening.

9. The resulting green corridors could form part of the development's allocated open space to be managed by the appropriate landscape/open space management company. If paths are pleasant and well maintained through public space, they are more frequently walked and become 'self-policing'.

10. If a diversion of a public right of way is necessary, an alternative route should be provided which is in the main, separate from proposed estate road footways, so that the path maintains its identity.

11. The re-routing of a path along footways, or its extinguishment, should be avoided where possible."

Emerging Policy and design guide states;-

"National Planning Policy Framework states that "Planning policies and decisions should protect and enhance Public Rights of Way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks...". The council will expect that where Public Rights of Way are impacted by development that consideration is given not just to replacement or reinstatement but enhancement of the provision."

It is not evidenced that the propose re-routing of the bridleway provides any enhancement, rather the opposite.

The applicant may wish to provide a fully non-motorised user recreational and utility asset by routing the existing or a re-aligned bridleway through a green corridor. The proposed diversion of the bridleway along the site edge and intersected by vehicular hammerheads seems much lower than optimum for new residents and existing users wishing to utilise it not just to gain access to the wider countryside but also navigate around the new development itself.

Further details are required concerning surfacing materials/construction, path width and signage.

Severn Trent Water Ltd – Severn Trent has concerns regarding the impact the additional flow that this proposed development will generate, however no investment is currently planned and consequently we cannot object to approval being granted.

Under current legislation, a developer has the right to connect to the public foul network to drain foul water, and to do so at the nearest or most convenient point on the existing network. In addition to this right, Severn Trent has a statutory duty to provide any network reinforcement that may be required to accommodate the flow generated by such a new development.

With a view to better understanding how our network is operating Severn Trent is undertaking a number of investigations. Once these investigations are completed, if improvements are deemed necessary, these will be undertaken in accordance with our investment plans.

Unfortunately, we are not yet able to say with any certainty what may need to be done or when any necessary works may be completed.

In light of the above, given Severn Trent is unable to object to this proposal we would request conditions that all onsite sewers will be adopted pursuant to a s104 Agreement, all adopted sewers will be in accordance with the Design and Construction Guidance, the scheme shall be implemented in accordance with the approved details before first occupation, Approvals to be phased such that no more than 70 dwellings hereby approved will be occupied in each 12 month period from commencement, the disposal of surface water must be managed sustainably and not in any way connected to the Severn Trent waste water network.

Western Power – No comments received at the time of writing this report.

5. Representations

5.1 Neighbours have been informed and a press/site notice placed with three letters of representation being received at the time of writing this report. The date for the receipt of comments expired on the 1 July 2024.

The reasons for objection can be summarised as follows: -

- What protection is being offered to existing mature tree and hedgerows on this site
- How does the development affect the Kilby-Foston Canal SSSI site that will be adjacent to the employment/industrial area
- Are Natural England aware of this development and its proximity to the SSSI site?
- Existing problems with new roundabout on Welford Road. My concerns are with more traffic using this junction someone will be seriously injured or killed. Surely, it is better to address this badly designed roundabout before death or injury occurs.
- Previously raised concerns about the plans to extend Seddon Road and Primrose Wray Way as part of the new development phase. Have recently spotted another planning notice appear and are unclear as to what the difference is between the original application we objected to and this new one. Having multiple notices of application in a short space of time that are unclear is stressful and we are almost certain that the majority of the estate will not have seen this new planning application and therefore the number of questions/objections from other residents will be minimal.
- We would like to request some clarity on the difference between what is being

proposed in 24/00175/REM compared to 24/00117/FUL. The drawings are also very unclear. For full transparency and fairness to residents, we believe it would be in the interest of everyone that residents likely to be impacted are properly notified in advance of any decision being made, which we currently do not believe to be the case.

6. Relevant Planning Policies

National Planning Policy Framework

Oadby and Wigston Local Plan

Policy 1	:	Presumption in Favour of Sustainable Development
Policy 2	:	Spatial Strategy for Development within the Borough
Policy 6	:	High Quality Design and Materials
Policy 7	:	Community Facilities
Policy 8	:	Green Infrastructure
Policy 10	:	Public Realm
Policy 11	:	Housing Choices
Policy 12	:	Housing Density
Policy 13	:	Affordable Housing
Policy 20	:	Wigston Direction for Growth Area
Policy 26	:	Sustainable Transport and Initiatives
Policy 34	:	Car Parking
Policy 37	:	Biodiversity and Geodiversity
Policy 38	:	Climate Change, Flood Risk and Renewable Low Carbon Energy
Policy 39	:	Sustainable Drainage and Surface Water
Policy 44	:	Landscape Character

Supplementary Planning Document/Other Guidance

Residential Development Supplementary Planning Document (2019)
The Leicestershire Highway Design Guide

7. Planning Considerations

- 7.1 The site forms part of the Wigston Direction for Growth area as identified under Policy 20 of the adopted Local Plan. This policy allocates land for at least 600 new homes, and in the region of 2.5 ha of employment land. It also sets out the requirement for a new primary school, a link road between the two roundabouts on Newton Lane and Welford Road, a new local centre, a new community facility building, as well as the requisite level of open space and necessary infrastructure to bring the site forward sustainably.
- 7.2 The site benefits from outline planning permission for the erection of up to 650 dwellings, a new local centre and community facilities, land for employment uses, a primary school site, areas of public open space including children's play, landscaping and drainage infrastructure, together with a link road through the site connecting the existing Welford Road roundabout with the Phase 1 development, which was granted in February 2023.
- 7.3 This application seeks approval of matters reserved by the outline application, namely layout, scale and appearance and landscaping.
- 7.4 The scheme, known as Phase 2B, comprises 541 market and 109 affordable homes and also seeks permission of the detail design of the proposed community facility building, located within the Local Centre. The affordable housing element comprises 49 x 2 beds, 28 x 3 beds, 28 x 1 beds, 2 x 4 beds and 2 x 3 bed bungalows. A mix of traditional dwelling types are proposed set within an extensive landscape network of retained trees and hedgerows,

complimented by new public open spaces.

The scheme will be built out in three phases over the next six years:

Phase 2b.1 - September 2024 – September 2026 - Approx 200 dwellings

Phase 2b.2 - September 2026 – September 2028 - Approx 225 dwellings

Phase 2b.3 - September 2028 – September 2030 - Approx 225 dwellings

The main issues to consider in the determination of this application are as follows:

- Principle of development
- The impact of the proposal upon the character and appearance of its surroundings
- The impact of the proposal on neighbouring residential properties.
- The impact of the proposal upon the safe and efficient use of the highway network
- Flood risk

Principle of Development

- 7.5 The principle of development has been approved under the outline planning permission together with a 'masterplan' which includes the areas identified for the local centre, community building, school and employment area along with a layout indicating the potential connectivity points to Phase 1, which includes crossing Cooks Lane and an illustrative street layout around residential parcels of land.
- 7.6 The outline application also includes details of the means of access to the site. As such, the principle of the development on the site accessed via Newton Lane and the Welford Road roundabout is established, thus site access does not form part of this reserved matters application.
- 7.7 It should be noted that the developer must still comply with the Section 106 agreement and any conditions attached to the outline planning permission.

The impact of the proposal upon the character and appearance of its surroundings

- 7.8 Policy 6 of the OWBC Local Plan (2019) states regarding all new development: *'The Council will require the highest standards of inclusive design and use of the highest quality materials for all new development in the Borough. Proposals for new development must create a distinctive environment by respecting the existing local and historic character.'*

5.3.1 – *'High quality design, and the use of high quality materials is paramount in ensuring that new development creates attractive, buildings and spaces that are sustainable, well connected, and are in character within the locale they are set. It is imperative that new development provides buildings and spaces that people enjoy now and in the future.'*

5.3.4 – *'Any development proposal should deliver the highest possible quality of design and use of materials.'*

5.3.14 – *'Development should have regards to and enhance local character and history by ensuring that it responds to its landscape setting and history of the area, topography and wider context, within which it is located, as well as the local streetscape and local building materials.'*

- 7.9 Furthermore, Policy 44 of the OWBC Local Plan indicates that *'Development proposals will*

only be permitted where it is in keeping with the area in which it is situated.'

- 7.10 Policy 6 of the Local Plan relates to high quality design and materials. It requires that new development respects local character, is sympathetic to its surroundings and creates development that is of high architectural quality.
- 7.11 The scheme proposes an average density of 32 dwellings per hectare which is consistent with Phase 1 and meets requirements as set out in Policy 12 (Housing Density) of the Development Plan which requires an average density of at least 30 dwellings per hectare, as a location outside the current Urban Area. The proposed density will be achieved through the provision of a range of housing types comprising a mixture of detached, semi-detached and terrace properties varying between two and three storeys in height, with density and height broadly increasing towards the core of the site and decreasing towards the edges. The scheme proposes a mixture of 1, 2, 3, 4 and 5 bed properties. This is considered to represent a good balance and approach which is fully consistent with the parameters of the outline planning permission.
- 7.12 Development within the north-eastern part of the site focuses around a central green named 'the circle' which accommodates the Neighbourhood Equipped Area for Play (NEAP), surrounded by shrubbery and trees and a wider circle of housing fronting on to it. The internal estate roads are arranged off a wider loop which extends beyond 'the circle' with spurs serving the extremities of the site. Further spurs provide access to the southern part of the site across Cooks Lane. This layout is in accordance with the illustrative layout approved as part of the outline permission.
- 7.13 The dwellings are laid out broadly in a perimeter block formation, so that they are outward looking and present active frontages to the public realm and the surrounding countryside.
- 7.14 House types are of a fairly traditional character and appearance, simple in massing and form, with a traditional material palette. A number of house types similar to those on Phase 1 were initially proposed however officers have worked with the developer to avoid a replica of Phase 1 which used primarily 'off the shelf' designs and have been able to secure some different house types as well as additional features such chimneys, pitched roof dormers, revised/stone window surrounds to improve the design of some of the house types proposed.
- 7.15 Within the site, dwellings have been arranged to create well-defined spaces. A range of parking solutions have been used to prevent a dominance of frontage parking. Where frontage parking is proposed, soft landscaping is provided after every 4th space.
- 7.16 The site has been divided into three different character areas:

Central Neighbourhood

These are located in the centre of the development parcels and includes large sections of the primary and secondary streets. These developments have more urban characteristics and are mixed areas that utilises a range of house sizes, parking arrangements and densities to create visual interest. House types are a mix of detached, semi-detached and terraced, predominantly 2 and 2.5 storeys constructed from red brick with grey roof tiles (with a smaller number of red tiles).

School Walk

This is also located in the centre of the site and flanks the central green space and adjoining north/south public space leading to the primary school site and local centre to the north. The development structure is formal with linear build lines and a large circular crescent.

The formality of the built form created and the need to illuminate large public open spaces means that this area of the site is suitable for higher density, taller dwellings that provide a high level of enclosure. This creates a stronger, more defined edge between the public and private space ensuring that the lower density, less formal green edge character, significantly differs in its relationship with public open space. House types are predominantly 2.5 and 3 storeys constructed from buff brick with grey roof tiles.

Green Edge

This is located on the edge of the development and is a transition between the expansive public open spaces and the development areas. With a strong connection to the surrounding landscape, the edge is envisioned as a softer transition, meaning that low category streets and shared private drives provide access to larger, detached dwellings with gaps in the build-line and reduced visual enclosure. These are predominantly 2 and 2.5 storeys constructed from a darker red brick with grey roof tiles (with a smaller number of red tiles).

Landscaping/Public Open Space

- 7.17 Across the entirety of Phase 2B there is a provision of 15.33ha of Public Open Space against a much lower policy requirement of 3.5ha. This includes:
- Wildlife Area - 4.52ha
 - Informal – 6.56ha
 - Parks & Recreation – 1.81ha
 - Allotments – 0.189ha
 - Equipped Play Space – 0.53ha
 - Children’s & Young persons– 0.47ha
 - Drainage Areas – 1.72ha
- 7.18 All areas meet the approved outline plan as a minimum or exceed with the exception of ‘drainage areas’ which are below. This is determined by the drainage needs of the site.
- 7.19 Three areas of formal recreation are provided across the site to supplement the facilities provided as part of the Phase 1 application. Two LEAPs (Local Equipment Area for Play) and a NEAP (Neighbourhood Equipped Area for Play) will provide local play areas for a range of children and young adults. One LEAP is positioned adjacent to the school building to the north with the second being positioned towards the south of the site. The NEAP is sited within the Central Green. A Trim Trail is also proposed in the southernmost part of the site.
- 7.20 An extension to the allotment area in the north-eastern corner of the site is also proposed. Building on the provision from the Phase 1 application, the additional land provides opportunities for additional plots or the extension of existing plots.
- 7.21 The existing field hedgerows which run through the site define the development parcels and as such, a very limited amount of existing hedgerow will be removed. Hedgerows not required for removal and additional new hedgerows planted as part of the scheme are to be conditioned to be retained.
- 7.22 Street trees are proposed within primary and secondary streets to provide ‘tree-lined’ streets as required by the NPPF.

Boundary Treatments

- 7.23 Ornamental planting in front gardens is the predominant landscape approach across the site with hedgerows added where front gardens are larger such as integral house types. Metal railings in some areas are also proposed to contrast with the predominant landscape

approach along with post and rail fences and hedgerows adjacent to private drives. Brick rear garden walls are proposed where they face a public space/street. Where expanses of screen walls are proposed against a highway, these will be softened by landscaping.

- 7.24 The current boundary to the railway on the southern site boundary is owned by network rail and deemed adequate to prevent the public accessing the track.
- 7.25 Where boundaries are not visible from public open spaces, 1.8m close-boarded fencing is proposed however, where long runs of rear garden fences exceed 45m a hedgerow will be consistently planted on one side of the fence and a tree planted in the rear garden at a rate of 1 every 4 dwellings. Hedgehog holes will be delivered on the hedgerow side of the fence to create routes to strategic open space.
- 7.26 In respect of the layout and the comments of Active Travel England (ATE) the applicant acknowledges the publication of LTN1/20 on 27 July 2020 was prior to the submission of the outline application in January 2021, however work had commenced on the conditioned illustrative masterplan prior to LTN1/20 being in existence. In addition, ATE only became a statutory consultee on major applications from the 1 June 2023. As such, it was not a requirement for them to be consulted at outline stage.
- 7.27 The current application is in accordance with the principles approved within the illustrative masterplan and includes a network of walking and cycling routes, including linking Phase 1, the playing pitch, employment, local centre and school.
- 7.28 The applicant has noted ATE's comments and has confirmed that the intended design speed is 20mph and the drawings submitted shown the location of the traffic calming features/junctions. The applicant has also tried to make the scheme LTN1/20 compliant where possible. For example:
- 7.29 Pedestrian routes are in two forms; as part of the adopted highway infrastructure and as separate routes through public open spaces. Combined, these routes create a patchwork of links around the site that are convenient and direct for specific trips or recreational use. Cycleways have been improved across the site, with 3m shared cycleways now provided along the main arterial routes to the school and local centre, as well as 3m cycleways through the Public Open Space to cater for off-road provision. Pedestrian routes are 2m wide and cycle stands can be provided at the play areas. Further, it should be noted that the local highways authority do not have any objections to the proposal.
- 7.30 A partial diversion of footpath Z12/2 is required through the site, the small area that is re-routed forms part of the wider public open space/connectivity network. The comments of the PROW officer are noted however the applicant has confirmed that the route is clearly separated from the 'mini' hammerhead. The route is also largely overlooked. Where not, there is sufficient strips of grass either side of the route.
- 7.31 The diversion of Z12/2 will remain a traffic-free route through a landscape corridor and not a footpath adjacent to a vehicle carriageway. The public right of way through the development will be resurfaced within the site boundary to ensure that it is safe and usable for the new community. Where the Public Right of Way forms part of the strategic cycle network the route will require widening to 3m.
- 7.32 The primary and secondary streets through the site are designed to allow for bus penetration. The route ensures that all residents are within 400m of a bus stop.
- 7.33 The outline planning permission also includes the requirement for bus access between Newton Lane and Welford Road as well as the submission of a Public Transport Strategy and Travel Plan to promote the use of sustainable modes of transport.

7.34 In summary, it is considered that the proposed development is a high quality scheme that is appropriate to its built and landscape context. The proposals therefore accord with Policies 6 and 44 of the Local Plan and the National Planning Policy Framework.

The impact of the proposal on neighbouring residential properties

- 7.35 The Council's Residential Development Supplementary Planning Document seeks to ensure that new development is designed so that it does not unacceptably affect the amenities enjoyed by the occupiers of neighbouring dwellings, particularly through loss of daylight or privacy.
- 7.36 The site adjoins existing residential properties to the north and west constructed under Phase 1, some older properties to the west and the farms on Cooks Lane to the south. The proposed dwellings are sufficiently distanced from existing properties to avoid causing them unacceptable loss of daylight. Furthermore, the windows of the proposed houses are generally sufficiently distanced from existing dwellings and their garden areas to avoid resulting in unacceptable loss of privacy. One exception is a breach of the 25 degree code between the existing dwelling known as The Barn on Cooks Lane and the proposed dwelling on plot D7, the developer has been made aware of this and a revised dwelling with no side facing windows is now proposed for plot D7 which complies with the 25 degree code.
- 7.37 Whilst the provision of new residential units on the site could lead to a slight increase in noise and disturbance, this would remain commensurate with that reasonably expected from residential properties, and would not be inherently incompatible with established residential uses in the area.
- 7.38 In summary, the siting of dwellings and resulting spatial relationship with each other, and placement of windows, avoids any undue loss of light and visual intrusion. Furthermore, the proposed houses also benefit from private amenity space, and their size, shape and access will provide an adequate level of amenity in terms of enjoyment and function. The proposal has been designed to comply with the approved Design Guide and therefore, the residential amenity of new and existing residents is protected by the application complying with the overlooking and separation distance standards. In terms of residential amenity, the development therefore respects the amenity of surrounding properties.
- 7.39 The community building measures 23.36m long x 13.355m deep with a gabled roof approx. 7m high and is constructed in black weatherboarding and white render with a black sheathing roof finish. The building comprises changing facilities, toilet facilities, a kitchen, storage space, a plant room, office/meeting room and a main hall/meeting room.
- 7.40 The nearest residential properties to the community building are existing properties within Phase 1 approximately 26m away which face the rear of the community building boarded by a hedge. New properties within the site are approx. 54m away from the community building, 32m away from the car parking area and separated by an area of open space.
- 7.41 In view of the above, given the distance of the residential properties and the separation from the site by the open space it is not considered that the building would significantly impact on the residential amenity of nearby properties.

The impact of the proposal upon the safe and efficient use of the highway network

- 7.42 Following a request for further information from the Highway Authority in relation to additional information on the school and local community centre access arrangements, changes to the internal layout, and amendments to the Public Rights of Way, revised details have been submitted and the Highway Authority have commented as follows:

Link Road

Road Traffic-Calming

- 7.43 The Local Highway Authority (LHA) asked the applicant to clarify if the carriageway narrowing build-outs / pinch points will have a priority in one direction. The applicant has now confirmed that no priority will be given, which is consistent with the arrangement on the existing development to the north. The LHA accept this approach.
- 7.44 The LHA advised the applicant that the 33m length visibility splays shown on the drawing would be appropriate for design speeds of up to 25mph based on the guidance in Part 3 Table DG4 of the Leicestershire Highway Design Guide. However, based on the proposed design speed of 20mph, visibility splays should be amended to 25m. The applicant has amended these visibility splays.

Road and Sewer Long Sections

- 7.45 The applicant has confirmed that all K values have been added to the long sections as requested and all values exceed three. The LHA is satisfied that the K values are in accordance with LHDG Table DG3.

School and Local Centre Access

- 7.46 The LHA raised some concerns with the site accesses. The applicant has now demonstrated on drawing number: H7111-332-20, Revision A that a bus can access and egress these elements of the development in all directions in a safe and controlled manner whilst a car is using the access at the same time. The principle of this is therefore acceptable, however the accesses to these elements of the proposals may be affected by the layout of those sites as they come forward. The LHA will therefore seek to secure suitable accesses by way of planning conditions.

Cooks Lane To restrict the movement of vehicles using Cooks Lane from within the development, the spine road has been narrowed in these locations. The applicant has confirmed that the tracking was provided to show that the manoeuvres are severely restricted or not achievable from either Cooks Lane into the development or vice versa.

The vehicle turning movements overhang the road edge and would impact the bollards, effectively stopping the turning movement as a single movement. The LHA acknowledge that the existing width and alignment of Cooks Lane must be maintained to ensure accessibility for existing residents and agricultural purposes.

The applicant has confirmed that the crossing layout has been produced to ensure that while existing access is permitted, new development traffic is prevented from turning onto Cooks Lane, given Cooks Lane is not designed for heavier traffic volumes. The LHA acknowledge that if required the proposals could be refined at the detailed design stage of the scheme, by using quadrant kerbs instead of the radius kerbs currently shown to ensure the junction layout further inhibits the turning manoeuvres on Cooks Lane.

Internal Layout

The LHA has now carried out a design check on the updated planning layout and the amendments to the internal layout can be summarised as follows:

- Speed control now includes the junction plateaus and as such now comply with LHDG 60m spacing for 20mph design speed subject to formalising position at detailed design

stage;

- The footway has been extended to include all visibility splays in highway envelope including on Road 24. All visibility splays generally now comply with Part 3 of LHDG;
- Junction radii are now 6m for residential roads as per LHDG Part 3 Table DG5;
- Stub serving plots B2/B3 would not be considered for adoption in its current form and will remain private;
- Access Road carriageway widths have been reduced from 5.0m to 4.8m in line with guidance in LHDG;
- Where possible, the scheme is compliant with LTN 1/20 guidelines and a significant cycle network is proposed throughout the development; and
- All gradients are 1:20 or less as per guidance in the LHDG.

Parking and Private Drives

7.47 The LHA confirmed that the parking provision across the site was generally acceptable but one of the private drives needed amending. The applicant has now amended the drive entrance to plots B10 - B13 to ensure it is served off the turning head.

Public Rights of Way

7.48 The applicant has made the amendments following the initial concerns. The applicant has now changed the plan, and the proposed bridleway now follows a much smoother route to aid users on foot, on bike or on horse. The applicant has confirmed that this is the best solution as the approved masterplan shows a road connecting through to potential future development and so a road will always need to be crossed in this location. A relevant condition is advised below with details of the scheme and a timetable for the works to be agreed prior to first occupation of any part of the development

7.49 In summary, after a review of the revised plans and additional information from the applicant the LHA advises the Local Planning Authority that the information submitted demonstrates a layout which the LHA would consider suitable for the purposes of the planning application and future adoption by the LHA.

7.50 Overall, the LHA would advise approval of 24/00175/REM, subject to the inclusion of the conditions outlined below

Flood Risk

7.51 The LLFA have raised concerns regarding an existing flood concern related to foul drainage, thought to be an interaction between the foul and surface water systems at Cooks Lane Pumping Station resulting in foul flooding on the Meadow Hill development. However, discussions have taken place between the Local Planning Authority and Severn Trent Water (STW) where it has been confirmed that that connections from the proposed development are not going to make the situation worse as the issue is with the Meadow Hill development connections to the pumping station and not the pumping station itself. STW are working with the developer of the Meadow Hill development to seek a resolution however it will take time to be resolved. Whilst it is not for this developer to rectify an existing situation, connections to the pumping station will be phased in accordance with the details approved in the phasing strategy.

8. Conclusion

7.1 The development is well established in policy through the Local Plan, the NPPF and the approved outline permission. It will make an important contribution to delivering the Borough's housing requirement and helping to ensure that the Council can maintain a five-year supply of housing land in accordance with the NPPF.

- 7.2 The proposals would not unacceptably harm landscape character, and are appropriate to their context in urban design terms.
- 7.3 The proposals would not unacceptably affect the amenities enjoyed by the occupiers of nearby dwellings and neither would they prejudice the safe or efficient use of the highway network. The proposals would not exacerbate flood risk and would not unacceptably harm protected species or their habitats.
- 8.4 There are therefore no material considerations which indicate that the application should be refused, and it is considered that the conditions proposed will ensure that any impacts of the development are mitigated against.

9. Recommendations and Conditions

- 9.1 For the reasons set out in the above report then **PERMIT** subject to the following conditions:
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
 2. The development hereby permitted shall be carried out in accordance with the approved materials unless otherwise first agreed in writing by the Local Planning Authority. Any render (including the overall finished colour) shall be completed within 2 months of the substantial completion of the development.
 3. Notwithstanding the submitted details, all planting must be agreed in writing by the local planning authority prior to any planting taking place. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
 4. The boundary treatments hereby approved shall be completed in accordance with the approved details prior to the first occupation of the dwelling to which it relates unless otherwise agreed in writing by the Local Planning Authority.
 5. No hedges on this site specified for retention, or planted as part of the specified landscaping proposals shall be damaged or removed without the prior written permission of the Local Planning Authority.
 6. No residential unit shall be occupied until the parking and any turning facilities associated with that unit have been implemented in accordance with Barratt Homes David Wilson Homes drawing number: H7111-001-04, 'Composite Planning Layout', Revision A3, dated 30 August 2024. Thereafter the onsite parking provision shall be so maintained in perpetuity.
 7. Any dwellings that are served by private access drives and any turning spaces shall not be occupied until such time as the private access drive that serves those dwellings has been provided in accordance with the Leicestershire Highway Design Guide. The private access drives should be surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least five metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

8. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary and shall be hung to open away from the highway.
9. No part of the development hereby permitted shall be occupied until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of all private accesses with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.
10. Prior to the occupation of the 326th dwelling, the spine road shown on Barratt Homes David Wilson Homes drawing number: H7111-001-04, 'Composite Planning Layout', Revision A3, dated 30 August 2024 that links the existing Welford Road roundabout with the Phase 1 development of the Wigston Direction for Growth development site shall be completed and available for use by all users.
11. No development shall take place until a scheme for the treatment of the Public Rights of Way Footpath / Bridleway Z12 has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for management during construction, surfacing, width, structures, signing and landscaping, together with a timetable for its implementation. Thereafter, the development shall be carried out in accordance with the agreed scheme and timetable.
12. Notwithstanding the submitted plans, the proposed school access shall have a width of a minimum of 6 metres with a 10m kerbed radii, a gradient that does not exceed 1:30 for first 10m and shall be surfaced in a hardbound material. The internal school access once provided shall be so maintained at all times.
13. Notwithstanding the submitted plans, the proposed local centre access shall have a width of a minimum of 5.5 metres, a gradient that does not exceed 1:30 for first 10m and shall be surfaced in a hardbound material. The internal local centre access once provided shall be so maintained at all times.
14. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) the integral and detached garages hereby approved shall be retained for the purposes of storing motor vehicles unless otherwise agreed in writing by the Local Planning Authority.
15. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no additional hardstanding shall be laid within the front and side garden areas of any dwelling hereby permitted without the prior written consent of the Local Planning Authority.
16. Prior to commencement of development below ground level, details of the appointed Arboricultural Clerk of Works is to be submitted to the Local Planning Authority.
17. The tree pit sizes and the soil volume required should be calculated in accordance with best practice to ensure that the tree planting is provided with adequate amount and quality of rooting space to sustainably support the tree at maturity and to ensure no/limited conflict with utilities. With areas of compacted soil following construction activities where the soil has not been protected, being suitably ameliorated / prepared / decompacted / replaced as necessary prior to planting - BS8545:2014 F.1.2, Green

Blue Urban - Tree species soil volume guide V2. Planting area preparation should be documented and evidenced.

18. The embedded fascia mitigation measures outlined in the Acoustics and Vibration Assessment shall be implemented and shall be retained as such for the life of the development, unless otherwise agreed in writing by the Local Planning Authority.
19. The render for the Community Building shall be of a monochrome type and shall be completed (including the overall finished white colour) within two months of the substantial completion of the development and shall be maintained in a good condition for the life of the development.
20. The Community Building shall not be used outside the hours of 08:00 and 22:00 (7 days a week).
21. No deliveries shall be taken at or despatched from the Community Building except between the hours of 8.00am and 6.00pm Monday to Friday, 9.00am to 2.00pm on Saturday. There shall be no deliveries or dispatches on Sundays or Bank Holidays.
22. Connections to the foul drainage system shall be in accordance with the details outlined and approved in the Site Wide Phasing Strategy - Phase 2B July 2024 unless otherwise agreed in writing by the Local Planning Authority.
23. Unless otherwise first approved in writing (by means of a Non-material Amendment/Minor Material Amendment or a new Planning Permission) by the Local Planning Authority the development hereby permitted shall be carried out in accordance with the approved plans and particulars listed in the schedule below.
24. Unless otherwise first approved in writing (by means of a Non-material Amendment/Minor Material Amendment or a new Planning Permission) by the Local Planning Authority the development hereby permitted shall be carried out in accordance with the approved plans and particulars listed in the schedule below.
 - Location Plan Drg No. H111-001-21 Rev received 15 May 2024
 - Planning Layout - Sheet 1 Drg No. H7111-001-01 Rev A2 received 12 September 2024
 - Planning Layout - Sheet 2 Drg No. H7111-001-02 Rev A2 received 12 September 2024
 - Planning Layout - Sheet 3 Drg No. H7111-001-03 Rev A1 received 12 September 2024
 - Planning Layout - Sheet 4 Drg No. H7111-001-05 Rev L received 12 September 2024
 - Planning Layout - Composite Drg No. H7111-001-04 Rev A3 received 12 September 2024
 - Materials and Enclosures Layout - Sheet 1 Drg No. H7111-002-01 Rev H received 10 September 2024
 - Materials and Enclosures Layout - Sheet 2 Drg No. H7111-002-02 Rev H received 10 September 2024
 - Materials and Enclosures Layout - Sheet 3 Drg No. H7111-002-03 Rev H received 10 September 2024
 - Materials and Enclosures Layout - Composite - Drg No. H7111-002-04 Rev H received 10 September 2024
 - External Finishes Layout - Sheet 1 Drg No. H7111-005-01 Rev C received 10 September 2024
 - External Finishes Layout - Sheet 2 Drg No. H7111-005-02 Rev C received 10 September 2024

- External Finishes Layout - Sheet 3 Drg No. H7111-005-03 Rev C received 10 September 2024
- External Finishes Layout - Composite Drg No. H7111-005-04 Rev C received 10 September 2024
- Street Hierarchy Plan - Composite Drg No. H7111-008-01 Rev E received 10 September 2024
- Character Areas Plan - Composite Drg No. H7111-009-01 Rev F received 10 September 2024
- Bin Storage Plan - Composite Drg No. H7111-0012-01 Rev D received 10 September 2024
- Car Charging Provision Plan - Composite Drg No. H7111-018-01 Rev B received 10 September 2024
- Car Charging Provision Plan -Sheet 1 Drg No. H7111-018-02 Rev B received 10 September 2024
- Car Charging Provision Plan - Sheet 2 Drg No. H7111-018-03 Rev B received 10 September 2024
- Car Charging Provision Plan - Sheet 3 Drg No. H7111-018-04 Rev B received 10 September 2024
- Proposed Material Palette Drg No. H7111/Mat received 2 August 2024
- Wigston Phase 2 - Presentation Layout Sept 24 received 10 September 2024
- Barratt Homes Green Edge House Type Portfolio Drg No. B.GE.HTP received 06 September 2024
- Barratt Homes School Walk House Type Portfolio Drg No. B.SW.HTP received 06 September 2024
- Barratt Homes Central Neighbourhood House Type Portfolio Drg No. B.CN.HTP received 06 September 2024
- David Wilson Homes Green Edge House Type Portfolio Drg No. DWH.GE.HTP received 06 September 2024
- David Wilson Homes School Walk House Type Portfolio Drg No. DWH.SW.HTP received 06 September 2024
- David Wilson Homes Central Neighbourhood House Type Portfolio Drg No. DWH.CN.HTP received 06 September 2024
- Single Hipped Garage Drg No. SSG1H8 received 15 May 2024
- Garage Floor Plans and Elevations Drg No. LDG2H8 received 15 May 2024
- Garage Floor Plans and Elevations Drg No. LSG1H8 received 15 May 2024
- Garage Floor Plans and Elevations Drg No. LTG2H8 received 15 May 2024
- Garage Floor Plans and Elevations Drg No. SDG1H8 received 15 May 2024
- Twin Hipped Garage Drg No. SDG2H8 received 15 May 2024
- Community Building Elevations Block A Rev D received 02 August 2024
- Community Building Floor Plans Block A Rev C received 02 August 2024
- Soft Landscape Infrastructure Proposals (1 of 5) Drg No. GL1312.01 Rev K received 12 September 2024
- Soft Landscape Infrastructure Proposals (2 of 5) Drg No. GL1312.02 Rev K received 12 September 2024
- Soft Landscape Infrastructure Proposals (3 of 5) Drg No. GL1312.03 Rev K received 12 September 2024
- Soft Landscape Infrastructure Proposals (4 of 5) Drg No. GL1312.04 Rev K received 12 September 2024
- Soft Landscape Infrastructure Proposals (5 of 5) Drg No. GL1312.05 Rev K received 12 September 2024
- Soft Landscape Play Area Proposals (1 of 2) Drg No. GL1312.06 Rev D received 02 August 2024
- Soft Landscape Play Area Proposals (2 of 2) Drg No. GL1312.07 Rev A received 02 August 2024
- Soft Landscape Proposals (1 of 12) Drg No. GL1312.08 Rev B received 12 September 2024

- Soft Landscape Proposals (2 of 12) Drg No. GL1312.09 Rev B received 12 September 2024
- Soft Landscape Proposals (3 of 12) Drg No. GL1312.10 Rev B received 12 September 2024
- Soft Landscape Proposals (4 of 12) Drg No. GL1312.11 Rev B received 12 September 2024
- Soft Landscape Proposals (5 of 12) Drg No. GL1312.12 Rev B received 12 September 2024
- Soft Landscape Proposals (6 of 12) Drg No. GL1312.13 Rev B received 12 September 2024
- Soft Landscape Proposals (7 of 12) Drg No. GL1312.14 Rev B received 12 September 2024
- Soft Landscape Proposals (8 of 12) Drg No. GL1312.15 Rev B received 12 September 2024
- Soft Landscape Proposals (9 of 12) Drg No. GL1312.16 Rev B received 12 September 2024
- Soft Landscape Proposals (10 of 12) Drg No. GL1312.17 Rev B received 12 September 2024
- Soft Landscape Proposals (11 of 12) Drg No. GL1312.18 Rev B received 12 September 2024
- Soft Landscape Proposals (12 of 12) Drg No. GL1312.19 Rev B received 12 September 2024
- Landscape Management Plan - Wigston Infrastructure Drg No. GL1312 Issue 3 received 02 August 2024
- Tree Pit Details Drg No. GL1312 SP01 received 02 August 2024
- Close Boarded Fence Drg No. DB.SD13-006 received 15 May 2024
- Boundary Wall Type 3 Detail Drg No. NM-SD13-013 received 15 May 2024
- 1800mm Personnel Gate Detail Drg No. RD-SD-13-103 received 15 May 2024
- 900mm Bar Railing Detail Drg No. RD-SD13-106 received 15 May 2024
- Post and Rail Fence Detail Drg No. RD-SD13-153 received 15 May 2024
- 450mm Timber Post Detail Drg No. RD-SD13-991 received 15 May 2024
- Drainage Strategy Plan - Sheet 1 Drg No. H7111-001H Rev H received 10 September 2024
- Drainage Strategy Plan - Sheet 2 Drg No. H7111-002H Rev H received 10 September 2024
- Existing Catchment Plan Drg No. H7111-002-03 Rev A received 10 September 2024
- Proposed Catchment Plan Drg No. H7111-002-02 Rev B received 10 September 2024
- Preliminary Levels and Drainage - Sheet 1 Drg No. H7111-003F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 2 Drg No. H7111-004F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 3 Drg No. H7111-005F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 4 Drg No. H7111-006F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 5 Drg No. H7111-007F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 6 Drg No. H7111-008F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 7 Drg No. H7111-009F Rev F received 10 September 2024
- Preliminary Levels and Drainage - Sheet 8 Drg No. H7111-010F Rev F received 10 September 2024
- Preliminary Levels and Drainage - DRAINAGE STRATEGY Drg No. H7111-011 Rev

- received 10 September 2024
- Preliminary Levels and Drainage - DRAINAGE STRATEGY Drg No. H7111-012 Rev - received 10 September 2024
- E844 WIGSTON 2B POND 4 09.09.24 E844 WIGSTON 2B POND 4 Rev - received 10 September 2024
- Road and Sewer Sections - Sheet 1 Drg No. H7111-314-01A Rev A received 10 September 2024
- Road and Sewer Sections - Sheet 2 Drg No. H7111-314-02A Rev A received 10 September 2024
- Road and Sewer Sections - Sheet 3 Drg No. H7111-314-03B Rev B received 10 September 2024
- Road and Sewer Sections - Sheet 4 Drg No. H7111-314-04B Rev B received 10 September 2024
- Road and Sewer Sections - Sheet 5 Drg No. H7111-314-05B Rev B received 10 September 2024
- Spine Road Traffic Calming - Sheet 1 Drg No. H7111-324-01A Rev A received 10 September 2024
- Spine Road Traffic Calming - Sheet 2 Drg No. H7111-324-02A Rev A received 10 September 2024
- Spine Road Traffic Calming - Sheet 3 Drg No. H7111-324-03A Rev A received 10 September 2024
- Vehicle Tracking - Sheet 1 Drg No. H7111-332-01C Rev C received 10 September 2024
- Vehicle Tracking - Sheet 2 Drg No. H7111-332-02C Rev C received 10 September 2024
- Vehicle Tracking - Sheet 3 Drg No. H7111-332-03C Rev C received 10 September 2024
- Vehicle Tracking - Sheet 4 Drg No. H7111-332-04C Rev C received 10 September 2024
- Vehicle Tracking - Sheet 5 Drg No. H7111-332-05C Rev C received 10 September 2024
- Vehicle Tracking - Sheet 6 Drg No. H7111-332-06C Rev C received 10 September 2024
- Vehicle Tracking - Sheet 7 Drg No. H7111-332-07C Rev C received 10 September 2024
- Vehicle Tracking - School and Community Centre Drg No. H7111-332-20A Rev A received 10 September 2024
- Vehicle Tracking - School and Community Centre Drg No. H7111-332-21 received 10 September 2024
- Swept Path Analysis Cooks Lane Medium Car E833-SPA8A Rev A received 02 August 2024
- Swept Path Analysis Cooks Lane Large 4x4 E833-SPA9A Rev received 02 August 2024
- Microdrainage Calculations Network 1 1yr 2yr 30yr Surcharge E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 1 1yr 2yr 30yr E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 1 100yr + CC Surcharge E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 1 100yr +CC E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 2 1yr 2yr 30yr Surcharge E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 2 1yr 2yr 30yr E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 2 100yr + CC Surcharge E844 Wigston 2B

- Rev A received 10 September 2024
- Microdrainage Calculations Network 2 100yr +CC E844 Wigston 2B Rev A received 10 September 2024
- Microdrainage Calculations Network 3 1yr 2yr 30yr Surcharge E844 Wigston 2B Rev C received 10 September 2024
- Microdrainage Calculations Network 3 1yr 2yr 30yr E844 Wigston 2B Rev C received 10 September 2024
- Microdrainage Calculations Network 3 100yr + CC Surcharge E844 Wigston 2B Rev C received 10 September 2024
- Microdrainage Calculations Network 3 100yr +CC E844 Wigston 2B Rev C received 10 September 2024
- Topographical Survey Sheet 1 Drg No. S584/03 Rev F received 15 May 2025
- Topographical Survey Sheet 2 Drg No. S584/04 Rev F received 15 May 2025
- Topographical Survey Sheet 3 Drg No. S584/05 Rev F received 15 May 2025
- Topographical Survey Sheet 4 Drg No. S584/06 Rev F received 15 May 2025
- Topographical Survey Sheet 5 Drg No. S584/07 Rev F received 15 May 2025
- Topographical Survey Sheet 6 Drg No. S584/08 Rev F received 15 May 2025
- Topographical Survey Sheet 7 Drg No. S584/09 Rev F received 15 May 2025
- Stage 1 Road Safety Audit dated 13 August 2024 received 21 August 2024
- Cooks Lane Wigston - Survey Results dated Feb-23 received 15 May 2024
- Newton Lane Wigston - 2B Access - Internal Junction Drg No. H5413-2BA.2 Rev B received 15 May 2024
- Newton Lane Wigston - 2B Access - Primrose Wray Way Drg No. H5413-2BA.1 Rev B received 15 May 2024
- Newton Lane Wigston - 2B Access - Seddon Road Drg No. H5413-2BA Rev B received 15 May 2024
- Badger Report received 15 May 2024
- Ecological Appraisal received 15 May 2024
- Transport Note received 15 May 2024
- 4848 Land at Cooks Lane, Wigston - Bat Report received 02 August 2024
- Cook's Lane, Wigston - Biodiversity Net Gain Assessment received 02 August 2024
- Appendix A Biodiversity Metric 2.0 - Cooks Lane, Wigston received 02 August 2024

Reason: For the avoidance of doubt as to what is permitted by this permission and in the interests of proper planning.