

Blaby District Council
Planning Committee

Date of Meeting 12 February 2026
Title of Report **Applications for Determination**
Report Author Planning & Strategic Growth Group Manager

1. What is this report about?

- 1.1 To determine planning applications as listed in paragraph 3.2 below and detailed in the attached report.

2. Recommendation

- 2.1 That the recommendations listed within paragraph 3.2 below and detailed in the attached report be approved.

3. Matters to consider

- 3.1 To avoid unnecessary delay in the processing of planning applications, the recommendations included in this list must often be prepared in advance of the closing date for the receipt of representations. This list was prepared on 02 February 2026 and information of representations received will be updated at your meeting. This updating will also cover any other information which may come to hand in the intervening period. Closing dates are given where they fall on or after the day of preparation of the list.

3.2	Application No.	Page No.	Address	Recommendation
	25/0774/RM	7	Land To The West Of St Johns (B4114) Enderby Leicestershire LE19 2AB	Approve

3.3 Appropriate Consultations

Details of organisations / persons consulted in relation to the applications are included in the reports for each individual application. Members will be aware that full copies of correspondence received are available to view on the respective planning file and through the planning portal:

[Search for Applications – Blaby District Council](#)

3.4 Resource Implications

There are no specific financial implications arising from the contents of this report.

4. Other options considered

These are included where appropriate as part of the reports relating to each individual application.

5. Background paper(s)

Background papers are contained in files held in the Planning Division for each application being considered and are available for public inspection.

6. Report author's contact details

Glen Baker-Adams
glen.baker-
adams@blaby.gov.uk

Development and Enforcement Manager
Report author's telephone

Application reference: 25/0774/RM

Proposal: Reserved Matters application for commercial development consisting of the erection of warehousing with ancillary offices and gatehouses (Use Class B8) and General Industrial buildings (Use Class B2) with access off Leicester Lane including details of appearance, landscaping, layout and scale (relating to outline application 23/1066/OUT).

Site address: Land To The West Of St Johns (B4114), Enderby.

Case officer: Clementyne Murphy-Nelson, Development Services Team Leader

Recommendation: Approve the application in line with conditions and reasons outlined in the report.

Planning Conditions

1. Development to be built in accordance with approved plans.
2. Materials in accordance with approved details
3. Locations of all street furniture to be submitted and agreed
4. Any additional noise mitigation measures to be submitted, approved and implemented in accordance with the approved design code.
5. Development not to be occupied until off-street car, cycle, motor cycle and HGV parking provision with turning facilities has been provided, in accordance with approved plans.
6. Design details for sprinkler elevations to be submitted and agreed
7. PV Panels locations and specifications to be submitted and agreed
8. All equipment for B2 uses to be used and maintained in accordance with manufacturer's instructions and maintenance records to be held available for inspection
9. Approved finished floor levels to be adhered to.
10. No external storage to take place on site without permission.
11. No external work, assembly or fabrication shall be carried out
12. No additional fences, gates, walls or barriers to be erected without prior permission
13. Loading /delivery doors serving units 3 and 4 to be kept closed whilst machinery inside is operating or a noise assessment submitted to demonstrate no significant impact
14. Notwithstanding the landscaping plans submitted, details of the landscaping of the bund to the south of the site shall be submitted and approved by the local planning authority
15. Tree and hedge protection in accordance with approved design code

1. The site

- 1.1 The site, which is located to the south of Leicester Lane and to the west of St Johns (B4114) in Enderby has been allocated for employment uses in Policy SA3 of the Blaby District Local Plan (Delivery) Development Plan Document

(the “Delivery DPD”, adopted February 2019), of which the policy states that the site shall be primarily for B8 (storage and distribution) uses. Policy SA3 also states that ancillary uses and what were formerly known as Class B1 (b and c) and B2 uses will be allowed where it can be demonstrated that any adverse transport impacts can be mitigated.

- 1.2 The application site comprises an area of approximately 33 hectares of agricultural land. At its longest, the site’s north to south dimension running parallel with the alignment of the Fosse Way is some 870 metres in length. The site is at its widest running some 590 metres from east from the B4114 to the M1 motorway embankment to the west.
- 1.3 The site is constrained by the following features:
 - To the site’s northern and north-eastern extents by Leicester Lane and the Enderby Park and Ride facility;
 - To the site’s southern and south-east by Blaby Road, an area of ridge and furrow pastureland, and a residential development at Barr Close;
 - To the site’s eastern extents by the alignment of St Johns (B4114); and
 - To the site’s western extents by the embankment of the M1 motorway.
- 1.4 The site is bound by a series of mature hedgerows and would be accessed via the construction of a vehicular access off Leicester Lane, immediately to the south of Smith Way, which serves Grove Park.

2. The Proposal

- 2.1 This application seeks reserved matters approval for all matters except for access. The access, from Leicester Lane, and the principle of the development was permitted and established under outline application 23/1066/OUT.
- 2.2 In addition to this outline application, an outline application for a similar development was permitted on appeal under application 19/0164/OUT. The developers have sought to proceed with application 23/1066/OUT. The main differences between the two outline applications are that permission 19/0164/OUT also sought a training centre, within ‘Zone C’ as opposed to warehouses. This training centre was subject to a viability and needs assessment outlined within the S106 agreement.
- 2.3 Outline application 23/1066/OUT permitted the principle of a strategic employment site in line Policy SA3 – Employment Site Allocation under the Blaby District Council Delivery Development Plan Document (2019). The outline application constrained the site to 3 principal development areas, zones A, B and C. In addition, subsequent application 25/0466/NMAT permitted a small amendment to the parameters plan permitted under application 23/1066/OUT. This amendment allowed for a maximum height of 15m to the haunch across the development zones, as opposed to 15m to the eaves. This amendment allows for useable space within the proposed units.

- 2.4 As a result, 'Zone A' permitted a maximum floor space of 70,000m² of B8/B2 units with finished floor levels of some 70.0 to 73.0m AOD. 'Zone B' permitted a maximum floor space of 21,000m² of B8/B2 units with finished floor levels of 69.00m AOD. Finally, 'Zone C' permitted a maximum floor space of 21,000m² of B8/B2 units with finished floor levels of some 66.5 to 67.5m AOD. All zones permitted units to be constructed 15m to the haunch. The outline application did not restrict or stipulate the overall height of the units, nor did it stipulate the number of units that could be proposed.
- 2.5 The developer has submitted a scheme proposing 5 units, split across the three development zones, to be built out within two phases. The 5 units are to be provide B2 and B8 uses classes; unit 1,2 and 5 – B8 use class and units 3 and 4 flexible B2 and B8. This reserved matters application deals with all units. In addition to this, the application proposes landscaping, including a bund to the southern boundary, SuDs attenuation features, internal road layouts and footpaths.
- 2.6 'Zone A' bounding the M1 to the west of the site proposes units 1 and 2. These are the two biggest units proposed across the site. Unit 1, the largest warehouse proposed, is to be located to the north, western side of the site and to the west of the access off of Leicester Lane. The unit proposes a maximum height of 18.7m with a pitched valley roof, a warehouse floor area of 465,630ft² (43,258m²) and office area of a total of 24,155ft² (2244m²). The proposal also includes two transport hub offices and a gatehouse totalling a space of 10,215ft² (949m²).
- 2.7 In addition, 'Zone A' also proposes a second unit, unit 2, to the western boundary of the M1 and behind to the south of unit 2. Similarly to Unit 1, the warehouse proposes an overall height of 18.7m with a pitched valley roof. This units proposes a total warehouse floor area of 239,865ft² (22,284m²), an office area of a total of 10,218ft² (949m²) and a transport hub and gatehouse totalling 2,917ft² (270m²). Both units propose ample onsite parking for cars, motorcycles and cycle parking with EV charging bays
- 2.8 Zone B proposes 1 unit, unit 5, which is to be constructed along with Zone C in the second phase of the development. The unit is to be bounded by the Leicester City Park and Ride to the north with the B4114 St Johns to the east, buffered by a 50 to 61m landscape boundary with attenuation ponds. The unit proposes a maximum height of 18.5m to the ridge with a pitched valley roof. The unit proposes a total warehouse space of 212,631ft² (19754m²), total office space of 10,456 (971m²) and a transport hub and gatehouse totalling 2,917ft² (270m²).
- 2.9 Finally, Zone C proposes 2 units, units 3 and 4, which are to be constructed to the southern edge of the site, facing both the B4114 St Johns to the east and Barr Close residential development to the south. Unit 4 is to be located forward of unit 3 facing the B4114. Both units propose and overall height of 15.7m to the ridge and 12.5m to the haunch with a pitched valley roof to each unit. The smaller scale of these units responds to the site's sensitive context.

3. Relevant Site History

16/05/EIASCO	Scoping Opinion in respect of Proposed Development At land to the south of Leicester Lane, Enderby (Environmental Impact Assessment Required)	EIAREQ 17.06.2016
19/0164/OUT	Outline application for commercial development consisting of the erection of x4 warehouse buildings with ancillary offices and gatehouses (Use Class B8) and x1 training and education centre (Use Class F1) including associated access off Leicester Lane.	REFUSED 18.10.2023 OVERTURNED AT APPEAL
23/1066/OUT	Outline application for a commercial development consisting of the erection of warehousing with ancillary offices and gatehouses (Use Class B8) and General Industrial buildings (Use Class B2) with access off Leicester Lane, landscaping and associated infrastructure. All matters reserved, except for the access.	APPROVED 15.07.2024
25/0466/NMAT	Application under s96A to seek minor amendments to Parameter Plan 15-079 P017 approved under Planning Application 23/1066/OUT.	APPROVED 25.06.2025

4. Consultation Responses

Full copies of the representations received are available to view at <https://pa.blaby.gov.uk/online-applications/>.

The consultation responses comments are précised if conditions are proposed these are included within the conditions at the end of the report unless stated otherwise.

The numbers in brackets signifies the amount of times they have responded to the application and what paragraph these comments have been considered.

4.1 Blaby District Council Consultees

4.1.1 Blaby District Council Environmental Services (3)

No objections subject to conditions

4.1.5 Principal Planning and Conservation Officer

No further comments to make

4.2 Leicestershire County Council Consultees

- 4.2.1 Local Highway Authority
No objection
- 4.2.2 Archaeology
No objection
- 4.2.3 Ecology
No objection
- 4.2.4 Forestry
No objection subject to condition
- 4.2.5 Lead Local Flood Authority (3)
No objection

4.3 Others

- 4.3.1 Enderby Parish Council
Objects to the application
- 4.3.2 Narborough Parish Council
No objection
- 4.3.3 Whetstone Parish Council
No comments received
- 4.3.4 Lubbethorpe Parish Council
No comments received
- 4.3.5 Glen Parva Parish Council
No comments received
- 4.3.6 Braunstone Town Parish Council
No comments received/
- 4.3.7 Ward Councillor_
Cllr Hannah Gill – Objects to the application

Cllr Nick Holt - Objects to the application
- 4.3.8 Active Travel England
Refer to standing advice.
- 4.3.9 Natural England
No comments to make.
- 4.3.10 Severn Trent Water
No comments received.

- 4.3.11 Caden Gas
No comments received.
- 4.3.12 Environment Agency
No comments to make
- 4.3.13 Health and Safety Executive
No comments received.
- 4.3.14 Historic England
No comment to make
- 4.3.15 Leicestershire Archaeological and Historical Society
No comments received
- 4.3.16 Leicester City Council Transport
No comments received
- 4.3.17 Leicester City Council Planning
No comments received
- 4.3.18 Leicester, Leicestershire Enterprise Partnership
No comments received
- 4.3.17 Leicestershire Fire and Rescue Service
No comments received.
- 4.3.18 Leicestershire Police
No additional comments received, reiterated those made for outline planning application 19/0164/OUT
- 4.3.19 National Highways (formally Highways England)
No objections
- 4.3.20 National Grid
No comments received
- 4.3.21 Ramblers Association
No comments received
- 5. Additional Representations
 - 5.1 As part of the consultation process adjacent residents were notified, site notices were erected and a newspaper advisement published.
 - 5.2 16 letters of representation have been received during the course of this reserved matters planning application being under consideration. 13 letters objected to the application and 3 made comments neither objecting or supporting the application.

All concerns and suggestions raised have been summarised below;

- Traffic congestion and safety
- No 'Enderby Relief Road' included in the application
- Pollution/air quality issues will lead to increase in respiratory problems locally;
- Residential amenity concerns
- Loss of green space
- Negative impact upon ecology
- Decrease in property prices
- Unsuitable materials proposed
- Nature corridors should be included
- Light pollution
- Employee numbers not accurate
- Safeguarding of Fosse Way to preserve the Historic Environment
- Site will be unsuitable for wildlife once development
- No S106 monies secured as part of this application
- No consideration to the Narborough Bog SSSI
- Proposed attenuation not suitable
- Unsuitable landscaping proposed.

6. Planning Policies and Material Considerations

6.1 Development Plan

Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be considered in accordance with the Development Plan, unless material considerations indicate otherwise.

The Development Plan in relation to this proposal consists of:

- Blaby District Local Plan (Core Strategy) Development Plan Document adopted 2013
- Blaby District Local Plan (Delivery) Development Plan Document adopted 2019

6.1.1 Blaby District Local Plan (Core Strategy) Development Plan Document (2013)

Policy CS1 – Strategy for Locating New Development

Policy CS2 – Design of New Development

Policy CS6 – Employment

Policy CS10 – Transport Infrastructure

Policy CS11 – Infrastructure, Services and Facilities to Support Growth

Policy CS12 – Planning Obligations and Developer Contributions

Policy CS14 – Green Infrastructure

Policy CS19 – Bio-diversity and Geo-diversity

Policy CS20 – Historic Environment and Culture

Policy CS21 – Climate Change

Policy CS22 – Flood Risk Management

Policy CS24 – Presumption in Favour of Sustainable Development

6.1.2 Blaby District Local Plan (Delivery) Development Plan Document (2019)

Policy SA3 – Employment Site Allocation

Policy DM1 – Development within the Settlement Boundaries

Policy DM4 – Connection to Digital Infrastructure

Policy DM7 – Road Related Facilities for HGVs

Policy DM8 – Local Parking & Highway Design Standards

Policy DM12 – Designated and Non-Designated Heritage Assets

Policy DM14 – Hazardous Sites and Installations

6.2 Material Considerations

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Policy Framework (NPPF) 2024

Draft National Planning Policy Framework (NPPF) 2025

National Planning Practice Guidance (NPPG)

Leicestershire Highways Design Guidance

Joint Strategic Flood Risk Assessment Final Report (October 2014)

The Strategic Warehousing Study ('Warehousing and Logistics in Leicester & Leicestershire: Planning and Managing Change / Growth') 2022

The Leicester and Leicestershire Housing and Economic Needs Assessment 2022 (HENA)

Blaby Landscape and Settlement Character Assessment (January 2020)

Blaby District Council Planning Obligations and Development Contributions Supplementary Planning Document (February 2010)

7. Consideration of Application

Planning applications must be determined in accordance with the provisions of the Development Plan unless there are material considerations which indicate otherwise, and whether those material considerations are of such weight that the adopted policies of the Development Plan should not prevail in relation to any proposal.

The outline application 23/1066/OUT attached a number of conditions to the decision notice. 6 of these are to be dealt with under the reserved matters application. All other conditions are to be dealt with via discharge of conditions applications. These 6 conditions included provision for the following;

- Condition 2: Detailed plans and particulars of development phases;
- Condition 7: Design Code and Parcel/Area Masterplan;

- Condition 8: BREEAM Certification details;
- Condition 11: Gatehouse, sprinkler and CCTV details;
- Condition 29: Biodiversity Net Gain and management details;
- Condition 34: Landscape details;

As such, this section of the report considers the material planning considerations for this reserved matters application in further detail, and is divided into the following sections:

- Principle of Development
- Impact on the Highway Network
 - Walking, Cycling and Sustainable Travel
 - Parking
- Flood Risk and Drainage
- The impact of the development on biodiversity,
- The impact of the development on the historic environment.
- The impact of the development on the character and appearance of the area
 - Overall proposed design and Design Code
 - Landscaping and Open Space
- The impact of the development on the amenity of nearby and future residents;
- Climate change and sustainability

7.1 The Principle of the Development

- 7.1.1 The principle of the residential development of this site was established by the 15th July 2024 approval of the outline planning permission 23/1066/OUT. This permission granted permission for a strategic employment site comprising of B2 and B8 units with associated infrastructure and an access off of Leicester Lane.
- 7.1.2 The delivery of this site accords with a key element of the Delivery DPD - identifying sites for employment land. In this regard, the application site was allocated for employment development under Policy SA3 of the Blaby District Local Plan (Delivery) Development Plan Document.
- 7.1.3 Whilst the principle of the development is considered acceptable it will still have to be weighed against all other material considerations to ensure that there are no negative impacts on the surrounding environment which would outweigh the perceived benefits.

7.2 Impact on the Highway Network

- 7.2.1 The application site is situated on land to the west of St Johns (B4114) and south of Leicester Lane, on the outskirts of Enderby. The proposed development would be in close proximity to the junction of the M1 and M69 motorways and is within the northern tip of an area known as the 'Golden Triangle', due to it being in an attractive location for business, particularly associated with storage and distribution. Furthermore, the site is surrounded

by a busy, local road network which forms one of the key routes into the City of Leicester and the Motorway Retail Area at Fosse Park.

- 7.2.2 The impact on the highway networks were considered under outline application 23/1066/OUT. The Environmental Statement and subsequent Addendum that were prepared as part of the outline application which established the principle, were supported with a suite of documents and evidence to inform the likely impacts of the proposed development.
- 7.2.3 Leicestershire County Council are the relevant Highway Authority responsible for providing comments on the likely impacts on the local highway network.
- 7.2.4 National Highways are the relevant organisation responsible for commenting on the potential impacts on the strategic road network. Although not a statutory consultee on Highway matters, Leicestershire Police have also made comments on matters such as access.

Access

- 7.2.5 The access was established and permitted under outline application 23/1066/OUT. A new signalised four-arm junction on Leicester Lane, located opposite Smith Way. This access arrangement has been designed to accommodate all user groups, including HGVs, cars, cyclists, and pedestrians, ensuring safe and efficient movement into and out of the site.

Walking, Cycling and Sustainable Travel

- 7.2.6 The site is in a location which is not only close to the strategic highway network, but is also well-located to an existing pedestrian and cycle network that surrounds the Fosse Park and Soar Valley Way area. In addition, the site is served by two existing bus services, namely the 50 Leicester to Fosse Park and X84 – Rugby to Leicester services. Narborough train station is also located approximately 1.6 miles away.
- 7.2.7 Furthermore, in considering the existing sustainable travel network, and in particular walking and cycling provision, officers identified a number of benefits that the development could deliver. There is a stretch of the B4114 northbound carriageway which does not have a footpath, and furthermore the existing bus stop is only accessible via a narrow grass verge.
- 7.2.8 The applicant is to provide enhancements to the alignment of the Fosse Way, Public Right of Way (PRoW) which would enable both pedestrians and cyclists to traverse the site from Blaby Road to Leicester Lane. Whilst finer details of this are to be submitted under a discharge of condition application in line with condition 13 of outline application 23/1066/OUT, the applicant has demonstrated that as per the approved parameters plan, a 20 metre wide green corridor is to be retained on the site, to preserve and enhance the route of the Fosse Way.

7.2.9 To achieve an appropriate balance between hard and soft landscaping, the proposed cycle route has been relocated from Road A to run parallel to the PRow within the landscaped buffer. This arrangement provides a clearly defined and safe route for cyclists while maintaining the PRow as a predominantly pedestrian route. The separation of pedestrian and cycle movements is considered to reduce the potential for conflict and to improve overall user safety.

7.2.10 In addition, significant enhancements are proposed along the western half (northbound carriageway) of the B4114 by providing a combined footway and cycleway which would effectively connect the footway access and bus stop at Barr Close to the Leicester Lane/B4114 junction to the north, including crossing provision as necessary across the Park and Ride access junction. The proposal also seeks to provide both pedestrian and cycleway access into the site from a dedicated access off the B4114 into the open space on the site's western extents. The new footpath and cycle way will following the alignment of the proposed water features to the front of the site.

7.2.11 Cycle storage is to be provided for all units throughout the site. Initially, 'Sheffield cycle stands' were to be provided however, amendments were secured to provide 'Coventry Gullwing Cycle Shelters' so that all cycle storage is covered.

Parking

7.2.12 The site plans for each unit illustrate the provision of ample parking for the five proposed units. A breakdown is provided below with the number of the parking provided, which includes cycle parking and EV charging points;

	Car Parking	Cycle Parking	Accessible Parking	EV Charging Active (10%)
Unit 1	474	140	15	48
Unit 2	239	72	11	24
Unit 3	181	38	8 + 7 enlarged	18
Unit 4	120	26	6 + 4 enlarged	12
Unit 5	219	64	10	22
Total	1233	340	61	124

7.2.13 Leicestershire County Council Highways have reviewed the proposed parking spaces and have concluded that they are satisfied with the arrangements and the amount of spaces proposed.

7.2.14 Cycle parking have been provided across the site and are located in close proximity to the units. 340 cycle spaces will be provided across the site, 227 of which are allocated for staff, while a further 113 are for visitors travelling to the site by bicycle. The Leicestershire County Council Highways understand that the cycle parking spaces will be in the form of 'Sheffield Stands' with covers. The covers will be 'Coventry Gullwing cycle shelters' The

Leicestershire County Council Highways have confirmed that the type and level of cycle parking is in accordance with the LHA's current cycle parking standards.

7.2.15 In addition to cars the proposal also provided provision for HGV parking for each unit. This is outlined below;

Unit Number	HGV Parking Spaces	LCC Minimum Req.
1	140	114
2	33	58
3	14	31
4	12	20
5	64	51
Total	263	274

7.2.16 Leicestershire County Council Highways have noted the following regarding HGV parking provision;

It should however be noted that when looking at each individual unit, there is a shortfall of HGV parking for units 2,3 and 4. The LHA understand that the justification for this is because the level provided reflects tested levels of appropriate commercial provision meeting the development requirements.

The LHA understand that parking across the site will be managed by a management company with deliveries controlled by a delivery booking system in order to avoid HGVs waiting on the public highway.

The LHA have reviewed the proposed parking arrangements and consider them to accord overall with the LHA's HGV parking standards for B2 land use as contained within LHDG Table 29(a) Non-residential parking standards Class B.

Highway Impacts and Mitigation

7.2.17 Highway impacts and mitigation were agreed at the outline stage of the development. The submission of the documents for this reserved matters application has not changed this position. Leicestershire County Council Highways and National Highways have both provided comments on this reserved matters application confirming that they have no objection to the matters considered under this application.

7.2.18 Previously National Highways considered that the results from PRTM model of the junction capacity assessment for the M1 Junction 21 were acceptable. In addition, Leicestershire County Council Highway confirmed that they were satisfied with the PRTM model and highway safety implications of the scheme. Leicestershire County Council Highways also secured improvements via S106 and conditions during the outline application. These improvements included;

- Delivery of a highway scheme of capacity enhancement at the A563 / Meridian South roundabout;
- Improvement works to enable capacity enhancements to Lubbesthorpe Way;
- Contribution of £121,800 to enable the upgrade of the B4114/P&R and Penman Way Junctions to MOVA signal operation; and
- Contribution towards the LHA's Desford Crossroads scheme improvement of £263,498.

7.3 Flood Risk and Drainage

7.3.1 Paragraph 172 of the NPPF states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Policy CS22 of the Core Strategy states that the Council will ensure all development minimises vulnerability and provides resilience to flooding, taking into account climate change. This includes directing development to locations at the lowest risk of flooding giving priority to land in Flood Zone 1, using Sustainable Drainage Systems (SuDS) to ensure that flood risk is not increased on-site or elsewhere, managing surface water run-off, and ensuring that any risk of flooding is appropriately mitigated, and the natural environment is protected.

Flood Risk from Rivers

7.3.2 The application site is located entirely in Flood Zone 1, with this indicating a low risk of flooding from all other sources, assessed as having a less than a 1 in 1,000-year probability of flooding (0.1% in any year). A Flood Risk Assessment has been submitted with the application as required by the NPPF due to the site area being greater than 1 hectare in size.

7.3.3 The Flood Risk Assessment outline concluded that the risk of fluvial (river) flooding is low due to the application site's location in Flood Zone 1 and that the site is not at risk of tidal flooding due to the site's inland location.

Flood Risk from Surface Water

7.3.4 The Environment Agency Risk of Flooding from Surface Water map identifies areas in the north of the application site adjacent to Leicester Lane and St Johns of the site to be at 'Low', 'Medium' and 'High' risk. The flood risk is identified along the alignment of existing culverts and ditch courses, subsequent pooling in low points adjacent to St John's and Leicester Lane

7.3.4 In addition to the above, it is also acknowledged that part of the application site adjacent to the northern extents of the Fosse Way, is prone to gathering water during heavy rainfall. Locally, the body of water that forms in this location is referred to as "Enderby Lake" and occurs due to the combined effect of the lower-lying ground levels and the clay-like nature of the soil which ultimately provides ideal conditions for precipitation to accumulate in a specific area for a prolonged period of time due to the slower rate of infiltration into the ground.

7.3.5 The principle of the development regarding whether such flood risk from surface water could be mitigated against was established during the outline application. Mitigation was proposed by the provision of swales and attenuation ponds. The LLFA concluded at outline that the development was considered acceptable, subject to the imposition of conditions requiring a surface water drainage scheme to be submitted and implemented, along with the submission of details requiring details in relation to the long-term maintenance of the surface water drainage system and the implementation of mitigation measures.

Surface Water Drainage

7.3.6 One of the effects resulting from built development is that the increase in 'hard' surfaces can typically reduce the permeability of a site which will consequently change how the site responds to rainfall.

7.3.7 The National Planning Practice Guidance states that the types of sustainable drainage system which may be appropriate to consider will depend on the proposed development, its location and the site's ground conditions. It states that where possible, surface water should be discharged according to the following hierarchy of drainage options:

1. Into the ground (infiltration);
2. To a surface water body;
3. To a surface water sewer, highway drain, or another drainage system;
4. To a combined sewer.

7.3.8 The Flood Risk Assessment at outline application 23/1066/OUT identified that infiltration is unlikely to be feasible across the application site due to the clay like nature of the ground profile. On this basis, Sustainable Urban Drainage Systems (SuDS) in the form of swales and balancing ponds are to be used. Overall, there are 4 swales to be incorporated throughout the site and a number of smaller balancing ponds. The use of these also contribute to the biodiversity across the site.

7.3.9 The 4 swales located along the northern boundary near Leicester Lane, on the eastern boundary adjacent to St Johns/B4114 and within the central section of the site adjoining the Fosse Way, are to function as permanent wet ponds. Additionally, the smaller balancing ponds located west of Units 3 and 4, and south of Unit 5, will function as wet basins during winter only and drier landscape features during summer, allowing for ecological variety and a dynamic landscape character throughout the year.

7.3.10 Leicestershire Lead Local Flood Authority originally requested further information on matters regarding phasing of the SuDs, locations of pervious paving, and calculations for the new watercourse route. All which were provided by the applicant. All SuDs, with the exception of some of the smaller balancing ponds, are to be delivered within Phase 1 of the development.

Diversion of the existing watercourse

7.3.11 As part of the delivery of the development, specifically units 3 and 4, the existing watercourse that runs through the site requires re-direction to the along the southern boundary of the site. The diverted watercourse ultimately discharges into the River Soar via an existing culvert beneath the B4114 at Church Road as per the existing flow. The watercourse it to be sited between the boundary of the site and the proposed bund. The watercourse has been realigned to accommodate this bund, support the site-wide drainage strategy, and mitigate flood risk to adjacent units. It is designed to work in coordination with the eastern balancing pond, gas main diversion and public footpath which all intersect in this highly constrained area of the site. The Lead Local Flood Authority have confirmed that they are satisfied with this strategy and have raised no objection to the scheme.

7.4 Ecology and Biodiversity – Biodiversity Net Gain

7.4.1 Policy CS19 of the Core Strategy has the strategic objective of protecting the important areas of the District's natural environment (species and habitats), landscape and ecology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas.

7.4.2 Lighting is proposed throughout the site however, is not to be brighter than 1 lux at any of the retained hedgerows in line with condition 35 of the original outline planning application 23/1066/OUT.

Biodiversity Net Gain (BNG)

7.4.3 Biodiversity Net Gain (BNG) is a strategy to develop land and contribute to the recovery of nature. It is a way of ensuring that habitats for wildlife are in a better state after development than before. The Environment Act 2021 made provisions for all planning permissions in England (with a few exemptions) to deliver at least 10% biodiversity net gain. The habitats can be delivered on-site, off-site or via statutory biodiversity credits. This mandatory duty came into effect on the 12 February 2024 and therefore, any development submitted prior are not subject to this mandatory gain. The original outline application 23/1066/OUT was submitted to the District Planning Authority on the 5 December 2023, as such, given this application established the principle of the development, this reserved matter is not subject to this mandatory net gain.

7.4.5 Whilst 10% BNG is not yet a statutory requirement for this application given its date of submission, BNG is already required through national policy. Paragraph 184 of the NPPF refers to "minimising impacts on and providing net gains for biodiversity". Whilst the Development Plan for Blaby District does not currently include any policies requiring BNG to be provided, the NPPF is still a material consideration in decision making.

7.4.6 As per condition 29 of the outline application which required net gains of; Habitats Units 3.3%; Hedgerow Units 11.74%; and Watercourse units

100%, the applicant has provided the relevant plans and documentation to demonstrate that such gain will be achieved on site. Leicestershire County Council Ecology have confirmed that they are satisfied with the submitted documents and have no objections to the scheme.

7.5 Impact on heritage assets

- 7.5.1 The application site is within a location where there is known archaeological interest as well as there being several designated heritage assets close by.
- 7.5.2 From a legislative context in relation to Local Planning Authorities (LPAs) considering development proposals that may impact on a listed building and conservation areas, the statutory duties under sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 applies. In the context of listed buildings and their settings, section 66 of the Act requires LPAs to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural and historical interest.
- 7.5.3 Having regard to conservation areas, section 72 of the Act requires LPAs to pay special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area. This statutory duty does not apply to development proposals that lie outside of a conservation area.
- 7.5.4 Paragraph 202 of the NPPF states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 7.5.5 Paragraph 207 requires an applicant to describe the significance of any heritage assets affected by their development proposal(s), including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.
- 7.5.6 Paragraph 208 requires LPAs to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 7.5.7 In addition, paragraph 212 of the NPPF states that the when considering the impact of a proposed development on the significance of designated heritage asset, great weight should be given to the asset's conservation (the more important the asset, the greater the weight should be). The paragraph goes

on to state that this is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

- 7.5.8 Paragraph 214 states that where a development proposal will lead to substantial harm to a designated heritage asset, LPAs should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm.
- 7.5.9 Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 7.5.10 Paragraph 216 states the effect of a development proposal on the significance of a non-designated heritage asset should be taken into account in the determining of an application. It states that in weighing up applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Heritage

- 7.5.11 The principle of the development was established at outline and had special regard to the setting of the heritage assets. The outline application concluded that the development will have no discernible harmful impacts on any designated heritage assets within the vicinity of the application site. However, it did acknowledge that the proposed development could have an adverse impact on known archaeological remains on the site, specifically, the line of the Fosse Way Roman Road. This was weighted against significant economic and social benefits of delivering the allocated employment site, which significantly helps to meet the existing and future employment needs of the District local and the wider area.
- 7.5.12 The Principal Planning and Historic Officer was consulted on the details of the development submitted under this reserved matters application. They have concluded that the conclusions drawn from outline application remain the same and have no objection to the scheme.

“Further context has been provided regarding the existing and proposed topography, insofar the cutting/filling works required to create the plateaus and platforms for the buildings to be built on. In heritage terms, the most visually sensitive areas on the application site are likely to be those that lie adjacent to the M1 motorway along the site’s western boundary, and I understand from the various Section Plans that in some locations, the amount of cutting into the higher ground next to the motorway embankment will lead to a change in land levels from approximately 5/5.5m in some areas to approximately 13m in others, meaning that the scale of these buildings will not be perceived as high as they would be from the land to the west of the M1, outside of the Conservation Area and within the wider setting of Enderby Hall and the Church of St John. The development will most likely still be visible

from the west and the south of the site, but the reduction in land levels as well as the retention of the mature woodland along the site's southern boundary is unlikely will help to soften the overall appearance of the development from any visually sensitive areas within the setting of nearby heritage assets within the vicinity of the application site."

Archaeology – Fosse Way

7.5.13 The Fosse Way Public Right of Way (PRoW) follows the historic alignment of the former Roman road, running north-south from Leicester Lane at the northern boundary of the site to the B582 to the south. As secured through the outline application, A 20-metre-wide landscaped zone has been allocated to preserve and enhance the route of the Fosse Way, respecting its historical significance and integrating it as a central feature of the development.

7.5.14 Outline application 23/1066/OUT required a Written Scheme of Investigation (WSI) to be completed for a staged programme of archaeological work, this included the Fosse Way. The methodology for this was discharged under application 25/0623/DOC and is currently on-going at the time of determination of this application. Leicestershire County Council Archaeology have no objections to the scheme and continue to monitor the ongoing archaeological investigations.

7.5.15 The assessment considers that the potential for previously unknown archaeological sites has already been identified and there will be no extra impacts on the archaeology within the area of the Proposed Development and that the proposed mitigation outlined within the 2019 application (19/0164/OUT) should remain the same. In this context, the proposed mitigation strategies will consist of preservation in situ of the Roman Fosse Way and preservation by record with archaeological excavation and recording in advance of development. Should any heritage assets of national or international value be encountered then preservation in-situ and possible redesign of the development footprint could be considered.

7.5.16 Upon review of the previous archaeological work undertaken, the County Planning Archaeologist has not objected to the proposed development but has requested that a WSI in relation to a programme and methodology of site investigation and archaeological recording be submitted prior to any development works.

7.5.17 As such, given the submitted design of the development and the proposed landscaping, it is acknowledged that views of the development will be visible, however, the reduction to the land levels and substantial planting will aid the screening of the development from the most sensitive heritage receptors.

7.6 Impact of the development on the character and appearance of the area

7.6.1 Section 12 of the NPPF ('achieving well designed places') aims to ensure that developments are 'visually attractive', are sympathetic to local character (including the surrounding built environment and landscape setting) and to

establish and maintain a strong sense of place. It also makes specific reference to the use of tree planting which can make an important contribution to the character and quality of urban environments. Section 15 of the NPPF ('conserving and enhancing the natural environment') states that decisions should protect and enhance existing valued landscapes and also recognise the intrinsic character and beauty of the countryside.

- 7.6.2 At present the site is located between built up development on all boundaries with employment uses to the north and north west of the site such as, Grove Park and the Lubbesthorpe Strategic Employment Site 1 in the distance to the north west. With residential properties to the south and Enderby Park and Ride to the north eastern side of the site. As such, it is considered that the site, when built, will sit well in context with the other surrounding employment hubs within the immediate locality and therefore, the units are not considered to be out of keeping with the development patterns of the area.
- 7.6.3 The development has been split into three sections, Zones A-C. Development Zone A the largest is to be located to the rear of the site, adjacent to the M1 which runs alongside the western boundary. Zone B, is located to the north east of the site, adjacent to the Enderby Park and Ride and Zone C, is located to the southern side of the site, bounded by Barr Close, residential development to the south. All the proposed units remain within the height and floorspace thresholds set out in the approved Parameters Plan, and key setbacks are fully maintained.
- 7.6.4 The massing strategy ensures a clear hierarchy across the site. The three largest units are designed with an underside of haunch at 15 metres, supporting their expected function for large-scale logistics operations. In contrast, the two smaller units along the southern boundary, closest to the existing residential development at Barr Close, are limited to a 12.5-metre haunch height. This reflects the sensitivity of the location in relation to neighbouring properties and the intention for this area to accommodate small and medium-sized enterprises.
- 7.6.5 Gatehouses will be included for units 1,2 and 5 due to their size, gatehouses will be situated at the entrance to the yard areas and will be set back an appropriate distance from the road way so as to enable HGVs to stop and wait off the main carriageway. The gatehouse will incorporate pedestrian access points on both sides for use by the gate house operatives. The gate house design will feature sinusoidal profile cladding in Zeus and anthracite framed windows to match the office building, ensuring a cohesive and consistent aesthetic across the site.
- 7.6.6 Locations for sprinkler tanks and pump houses have been shown to units 1,2, and 5. The final size and height of the sprinkler tank and pump house will be determined by specific requirements of the end tenant, and therefore final designs of these will be subject to detailed and technical design which has been conditioned. The pump house will reflect the same cladding colour as the warehouse and the sprinkler tank will be constructed from galvanised steel.

7.6.7 The materials propose a restrained palette of profiled metal cladding in silver, mid-grey, and dark grey establishes visual coherence across the site. To soften building mass and reduce perceived height, a lighter horizontal band is introduced at the upper levels, visually connecting the roofline with the surrounding landscape. Variation in cladding profile and colour tone is used selectively to create architectural interest across the façades. Key architectural components include office entrances, ancillary spaces, loading bays, and dock doors, these are to be distinguished using darker cladding treatments. This reinforces a clear visual hierarchy, making the most active and publicly visible areas easily identifiable while enhancing legibility across the site

Design Code

7.6.7 The NPPF places important emphasis on achieving well-designed places, stating that “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”. High quality design is also central to the Development Plan, with Policy CS2 seeking to secure a high-quality environment, with development respecting local character and contributing to creating places of a high architectural and urban design quality, contributing to a better quality of life.

7.6.8 Paragraph 3.33 of the preamble to Policy SA3 states that whilst no size restrictions have been applied to the buildings in order to allow the site to respond to market demands in a flexible manner, it also states that any application will need to demonstrate that the siting, design, scale and massing of the buildings would not result in unacceptable adverse impacts on the landscape or residential amenity. These factors are considered to be particularly important in the case of ‘high bay’ warehouse buildings.

7.6.9 The applicant was required to submit a design code as part of condition 7 of outline application 23/1066/OUT. This design code is to inform the overarching design of the scheme and set out how matters such as finished floor levels; renewable energy systems; street materials; boundary treatments and means of enclosure; and the provision for the control of noise and vibration emanating from the site during operation of that phase be dealt with.

7.6.10 Given Blaby District Council do not have a specialist urban designer in house, an external consultant was sought to advise on the design code and overall proposals for the site. The full report can be found here; [25 0774 RM-URBAN DESIGN-3645222.pdf](#)

7.6.11 In summary the urban design consultant has concluded that the development is fundamentally sound, and has no objections in regards to urban design, given the development is compliant with the approved parameters, allocation, and urban design expectations for a strategic employment site. The urban design consultant highlighted various strengths of the proposal which included

the design rationale and context, building scale and layout and landscape framework.

- 7.6.12 The urban design consultant raised a total of 22 recommendations. These included matters relating to; movement and the Roman Fosse Way, landscape quality and residential interface, public realm, comfort, and amenity, cycling and active travel facilities, biodiversity and suds enhancements and building appearance and sustainability detail.
- 7.6.13 A lot of these recommendations made within the report have been previously captured by the original outline application 23/1066/OUT either via conditions where details are to be submitted and agreed by Blaby District Council via a discharge of conditions application or within the agreed S106. These matters included the Roman Fosse Way, lighting, public realm maintenance and active travel.
- 7.6.14 The matters that could be amended under this reserved matters application have been responded to by the applicant. The applicant submitted a revised design code and a suite of documents relating to the sustainability of the development and further plans demonstrating street furniture for the public realm, which included improvements to cycle parking. In order to specify the exact locations of the proposed street furniture a condition has been included within the conditions list.
- 7.6.15 The applicant has also agreed to a condition to further submit additional planting to the bund and around the southern boundary at the request of LCC Forestry and the Design Consultant.
- 7.6.16 Overall, the amended Design Code sets out a comprehensive framework to guide the Reserved Matters application for the Enderby Logistics Hub. Its overarching purpose is to ensure coherent, high-quality, sustainable and context-responsive development across architecture, movement, landscape and environmental performance.
- 7.6.17 It is therefore considered that the proposed development would not unduly harm the character and appearance of the surrounding area and would comply with Policy CS2 of the adopted Blaby Core Strategy 2013 and Policy DM1 of the Delivery Development Plan Document (Delivery DPD) (2019).

7.7 Open Space and Landscape Strategy

- 7.7.1 Given that the proposed development is for commercial purposes and not for residential, there are no requirements for the provision of on-site or off-site open space in accordance with the Planning Obligations and Developer Contributions Supplementary Planning Guidance (2010). However, given the size of the application site and its proximity to residential properties the proposal's impacts on existing hedgerows, it is considered that there are opportunities to provide some form of public open space that could enhance its appearance, connectivity and usage, for the benefit of the site's employees and local residents.

Open space

- 7.7.2 Outline application 23/1066/OUT identified an area to the front of the site to be retained for drainage features and attenuation ponds with a landscape of at least 50 metre.
- 7.7.3 The St Johnn/ B4114 footway that is proposed to the front of the site along the eastern boundary is an important feature of the site and allows for a safe footway connecting to Leicester Lane and the Park and Rise. The pathway is to be framed by native planting and attenuation ponds, which will also enhance the biodiversity of the site. The open space is to be open for use by those working on site, visitors and local residents. The open space is to feature street furniture to ensure appropriate accessibility for those using the space.
- 7.7.4 In addition to this area of public open space the fosse way runs through the site, which has been detailed earlier in this report. This 20-metre-wide corridor will feature avenue tree planting along the adjacent access road and a native hedgerow along its edge. Where the Fosse Way crosses the east-west access road, continuity of materials will be used to emphasise the route. Contrasting paving will clearly define the limits of the path against the tarmac road surface, improving visibility and reinforcing pedestrian and cycle priority at the crossing. All other finer details for the treatment of this corridor and heritage feature are to be submitted via a discharge of conditions application in line with outline application 23/1066/OUT.
- 7.7.5 The delivery and management of this open space is to be submitted under condition 44 of the original outline application.

Landscape Strategy

- 7.7.6 Outline application 23/1066/OUT identified that there are few mature trees within the application site boundary, however there are several tree belts that lie immediately outside of the application site adjacent to boundary hedgerows along the northern, southern, western and eastern boundaries.
- 7.7.7 A small block of native broad-leaved woodland named 'Johnstone Spinney' is located along the western site boundary next to the embankment of the M1 motorway. The woodland, being of apparently secondary origin with only a limited diversity of ground flora and associated woodland species, is not considered to be of high nature conservation interest. However, it is likely to provide a breeding and foraging resource and shelter for a range of common and widespread woodland species. This is outlined on the proposed plans to the rear unit 2 running along the western boundary.
- 7.7.8 A mix of landscaping is proposed across the site, split into 6 main categories;
- Woodland planting

- Tree planting including street trees
- Native shrub planting
- Hedge planting
- Marginal aquatics

- 7.7.9 The proposed woodland planting to Western and Southern boundaries has been designed to reflect the existing offsite woodland including native species such as Field maple, Alder, Silver birch, Oak and Rowan underplanted with Hazel, Hawthorn, Blackthorn and Holly. Planted as transplants between 40-60cm to 125-150cm in height at 2 metre centres the planting areas are to be seeded with a Woodland wildflower mix to provide ground cover during establishment.
- 7.7.10 To the Northwest the woodland planting has been designed to reflect the existing trees to Leicestershire Road including Field maple, Alder, Silver birch, Oak, Rowan, Corsican pine, Scots Pine, Canadian poplar, Bird Cherry and Small leaved lime underplanted with Hazel, Hawthorn, Blackthorn, Goat willow and Holly. Planted as transplants between 40-60cm to 60-80cm in height at 2 metre centres the planting areas are to be seeded with a Woodland wildflower mix to provide ground cover during establishment.
- 7.7.11 To the East the water attenuation ponds are bordered by a Wet Woodland native species mix including Alder, Downy birch, Oak, underplanted with Goat willow, Grey willow and Hoary willow. Planted as transplants between 40-60cm to 120-150cm in height at 2 metre centres the planting areas are to be seeded with a Woodland wildflower mix to provide ground cover during establishment.
- 7.7.12 In addition to the proposed woodland, street trees are proposed throughout the site both as avenue planting and in more natural arrangements, these will be planted as a mixture of specimen trees at 4.5-6.5m high and smaller saplings at c. 800mm high which will over time increase with density.
- 7.7.13 Pockets of native shrub planting within the infrastructure landscape include a 'Native Shrubbery' comprising Hazel, Hawthorn, Holly, Crab apple, Field rose, Grey willow and Rowan. Additionally, the proposed native species rich hedge planting includes Field maple, Dogwood, Hawthorn, Holly, Privet, Blackthorn, Elder, Burnet Rose and Guelder Rose.
- 7.7.14 The wet water attenuation features are to be planted with pockets of marginal and emergent aquatic plants including Flowering rush, Marsh marigold, Yellow flag iris, Norfolk Reed, Hard rush, Meadow buttercup and Arrowhead.
- 7.7.15 A condition was imposed on the original outline application 23/1066/OUT to ensure the implementation of this. A further condition was added at the outline application stage to ensure that a LEMP was submitted as part of a Discharge of Conditions application to outline the long-term objectives, management responsibilities and maintenance for all landscapes and open space areas.

7.7.16 In addition to these soft landscape features, hard landscaping is proposed throughout the site, specifically with the yards of the units. Hard landscaping largely consists of concrete access footpaths and yards with concrete block paving in a herringbone pattern to articulate entrances and access routes to each unit. Furthermore, grasscrete is to be used in areas where occasional vehicle access is required to retain a green surface.

7.8 The impact of the development on the amenity of nearby and future residents

7.8.1 The application site is in a unique position, insofar that its location lies between a transitioning and dynamic landscape, where edge of residential merges with the largescale commercial sites at Fosse Park and Grove Park.

7.8.2 The closest residential properties which could be considered as sensitive receptors are identified at Barr Close, St Johns and Old Church Road. Other receptors that are not considered 'sensitive' in environmental terms but are within the vicinity of the application site and could be impacted by the development are located at Blaby Road, Trinity Road, Aldeby Close, Fosse Close, Heron Way, Peters Close, Thomas Road, Heath Avenue, Hill View, Ratby Meadow Lane, Beechcroft Close, Leicester Road and Queens Drive.

7.8.3 Distances between the application site and sensitive receptors vary at different points, but the closest residential dwelling on Barr Close to the application site is approximately 25 metres to the red line boundary however, this separation distance extends to 76m at the shortest depth between the closest residential dwelling on Barr Close and the closest unit. The closest dwellings on St Johns and Old Church Road are approximately between 35 and 40 metres from the application red line site boundary. The distances between the proposed buildings and existing dwellings will be greater given the intention to set the buildings away from sensitive boundaries.

7.8.4 Landscaping has been carefully incorporated into the design of the site, specially along the southern boundary boarding Barr to ensure that boundaries to the units are highly screened, however, it is acknowledged that the units cannot be fully screened and occasional glimpses will remain. In accordance with the approved Parameters Plan, a minimum 25-metre-wide landscaped zone is provided along this boundary, with the majority of this space exceeding the required width.

7.8.5 To mitigate visual impact from Barr Close, two planted earth bunds are proposed. The first bund, adjacent to the diverted watercourse in the northern section of the landscape zone, will range from 1.5 to 2 metres in height and 11 to 17 metres in width. This will be densely planted with woodland species at 2-metre centres. While most trees will be introduced as 800mm saplings, a selection of 4.5–6 metre high specimen trees will be included to provide immediate visual relief, ensuring early-stage screening. Over time, this planting will mature into a robust, biodiverse woodland buffer.

7.8.6 A second bund, located toward the southern end of the boundary, will range from approximately 2.4 metres in height and 14 to 28 metres in width. It too

will be planted with native woodland species, further reinforcing the landscape structure and softening views toward the development. Additional landscaping was requested by LCC Forestry and suggestions were also made by the Design Consultant. As such, a condition has been added to the decision notice to the applicant to submit further landscaping proposals for this southern boundary.

7.8.7 Matters relating to noise considered as part of the outline application and the matter was conditioned to be part of the design code. As such, the applicant has included noise within their submitted design code that is to be an approved document. The design code outlines that as part of the Environmental Statement submitted at outline stage, baseline external noise levels were measured and assessed against the predicted operational noise from the proposed development. This assessment demonstrates that operational noise levels would not exceed existing background levels by more than 5 dB during either daytime or night-time periods. A BS4142 assessment, including analysis of the sensitive receptor at Barr Close, confirms that the specific noise levels associated with the development remain below thresholds of concern when compared to background noise levels (LA90), resulting in a satisfactory level of amenity for neighbouring residential areas.

7.8.8 Whilst not needed for acoustic mitigation, the two substantially tree-planted bunds to the southern boundary will also provide additional noise attenuation and further reduce potential impacts. BDC Environmental Services are satisfied with the baselines outlined with the design code, however, conditions have been added at their request. These conditions ensure that any mitigation needed to achieve the levels set out in the design code can be submitted and agreed and ensure that machinery for B2 uses is maintained. External plant or machinery was restricted under the outline application.

7.9 Climate change and sustainability

7.9.1 Policy CS21 states that development which mitigates and adapts to climate change will be supported. The policy states that new development will be focussed in the most sustainable locations, in accordance with Policy CS1 and Policy CS5. As identified when considering the principle of development, the site adjoins the Principal Urban Area of Leicester and is therefore considered one of the most sustainable locations for new housing development, in accordance with Policies CS1.

7.9.2 Policy CS21 also seeks to reduce energy demand and increase efficiency through appropriate site layouts and sustainable design features. This includes providing for safe and attractive walking and cycling opportunities, utilising landform, building orientation, etc. to reduce energy consumption, supporting the Government's zero carbon buildings policy and encouraging residential development to achieve Code for Sustainable Homes level 3, and encouraging the use of sustainable materials and construction measures. Finally, Policy CS21 also encourages the use of renewable, low carbon and decentralised energy and supports renewable and low carbon energy generation.

- 7.9.3 In accordance with condition 8 of the outline planning application 23/1066/OUT details for how BREEAM (Building Research Establishment Environmental Assessment Method) pre-assessment will achieve a certificate of 'excellent'. The applicant has demonstrated that such certificate will be achieved within the units by low and zero-carbon technologies will be incorporated where feasible. Heating and cooling will be provided by a VRF (Variable Refrigerant Flow) system, functioning as an air source heat pump with intrinsically low carbon usage. Photovoltaic (PV) panels will be installed to supply a portion of the energy demand, and the roof structure will be designed to support additional PV provision if required by future tenants. Conditions have been added to ensure that PV panels are secure for the buildings.
- 7.9.4 In addition to this the applicant has provided further information including a Low or Zero Carbon Feasibility Study report and Sustainability Statement. These documents recommend that photovoltaics should be installed on all units and that the units should be built in accordance with Passive Design Measures. Additionally, these documents also set out that the units will achieve an 77.61% score for BREEAM ('excellent' rankings 70%+).

7. Conclusion and Planning Balance

- 8.1 The application site already benefits from outline planning permission 23/1066/OUT for employment which is designated as a Strategic Employment Site within the Blaby District Local Plan (Delivery) Development Plan Document (2019). Principal matters and highway matters were considered at the outline stage of the application and have already been approved. This reserved matters application provides further details regarding layout, design, appearance and landscaping for the site. These matters have been deemed acceptable due to the size, siting, separation distances, appropriate landscaping and design and connectivity throughout the site to existing uses.
- 8.2 The location of the proposed development close to major highway infrastructure and commercial developments is an area of low landscape sensitivity, which is at some distance from neighbouring residents and designated heritage assets. Extensive areas of new landscaping are to be provided as part of the wider overall development.
- 8.3 There are no overriding environmental constraints to preclude this proposed sustainable development, which would deliver significant and permanent economic benefits to the District of Blaby and where necessary, mitigation measures imposed on the original outline permission will ensure that any impacts are minimised. No objections have been received from statutory consultees having particular regard to implications for local ecology, flood risk and highway safety. In addition, Blaby District Council employed an urban design consultant to ensure that the design of the site was of a high standard and well considered in context with the surrounding area.

- 8.4 The proposed development is in conformity with the Development Plan and it is supported by the relevant policies of the NPPF.
- 8.5 Overall, the three dimensions of sustainable development have been considered (economic, social and environmental) as set out in the NPPF and officers are of the view that the proposal is acceptable and accordingly it is recommended that the reserved matters permission be granted subject to the stated conditions.