

Application reference: 25/0810/OUT

Proposal: Outline planning application for the erection of up to 150no. residential dwellings. All matters reserved except for means of access.

Site address: Land To The East Of Holt Way And Land To The South Of Warwick Road, Littlethorpe, Leicestershire.

Applicant: Davidsons Developments Limited, Alana & Victoria Page

Case officer: Helen Wallis - Senior Planning Officer

Recommendation: That application 25/0810/OUT be approved subject to the applicant entering into an agreement pursuant to section 106 of The Town And Country Planning Act to secure the following:

S106 Contributions:

1. 25% provision of affordable housing
2. Early years education contribution
3. Secondary education contribution
4. Library facilities contribution
5. Waste facilities contribution
6. Primary SEND education contribution
7. Secondary SEND education contribution
8. Health care facilities contribution
9. Police contribution (subject to this passing the CIL compliance test)
10. On-site open space and future maintenance
11. Off-site open space provision (allotments, subject to identified need and meeting CIL compliance test)
12. On-site LEAP details
13. Off-site sports facilities contribution
14. On-site Biodiversity Net Gain Provision
15. Off-site Biodiversity Net Gain provision
16. Habitat management and monitoring plan (HMMP)
17. Residential Travel Plan monitoring
18. Travel Plan co-ordinator
19. Travel packs
20. Six-month bus passes
21. Bus stop contributions.
22. Recycling and refuse contribution (wheeled bins)
23. S106 monitoring contributions – District and County Councils, including Biodiversity Net Gain

And subject to the statutory biodiversity net gain condition and imposition of conditions relating to the following:

Conditions:

1. 2-year time limit for submission of reserved matters. Development to begin within 4 years of date of permission or 2 years from reserved matters approval (whichever is the later).
2. Reserved Matters details to be submitted.
3. Development to be in accordance with approved plans
4. Maximum number of dwellings not to exceed 150.
5. Dwellings to not exceed three storeys in height.
6. Provision of appropriate mix of market and affordable housing in accordance with adopted SPD.
7. Provision of a scheme for 5% of the dwellings to be accessible and adaptable homes.
8. Details of all external materials to be agreed.
9. Details of site levels/ finished floor levels to be submitted and agreed and adhered to.
10. External lighting scheme for public areas to be submitted and agreed.
11. Waste Collection Strategy to be submitted and agreed.
12. Construction Environmental Management Plan to be submitted and agreed and adhered to (including dust mitigation measures, noise, vibration, lighting and any pile driving).
13. Phase 2 Land Contamination Report to be submitted and agreed as part of reserved matters application and any recommendations adhered to.
14. Remediation works shall be completed in accordance with the approved method statement.
15. Reporting of unexpected contamination
16. Details of programme of archaeology work to be submitted and agreed and carried out.
17. Submitted Arboricultural Assessment to be adhered to
18. Landscape details (condition 3) to be carried out within 1 year and to be maintained for 5-years.
19. Surface water drainage strategy to be submitted and agreed and implemented.
20. Surface water drainage scheme to be submitted and agreed and implemented.
21. Details of management of surface water during construction to be submitted and agreed and adhered to
22. Details of long-term maintenance of surface water systems to be submitted and agreed and adhered to.
23. Infiltration testing to be carried out
24. Noise mitigation measures to dwellings as per acoustics assessment to be adhered to.
25. Air Quality Assessment recommendations regarding dust management during construction phases shall be adhered to.
26. Buffer Zone for development shall be maintained for the development (relating to golf ball strike). The boundary risk assessment shall be adhered to.
27. Landscape and Ecological Management Plan to be submitted.

28. Construction Environmental Method Statement (CEMP) for biodiversity to be submitted and agreed and adhered to.
29. Updated badger survey to be submitted and approved.
30. Biodiversity enhancement scheme to be submitted (bat boxes, bird boxes, log/rubble piles, insect houses, hedgehog holes, approved and carried out.
31. External lighting to be submitted and approved and to be carried out in accordance with.
32. Access arrangements to be implemented in full.
33. Highway improvement scheme, Stage 1 Road Safety Audit, Designers Response required for Station Road/Coventry Road/Leicester Road mini-roundabout. Scheme to be available prior to occupation of any dwelling.
34. Construction traffic management plan to be submitted, agreed and construction carried out in accordance with.
35. Measures and incentives from Travel Plan to be implemented in full at first occupation.

1. The site

- 1.1. The 8.75 ha application site is located within the Green Wedge as defined by the Local Plan Delivery Plan Document Proposals Map. The site is immediately adjacent to the eastern edge of Littlethorpe, which is identified as a 'Medium Central Village' within the settlement hierarchy set out in policies CS1 and CS5 of the Blaby District Local Plan (Core Strategy) Development Plan Document (DPD) 2013. The site comprises of pasture fields, which the application forms states that are in agricultural use.
- 1.2. The development site is shown on the location plan by the red line and the location plan denotes land to the north of site, to the west of the proposed pedestrian access onto Warwick Road in the applicant's ownership. The red lined application site includes Holt Way to the point where it adjoins the public highway at Cosby Road Littlethorpe.
- 1.3. To the northwest of site, a parcel of agricultural land owned by the applicant (shown in the blue line) is being retained.
- 1.4. To the west of the land, the residential dwellings at Goodman Close, Ridgeway and Plough Road are located and the access would be achieved via the small housing development off Holt Way, which is located off Cosby Road. The nearest dwellings are typically single or two storey and constructed of red or a buff brick with grey tiled roofs.
- 1.5. To the north of the main development parcel a dilapidated brick agricultural building is located in the corner of the agricultural parcel.
- 1.6. To the north of the site, Warwick Road is located, which provides a cycleway along the footpath. To the north-east of the site (near to the Warwick Road access) there is agricultural land not in the ownership of the applicant. The M1 motorway and a bridge run to the east of the site. To the direct east and south of the site lies Whetstone Golf Course. Nearby drainage and SUDs to the west of the development site are located serving nearby residential developments.

- 1.7. The site is located within Flood Zone 1 bar the pedestrian access onto Warwick Road at the north of the site, which is in Flood Zone 2.
- 1.8. The development site is located within a mineral safeguarding area, for sand and gravel.
- 1.9. The applicants submitted an application for an EIA screening at the beginning of the application process (Reference 25/08/EIASCRC) and the Council provided the opinion that an Environmental Impact Assessment was not required. This decision concluded that *'There is no evidence to suggest that the development would cause significant harm to the environment when judged against the selection criteria set out in Schedule 2 of the Regulations in terms of the characteristics of the development, the location of development, and types and characteristics of the potential impact. It is also considered that all of the relevant material impacts of the development can be properly considered and adequately mitigated through the standard major application process.'*

2 The Proposal

- 2.1 The application is for outline planning permission for up to 150 dwellings on the site. The proposed masterplan indicates that out of the total site area of 8.75 hectares will provide a total developable area of 4.74 hectares and open space of 4.01 hectares. The open space is shown to the south and east of the site and acts as a buffer to the nearby golf course to prevent erroneous shots impacting residential dwellings. There is open space along the northern parcel and along the proposed footpath towards Warwick Road. To the north-west of the main development parcel a surface water attenuation pond is illustrated along with a pump station. The masterplan indicates some areas of publicly inaccessible BNG landscaped areas and a proposed pedestrian/cycle link.
- 2.2 The application seeks approval for the means of access to the site, with all other matters reserved for future consideration. A Masterplan has been submitted which indicates the proposed areas for built development and green infrastructure, as described above. A proposed site access has been submitted, which demonstrates the new extension of the road from Holt Way into the proposed development site.
- 2.3 The following documents have been submitted in support of the planning application:
 - Arboricultural Assessment
 - Phase 1 Site Appraisal
 - Flood Risk and Drainage Strategy
 - Transport Assessment
 - Travel Plan
 - BNG Metric Tool (Updated)
 - Covering Letter
 - Landscape and Visual Impact Assessment
 - Agricultural Quality Report
 - BNG Technical Report

- Planning Statement
- Location Plan
- Masterplan (amended)
- Design and Access Statement
- Heritage Assessment
- Site Access – Extension into site from Holt Way
- Site Access – Holt Way
- Utilities Assessment
- Acoustics Assessment
- Air Quality Assessment
- Minerals Assessment
- Boundary Risk Assessment
- Transport Assessment Addendum
- Cover Letter – Ecological Appraisal Report and Biodiversity Technical Note (amended)
- Technical Note: Biodiversity Net Gain

2.4 An updated Masterplan was submitted in December 2025 alongside a Boundary Risk Assessment, which was produced to ascertain the risk of balls landing in areas past the boundaries; and to advise on the type and level of mitigation recommended to provide a suitable level of protection. Due to the amendments to the boundary to protect the proposed property development from ball trajectories from the adjacent golf course the BNG Metrics were also updated.

2.5 The expected housing density on the developable area of the site at 4.74 hectares when deducting the open space would be approximately 31.6 dwellings per hectare although the exact densities will differ across the site and are not set out in this outline application. 31.6 dwellings per hectare is, however, considered appropriate for a new development which also provides for a good amount of open space and makes effective use of the land available. Nearby developments have been approved (or have a resolution to approve) at Ratcliffe Drive, Huncote (32.96 dph), Wardens Walk, LFE (58 dph) and Springfield Farm, Huncote (30 dph). Additionally, the application allowed at appeal on Land off Oak Road, Littlethorpe was approved with an anticipated density of 35 dwellings per hectare.

3 Relevant Planning History

Reference	Description	Decision	Date
18/0466/FUL	Erection of 46 (affordable) dwellings and associated parking with new vehicular access from Warwick Road, landscaping and associated drainage works	Application Permitted	14.12.2018

13/0854/1/PX	Erection of 31 dwellings and associated garages with vehicular access from Warwick Road, provision of open space and storm water attenuation feature	Application Permitted	06.04.2017
09/0758/1/OX	Outline application for residential development (maximum 150 dwellings) with associated landscaping, open space and infrastructure with access from Warwick Road and Cosby Road	Application Withdrawn	15.04.2010

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 beginning of the report unless stated otherwise.

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

4.1 Blaby District Council Consultees

4.1.1 Blaby District Council, Environmental Services

No objection subject to the imposition of conditions

4.1.2 Blaby District Council, Health and Leisure

Requested financial contributions towards playing pitches (artificial and grass) at Holmes Park and Leicester Recreation Ground and towards ancillary facilities and improvements at Cosby Recreation Grounds of £267,512.

4.1.3 Blaby District Council, Housing Strategy

Provided comments on the required Market and Affordable Housing Mix and aims.

4.1.4 Blaby District Council, Neighbourhood Services

No waste collection information provided; therefore, no comment can be made.

4.1.5 Blaby District Council, Principal Planning and Conservation Officer

No objection

4.2 Leicestershire County Council Consultees

4.2.1 Leicestershire County Council, Archaeology

No objection subject to condition

4.2.2 Leicestershire County Council, Developer Contributions

Requests financial contributions towards library service provision, waste, early years education, secondary school sector provision, primary SEND Education and secondary SEND education of £774,615.60.

4.2.3 Leicestershire County Council, Ecology

No objection subject to the imposition of conditions and the applicants entering into a S06 agreement for BNG.

4.2.4 Leicestershire County Council, Forestry

No objection.

4.2.5 Leicestershire County Council, Highways

The Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments subject to conditions and planning obligations.

4.2.6 Leicestershire County Council, Lead Local Flood Authority

No objection subject to conditions.

4.2.7 Leicestershire County Council, Minerals and Waste

Holding objection removed.

4.2.8 Leicestershire Fire and Rescue

No comment.

4.2.9 Leicestershire Police

Made comments regarding Designing out Crime, will await more detailed plans should the application progress to reserved matters stage.

4.3 **Others**

4.3.1 Active Travel England

Standing Advice issued.

4.3.2 Cosby Parish Council

No response received.

4.3.3 Environment Agency

No objection.

4.3.4 Historic England

No comments (no need to consult)

4.3.5 Narborough Parish Council :

Objects to the development on ground of size, lack of facilities and infrastructure, increase in traffic. S106 monies requested for speed indicator device.

4.3.6 Natural England

No Objection

4.3.7 NHS, Leicester, Leicestershire and Rutland Integrated Care Board

Sought a contribution of £145,200.00 funding for The Limes Medical Centre, Hazelmere Medical Centre & Northfield Medical Centre.

4.3.8 Network Rail

Comments awaited – updates will be provided at the committee meeting.

4.3.9 Office of Road and Rail

No comments received.

4.3.10 Severn Trent Water

No comments received

4.3.11 Whetstone Parish Council

Made the following observations: mitigation should be given to widen the footway on Cosby Road and allow for a suitable centre refuge nearer to the village centre to allow safe crossing. That the speed limit sign from 30mph to 40 mph could be pushed further out as cars coming into the village from Cosby would still be slowing down by the time they come to Holt Way.

4.3.12 Ward Councillor

No comments received

5 Additional Representations

- 5.1 As part of the consultation process and in accordance with the Council's Statement of Community Involvement (2020); adjacent residents were notified. 47 representations were noted to have received from members of the public making the following comments on the application (46 in objection to the application):

Flooding:	<ul style="list-style-type: none">• Loss of greenfield land will reduce natural drainage and worsen flood risks;• Recent housing developments have worsened flooding within the area, residents worry this new development will exacerbate the problem;• Increase in impermeable surface area;• Drains can't handle the excess flooding;
-----------	---

	<ul style="list-style-type: none"> • Littlethorpe has already been cut off during flood events (notably 2024). All three existing access routes are vulnerable, and this application does not adequately address the real risk of the village being isolated during future extreme weather. • There appears to be no consideration of flood events cutting off evacuation routes, even if the proposed homes themselves remain dry. • No independent, up-to-date FRA modelling extreme rainfall, exceedance flows, local watercourses, climate change allowances, or village-level flood behaviour rather than just on-site impacts. • The speed limit on Cosby Road is constantly breached. • Bottlenecks and congestion already exist in the area.
Sewerage/ drainage	<ul style="list-style-type: none"> • Insufficient sewerage/drainage • Residents contend that the sewage and drainage system near the proposed site is outdated and inadequate with residents experiencing sewage backflow during rainfall.
Traffic/Parking:	<ul style="list-style-type: none"> • Increased traffic/congestion in Littlethorpe; inadequate local road infrastructure • Concerns regarding traffic at the access points in and out of Littlethorpe; • Road safety; • Road sustainability; • Pedestrian safety – no pedestrian crossing in areas which will suffer from increased traffic, such as Holt way; • Concerns regarding the single access road into the new development being inaccessible to emergency vehicle during peak hours; • A survey carried out by the Littlethorpe Residents Group in March 2019 showed that between 7am and 9am, 1461 vehicles passed through the Naborough crossing, 9 trains came through the station, and the barriers were closed for 27 minutes representing 23% of all time. Between 4pm and 6pm, 1580 vehicles passed through the crossing, 13 trains came through the station, and the barriers were closed for the 40 minutes, representing 33% of time. Residents worry the erection of 150 new dwelling will greatly add to the number of vehicles congesting the Nabrough crossing; • Concerns regarding parking; • There will be a huge impact on the 25 dwellings of Holt Way due to it becoming the main access for the development. • Note that Holt Way has existing on-street pressures (parking) and constrained visibility. • Holt Way is a small cul-de-sac.

	<ul style="list-style-type: none"> Concerns raised over emergency vehicle access along Holt Way.
Over development, loss of character:	<ul style="list-style-type: none"> Loss of semi-rural character; Loss of local character; Impacts on residential amenity – concerns that proposed homes will overlook neighbouring properties, having a negative impact on residents' privacy; This development will not only negatively effect the lives and environment of Holt Way residents, but have detrimental impacts with many aspects of local villages around us. Will reduce the desirability of Holt Way and the market value of existing homes.
Infrastructure:	<ul style="list-style-type: none"> Narrow footpaths are a health and safety issue; Concerns that Littlethorpe's current infrastructure cannot support 150 extra houses; Littlethorpe lacks school and medical facilities needed to support 150 extra houses; Lack of local shops; Public transport will struggle to cope; Unrealistic walking and cycling assumptions: Key services cited (e.g. dental provision) are not realistically available to new residents, overstating local infrastructure capacity. Transport and infrastructure impacts do not appear to fully consider already approved developments or likely future sites, rendering the assessment incomplete.
Pollution:	<ul style="list-style-type: none"> Increase in traffic and vehicle movement in and out of Holt way will increase local CO2 emissions; Increase in noise and air pollution; Environmental pollution issue.
Loss of habitat:	<ul style="list-style-type: none"> Residents report seeing, foxes, badgers, bats, newts, owls, woodpeckers, pheasants and birds of prey in Littlethorpe – building on the green belt will destroy habitats.

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)
- Leicestershire Minerals and Waste Local Plan 2019-2031

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 CS5 – Housing distribution
- Policy CS7 – Affordable housing
- Policy CS8 – Mix of housing
- 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 CS15 – Open space, sport and recreation (superseded)
- Policy CS16 – Green Wedges
- Policy CS19 – Biodiversity and geo-diversity
- Policy CS20 – Historic environment and culture
- Policy CS21 – Climate change
- Policy CS22 – Flood risk management
- Policy CS23 – Waste
- Policy CS24 – Presumption in Favour of Sustainable Development

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

- Policy CS15 – Open Space, Sport and Recreation (updated Core Strategy Policy)
- Policy DM2 – Development in the Countryside
- Policy DM4 – Connection to Digital Infrastructure
- Policy DM8 – Local Parking and Highway Design Standards
- Policy DM11 – Accessible and Adaptable Homes
- Policy DM12 – Designated and Non-designated Heritage Assets
- Policy DM13 – Land Contamination and Pollution
- Policy DM15 – Minerals Safeguarding Areas

6.1.3 Leicestershire Minerals and Waste Local Plan (2019)

- Policy M11 - Safeguarding of Mineral Resources

6.2 Material Considerations

6.2.1 The following documents are material considerations:

- The National Planning Policy Framework (NPPF) (2024)
- The National Planning Policy Guidance (NPPG)
- Leicestershire Highways Design Guide (2024)
- Blaby District Council Active Travel Strategy (2024)
- Blaby District Council Local Cycling and Walking Infrastructure Plan (2024)

- Blaby District Council Planning Obligations and Developer Contributions Supplementary Planning Document (2024)
- Blaby Landscape and Settlement Character Assessment (2020)
- Blaby District Council Open Space Audit (2019)
- Blaby Playing Pitch Strategy & Action Plan (2020)
- Blaby Residential Land Availability Report (2025)
- Blaby Strategic Flood Risk Assessment Level 1 Final Report (2020)
- Leicester and Leicestershire Housing Market Area Housing and Economic Land Availability Assessment (SHELAA) 2019
- Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) 2022
- Blaby District Council Housing Mix and Affordable Housing Supplementary Planning Document (2013)
- Building for a Healthy Life Toolkit (BfHL) (2020)
- Blaby District Council Housing Strategy 2021 - 2026
- Blaby District Council Waste Storage and Collection Guidance for New Developments
- Blaby District Council New Development Quick Reference Guide - Waste Storage and Collection

7 Consideration of Application

The main issues to be considered in the assessment of this planning application are as follows:

- The principle of the development and 5-year housing land supply position
- The Loss of Green Wedge
- The impact of the development on the countryside and its landscape and character;
- The impact of the development on the amenity of nearby residents;
- The impact of the development on the neighbouring golf course;
- The impact of the development on the surrounding highway network;
- Waste Collection;
- Flood risk;
- The impact on designated heritage assets and archaeology;
- The Ecological Impact and Biodiversity Net Gain (BNG);
- Trees and Hedgerows
- Air Quality;
- Minerals assessment;
- Contamination;
- Developer contributions and infrastructure/facilities;
- Affordable housing and housing mix;
- Open space; and
- Overall planning balance and conclusion.

7.1 The Principle of the Development

- 7.1.1 Policies CS1 and CS5 of Blaby District Council Core Strategy seek to ensure housing needs are met in the most sustainable way through a principle of 'urban concentration'. New development should be primarily focused within and adjoining the Principal Urban Area of Leicester (PUA) of Leicester (Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town, Glen Parva and New Lubbethorpe) however, provision is also made for the development needs of settlements outside the PUA.
- 7.1.2 Between 2006 and 2029, the District of Blaby is required to provide a minimum of 8,740 houses. Of the 8,740 houses, Policy CS1 states that at least 5,750 houses should be within or adjoining the Leicester PUA, with at least 2,990 houses to be provided in areas outside the PUA (the 'non-PUA').
- 7.1.3 As of March 31st 2025 a total of 2,965 homes had been completed in the PUA. To meet the identified PUA requirement there is a need for around 566 homes per annum to be delivered in the PUA until the end of the plan period (total 2829). Forecast completions in the PUA to 2029 are around half this number and it is unlikely that housing delivery will accelerate in the PUA sufficiently to address the shortfall by the end of the Plan period.
- 7.1.4 Work is complete on collating housing completions for the 2024/25 monitoring year. A total of 165 new homes were delivered, contributing to the continued growth of the District's housing stock. Based on the Standard Methodology target of 539 dwellings per annum, the District-wide five-year housing land supply is calculated at 2.78 years, providing a clear basis for ongoing planning and future delivery, highlighting the Councils continued need and desire to progress its emerging local plan.
- 7.1.5 Outside of the PUA, Core Strategy Policy CS1 states development will be focussed within and adjoining the settlements of Enderby, Narborough, Whetstone and Countesthorpe, referred to as the 'Larger Central Villages', as identified in the Housing Distribution Policy CS5. Outside the non-PUA, development should be focused within and adjoining Blaby and the Larger Central Villages (i.e., Enderby, Narborough, Whetstone and Countesthorpe), with lower levels of growth allowed in the Rural Centre (Stoney Stanton), Medium Central Villages and Smaller Villages. Littlethorpe is classified as a Medium Central Village.
- 7.1.6 Housing delivery in the non-PUA has exceeded the minimum housing requirement set out in the Plan. The Council's recently published Residential Land Availability (RLA) report indicates that as of the 31st March 2025, 3,968 homes had been delivered in the non-PUA. The plan indicates a minimum requirement in the non-PUA of 2,990 dwellings. The RLA indicates that around 389 further homes may be completed in the non-PUA before 2029. Although delivery is now slowing in the non-PUA (mainly as a result of a lack of available committed sites) opportunities to deliver housing development of a type and scale needed to facilitate an increase in delivery in the near term are greater in the non-PUA than the PUA mainly due to the constrained nature and large scale of the sites being promoted for development in the PUA.

7.1.7 This Planning Committee has recently resolved to grant outline planning permission for several sites in the non-PUA, the below are those that are all subject to Section 106 Agreements being completed.

- 24/0004/FUL - Land off Gillam Butts, Countesthorpe (41 dwellings),
- 23/0968/OUT - Land east of Lutterworth Road, Blaby (up to 53 dwellings),
- 23/0182/OUT - Land off Croft Road, Cosby (up to 200 dwellings).
- 23/1071/OUT - Land adjacent to Leicester Road and Foston Road, Countesthorpe (up to 170 dwellings) and
- 24/0398/FUL- Land off Ratcliffe Drive/Peers Way/Preston Way, Huncote (151 dwellings)
- 24/0770/FUL - Springfield Farm, Forest Road, Huncote (191 dwellings)

7.1.8 Additionally, a site for up to 155 dwellings was allowed by the Inspector at appeal on land off Oak Road, Littlethorpe in November 2025 (Our reference 24/0527/OUT).

7.1.9 Policies CS1 and CS5 identify Littlethorpe as a 'Medium Central Village' (along with the settlements of Sapcote, Huncote, Cosby and Croft). The medium central villages have a minimum combined housing requirement of 815 dwellings between 2006 and 2029. It should be noted that this figure is a minimum requirement and is not a cap. Against this requirement, 1262 houses had been committed and provided across the medium central villages as of 31st March 2025, resulting in the minimum requirement having been exceeded by 447 dwellings.

7.1.10 It is recognised that releasing this site would result in the minimum requirement for the Medium Central Villages as set out in Policy CS5 being further exceeded. However, given the shortfalls in both the PUA and district wide, the proposed development is considered to provide the potential to deliver additional homes in the period up to 2029.

7.1.11 The application site is located outside of the Settlement Boundary of Littlethorpe on land designated as Green Wedge on the Blaby District Local Plan Policies Map (2019). It is not an allocated site for housing development and in this context is contrary to the adopted Development Plan. However, there is currently an overall under delivery of houses within the District as a whole, with the Council only being able to demonstrate a 2.78-year housing land supply, notably less than the five-year supply requirement outlined in the NPPF. The policies of the Development Plan which relate to the supply of housing are therefore considered out-of-date and the 'tilted balance' towards approval as set out in paragraph 11d of the NPPF should be applied.

7.1.12 Paragraph 11 states that where local planning authorities cannot demonstrate a five-year supply of deliverable housing sites, footnote 8 of the Framework establishes that housing policies which are important for determining the application may be out of date.

- 7.1.13 Limb (i) of NPPF paragraph 11d sets out that where the proposal conflicts with NPPF policies which protect areas or assets of particular importance, these can offer a clear reason to refuse an application. These are generally nationally designated areas such as SSSI's, designated Local Green Space, AONBs and designated heritage assets.
- 7.1.14 In this instance, the application site is not in an area statutory protected area, and therefore the NPPF's presumption in favour of sustainable development and the 'tilted balance' described in paragraph 11d(ii) applies. The shortfall in the supply of deliverable housing sites should therefore be weighed in the planning balance and means that, in accordance with the presumption in favour of sustainable development (at paragraph 11d), any adverse impacts caused by the proposal must significantly and demonstrably outweigh its benefits if planning permission is to be refused.
- 7.1.15 With regard to Policy CS1 and CS5 it is considered that the overarching need to deliver sufficient homes as set out in the NPPF should take precedence over the Council's policy to concentrate growth in the PUA, particularly given the Council's shortfall in its housing land supply position. In light of this shortfall and given the lack of deliverable sites within the PUA, it is considered necessary to provide additional housing in the near-term outside the PUA where this provision accords with the NPPF and relevant policies in the Plan. It is therefore considered that the provision of new homes does not significantly conflict with Policies CS1 and CS5, nevertheless it is considered that the weight assigned to Policies CS1 and CS5 with regard to the distribution of housing development throughout the District should be reduced reflecting the Council's lack of sufficient housing supply with respect to the 'tilted balance'.
- 7.1.16 The supporting text to Policy CS5 comments that Littlethorpe has only a limited range of services and facilities within the village. Notwithstanding this, it is located close (within walking and cycling distance) to the centre of Narborough which contains a wide range of services and the only passenger train station within the District. The strong functional relationship between Littlethorpe and Narborough entails that new development could allow easy access to services and public transport in the latter. Littlethorpe has some policy and physical limitations including flooding and Green Wedge. The SHLAA indicated significant potential for residential development in the long term.
- 7.1.17 The application site is approximately 0.70 miles away from the village centre of Narborough by road from Holt Way (where there are shops and other facilities such as a library and cafés). The site is located some 0.75 from the train station when using the cycleway/pedestrian link onto Warwick Road from the proposed developable area of the site. The site is also located approximately 0.8 miles from the two Public Houses on Station Road. Furthermore, the application site is located approximately 1.0 mile away or a 20-minute walk from the closest primary school, Greystoke Primary School which has capacity for 420 with online information stating that 334 pupils are enrolled here. Cosby Primary School is located some 0.8 miles from the site (17 minute walk) and has a capacity for 280 pupils, online information states that the number of pupils is 281 (Get Information about Schools - GOV.UK).

7.1.18 The proposed development would meaningfully contribute towards the shortfall of housing, including the provision of affordable housing, whilst providing financial contributions to mitigate the impact on local facilities and infrastructure. It is therefore considered that releasing this site would contribute towards the Council's required 5- year supply of housing as required by the NPPF.

7.2 **The Loss of the Green Wedge**

7.2.1 The development site is located within an area of Green Wedge, which is an important strategic area. Policy CS16 states that the need to retain Green Wedges will be balanced against the need to provide new development (including housing) in the most sustainable locations. The detailed boundaries of the existing Green Wedges will be formally reviewed through the Allocations, Designations and Development Management DPD.

7.2.2 As noted above, the Council cannot currently demonstrate a 5-year housing land supply, currently only being able to demonstrate 2.78 years supply, therefore there is a need to balance Green Wedge retention against the need to provide new development in the most sustainable locations. This development site is located close to Narborough village and its services (as noted above) including a train station with regular trains running to Birmingham and Leicester.

7.2.3 The loss of land within the Green Wedge attracts substantial weight against the proposed development, as this designation performs a strategic function in preventing the coalescence of settlements, guiding the form of development, providing a green lung in urban areas urban areas and providing a recreation resource, in accordance with Policy CS16. The introduction of residential development within the Green Wedge is therefore acknowledged to conflict in principle with this policy and represents clear planning harm.

7.2.4 However, the extent and nature of that harm must be carefully considered. The application site currently comprises agricultural land which, while open in character, has no public access, no public rights of way, and no recreational function. As such, although the site contributes visually and spatially to the Green Wedge designation, it does not presently fulfil one of the key objectives of the policy relating to public accessibility or recreational use.

7.2.5 The proposal would result in the development of approximately 4.74 hectares out of a total site area of 8.75 hectares, with over 45% of the site retained as open space. Importantly, the built development is confined to land that directly adjoins the existing settlement edge, thereby avoiding piecemeal encroachment into the wider countryside. Land to the north, south and east would remain undeveloped and continue to function as Green Wedge, ensuring that the strategic separation between settlements is largely preserved.

7.2.6 In visual and landscape terms, the harm to openness is localised and contained. The site is well screened by existing mature landscaping along its eastern and southern boundaries, with limited public visibility from the wider area. This reduces the perceived impact of built development on the openness of the Green Wedge when viewed from the public realm.

- 7.2.7 Crucially, while the proposal fails to fully retain the open and undeveloped character of the Green Wedge, it would significantly enhance other core objectives of Policy CS16. The development would introduce new public access where none currently exists, including pedestrian and cycle routes connecting Holt Way and Warwick Road, alongside a publicly accessible green corridor around the site perimeter. This would materially improve permeability and connectivity between the urban edge and the surrounding countryside.
- 7.2.8 In addition, the provision of public open space, on site play facilities (LEAP), and enhanced landscaping would transform formerly inaccessible agricultural land into a usable recreational resource for the local community. This represents a tangible improvement in the functional value of the Green Wedge, particularly in terms of health, wellbeing and informal recreation
- 7.2.9 These enhancements mean that, although there is a loss of Green Wedge land in policy terms, the proposal would nonetheless retain and create green networks and significantly enhance public access, which are explicit objectives of Policy CS16. The qualitative improvement to public use and accessibility therefore carries material weight in reducing the overall level of harm.
- 7.2.10 When these factors are considered alongside the Council's inability to demonstrate a five year housing land supply, and the site's sustainable location adjacent to Narborough village and its services, it is clear that the planning balance is finely judged. While the harm to the Green Wedge is given substantial weight, it is mitigated by the limited scale of encroachment, the containment of development to the settlement edge, the retention of a substantial proportion of the site as open land, and the delivery of significant public access and recreational benefits where none currently exist.

7.3 **Impact on the character and appearance of the area**

- 7.3.1 Policies CS2 (Design of new development) and DM2 (Development within the countryside) seek to ensure that a high-quality environment is achieved in all new development proposals, respecting distinctive local character and contributing towards creating places of high architectural and urban design quality. The design of new development should also be appropriate to its context and development proposals that are consistent with the policies of the Local Plan are to be supported.
- 7.3.2 The application site is situated outside the Settlement Boundary of Littlethorpe, on land designated as Green Wedges as defined by the Policies Map of the Blaby District Council (Delivery) Development Plan Document (2019).
- 7.3.3 Outside the confines of (or adjacent to) the PUA, Rural Centres, Medium Central Villages and Smaller Villages, in the case of the application site, land is designated as Green Wedges where Policies CS16 and DM2 apply.
- 7.3.4 Policy DM2 provides more specific policy guidance for development that is appropriate in the Green Wedge, consistent with Policy CS16. Policy DM2 permits only certain categories of residential development in the Countryside, including those dwellings that meet the essential needs for a rural worker in

agriculture, forestry, employment, and leisure, or other similar uses appropriate to a rural area and replacement or the change of use, adoption and extension of existing dwellings.

- 7.3.5 The site does not fall under any of the categories identified in Policy DM2 and is contrary to both policies CS16 and DM2. The purpose of these policies is to protect the open and generally undeveloped nature of the countryside. Neither does it fit with any of the specified development types appropriate in countryside locations in the NPPF. However, as noted previously the policies set out in the Local Plan and the NPPF should be applied flexibly in the context of the 'tilted balance' given the identified housing land supply position and given that new housing sites to meet the lack of supply will, in most instances, need to be outside of existing settlement boundaries within the Countryside.
- 7.3.6 Policy DM2, sets out criteria to be met for development proposals consistent with Policy CS16. This includes that the development shall be in keeping with the appearance and character of the existing landscape, development form and buildings, having regard to the Blaby Landscape and Settlement Character Assessment, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence.
- 7.3.7 In the Blaby District Character Assessment, the site is within the Blaby, Countesthorpe and Whetstone Fringe, which describes the character area as *'The character area surrounds several of the largest settlements in the District including Blaby, Countesthorpe, Whetstone, Cosby and the smaller village of Littlethorpe. The landscape consists of rolling farmland with a small to medium scale field pattern. Woodland strips give the area a perceived wooded character. However, the landscape is heavily influenced by urbanising features such as a highly developed road network, golf courses and playing field'*.
- 7.3.8 It goes on to note *'the landscape is a largely agricultural and with fields enclosed by well-managed hedgerows and woodland strips. The landscape has retained much of its rural character, despite development pressures from surrounding settlements. Mature hedgerows and shelterbelts often screen the urban edges, although there are areas where intervisibility detracts from perceptions of tranquillity and emits light pollution into the landscape. Some marginal areas of degraded or neglected farmland are falling out of traditional use. Alternative land uses such as horse keeping, playing fields and golf courses have a suburbanising effect on the landscape. The presence of major infrastructure routes has led to fragmentation and compartmentalisation of the area which results in an overall lack of cohesion and continuity. The densely populated surrounding area introduces urban-fringe issues including litter and fly tipping, which reduce the landscape's visual appeal'*.
- 7.3.9 The Character Assessment notes that the development scenario of 2-3 storey residential housing / transport infrastructure would have a L-M Sensitivity within this area. The Character Assessment provides some guidance and opportunities for future development within this character area such as:
1. Protect the character of the open and undeveloped nature of the land within the character area. This is important in maintaining distinctiveness

between the villages and also to distinguish this part of Blaby District from the suburbs of Leicester to the north.

2. Soften urban edges and filter views of infrastructure development with increased woodland cover.
3. Restore fragmented hedgerows and improve the hedgerow condition particularly in urban fringe areas. This should be achieved through new and infill planting which should include native hedgerow trees.
4. Conserve existing hedgerow trees and woodlands. There is evidence of ageing trees with dead branches in some areas. In these locations new planting and management of trees should be undertaken, thus ensuring the retention of wooded character.
5. Enhance connectivity between woodlands through planting of new woodland and hedgerows to retain linear woodland as landscape features and create wildlife corridors.
6. Make use of the disused railway line as public rights of way such as cycle routes, in order to provide better interconnectivity between settlements and reduce traffic pressures on roads. Improve the network of public rights of way between settlements.

7.3.10 A Landscape and Visual Impact Assessment (LVIA) by Golby and Luck has been submitted by the applicant in support of the outline planning application, this concludes that:

1. *'At a site level this assessment identifies short-term adverse landscape effect of major to moderate significance. This level of effect is typical of most housing development and not unexpected given the scale and nature of change proposed within the site. Due to the commitment to green space provision and structural landscaping measures this level of effect is likely to reduce to moderate adverse in the long-term.'*
2. *In terms of the local landscape setting of the Blaby, Countesthorpe and Whetstone Fringe, this assessment has recorded a likely short-term adverse effect of moderate to minor significance. In the long-term this level of effect is likely to reduce to minor adverse significance once the structural landscaping measures have matured.*
3. *In visual terms, this assessment has identified likely local receptors groups and assessed a number of representative views commensurate with the visual setting of the site. Notably, the visual setting of the site is particularly well contained, constrained to the north by the layering of vegetation cover and settlement, to the east by the M1 motorway on embankment, to the west by the modern settlement, and to the south by a combination of landform and the mature treed setting of Whetstone Golf Course.*
4. *In the short-term, adverse effects of major to moderate and moderate significance have been recorded for receptor groups at the immediate boundaries of the site. These include views from the immediate settlement and highways to the west, and views from the immediate setting of the golf course to the south. In the long-term once the structural*

landscaping measures mature this level of effect reduces to moderate adverse and moderate to minor adverse respectively.

5. *Over distance from the site, short term adverse effects of moderate and minor significance have been recorded from the local highways. In the long-term once the structural landscaping measures mature this level of effect reduces to minor significance'.*

7.3.11 Following the site visit, officers do not disagree with the above assessment.

7.3.12 The proposal would result in the loss of agricultural land mainly falling as Grade 2, Subgrade 3a and Subgrade 3b (as per the applicants Agricultural Quality report submitted with the application) in the Agricultural Land Classification system. Grades 2 and Grade 3a are classed as 'best and most versatile agricultural land' and its loss should be recognised in accordance with paragraph 187 of the NPPF. but nevertheless, given the area which would be lost is not strategically significant, the loss of agricultural land is not considered to outweigh the benefits of the proposed development in this instance.

7.3.13 The site is located on the eastern edge of Littlethorpe, just set off the defined settlement boundary and separated from existing dwellings off Ridgeway, Plough Road and Holt Way by existing balancing ponds and drainage. This edge of Littlethorpe has a loose grain with some dense residential roads at Goodman Close, Plough Road and Holt Way. The Ridgeway has larger residential properties set in larger gardens set back from the edge of the settlement boundary.

7.3.14 To the east and south of the site, Whetstone Golf Course is located, which is bound by established vegetation, reducing views into and out of the development site from this facility.

7.3.15 Bar the pedestrian/cycle way from the south of the site to the north (at Warwick Road), will have some visibility from Warwick Road but of a limited level due to the separation of the proposed dwellings from the road. It is considered that a detailed lighting scheme by means of planning condition is required for this element of the site, ensuring that it is usable during dark hours but does not impact on the open and undeveloped nature of the field.

7.3.16 It is anticipated that there may be occasional, fleeting views of the development from sections of the M1 Motorway and the adjoining highway network; however, given distance, intervening features and the transient nature of views from these routes, any visual effects would be minimal.

7.3.17 Overall, there will be some impacts of the proposed development on nearby visual receptors especially those dwellings to the west of the proposed development site. The LVIA submitted by the applicant notes that in the long-term once the structural landscaping measures mature this level of effect reduces to between moderate adverse and minor adverse.

7.3.18 It is further considered that some of the harm that could be caused by the delivery of housing on this site could be mitigated through a careful landscaping

and planting scheme, which will be required as part of the Reserved Matters Application and further to this, the measures for Biodiversity Net Gain to improve the biodiversity in the area would also be enforced for a period of 30-years. The harm in this instance to the character of the area and landscape is given moderate weight in the planning balance.

7.4 Impact of the development on the amenity of nearby residents

7.4.1 The proposed residential development would be closest to existing residential dwellings on the eastern boundary of Littlethorpe. The indicative masterplan, however, indicates that a buffer of land will separate the new dwellings from existing dwellings, that include a surface water attenuation pond and proposed pedestrian/cycle link. Additionally, there are existing balancing ponds separating the development from Plough Road and the Ridgeway. At the northern part of the site, the masterplan indicates that the nearest proposed dwellings will be located some 150m from the rear boundary of 10 Ridgeway. The masterplan indicates that 40 Plough Road would be separated from the nearest residential dwelling on the site by some 33m. The nearest properties at Holt Way to the proposed residential units as shown on the masterplan would be some 6m from the boundaries of the existing dwellings.

7.4.2 The plans indicate that the 150 proposed dwellings can satisfactorily be accommodated within the development site, with sufficient distance being provided between existing dwellings in Littlethorpe of generally more than 21m, which allows for an acceptable level of privacy to neighbouring properties. The properties located within 6m of each other could be positioned so that no windows overlook the adjacent properties and front the proposed access from Holt Way. The details for the design, layout and appearance would be agreed through any reserved matters application and be conditioned accordingly.

7.5 The impact of the development on the neighbouring golf course

7.5.1 The application site is located in close proximity to the boundaries of Whetstone Golf Course, which lies to the south and east. The golf course represents a long established recreational use, and the proposal has therefore been assessed having regard to the Agent of Change principle outlined in paragraph 200 of the NPPF, which requires that new development mitigates its own impacts rather than placing unreasonable restrictions on existing uses.

7.5.2 During the application process, a Boundary Risk Assessment was undertaken by LABOSPORT, which considered the relationship between the proposed development and potential golf ball strike risks. The assessment identified that there is a possibility of occasional errant shots intersecting the site boundary.

7.5.3 The Assessment concluded that no physical mitigation measures, such as netting, are required, provided that a publicly inaccessible landscaped buffer is retained along the affected site boundaries. This buffer comprises mixed scrub habitat, including dense hawthorn, blackthorn and holly planting, and would provide effective separation between the golf course and future occupiers, ensuring that the operational use of the golf course is not constrained by the introduction of the new residential development.

- 7.5.4 As noted earlier in this report, the masterplan has been amended to demonstrate that the proposed development can be accommodated alongside the required inaccessible landscaped buffer, without compromising the layout or quantum of development.
- 7.5.5 BDC Environmental Services Officers confirmed that the latest Masterplan (Revision M, dated 16.12.2025) appropriately reflects the buffer zone identified in the Boundary Risk Assessment. Officers advised that this approach is reasonable and recommended that planning conditions be used to secure the buffer zone and include the Boundary Risk Assessment within the list of approved documents.
- 7.5.6 In accordance with the Agent of Change principle, it is therefore recommended that conditions are imposed to secure the boundary risk mitigation and inaccessible landscaped buffer, ensuring the development provides a safe living environment for future occupiers over the long term, while avoiding any adverse impact on the continued operation of Whetstone Golf Course.

7.6 **The impact of the development on the surrounding highway network**

- 7.6.1 Policy DM8 of the Local Plan Delivery DPD requires that development meets the requirements of the Leicestershire Highway Design Guide (LHDG). The application is accompanied by a Transport Assessment (and further Addendums) and a Travel Plan, both undertaken by ADC Infrastructure. Highways Technical Notes were submitted on 5 February 2026 and 25 February 2026, responding to the initial comments of the Local Highway Authority (LHA) along with additional modelling data. Further drawings were submitted during the application providing additional details of the access into the site from Holt Way. These documents and drawings have all been assessed by the LHA.
- 7.6.2 Access to the development is to be provided via a continuation of Holt Way which has a 5.5m wide carriageway. This road would, following development, serve a total of 171 dwellings, whereas this width of road should typically not serve more than 150 dwellings. However, the Local Highway Authority is satisfied that the additional 21 dwellings would not create any highway safety issues and that it would not have a material impact upon the highway network.
- 7.6.3 The LHA has also advised that the existing access to Holt Way from Cosby Road is safe and suitable for accommodating the requirements of the development. Furthermore, it was noted that there have been no recorded PICS within 500m of the site access in the previous five years. LHA data is currently available for up until the end of December 2025.
- 7.6.4 The Transport Assessment considers the location of the site in sustainability terms and concludes that there would be good opportunities for pedestrian travel and that facilities within Littlethorpe, Narborough and Cosby are within the preferred maximum walking distance of the site. It also notes that there are good opportunities for cycling with Warwick Road and roads in Littlethorpe being categorised as recommended routes for cyclists by LCC. It also notes that bus stops are located on Leicester Road. The stops serve the x84 service running between Leicester and Lutterworth. There is also a demand-

responsive bus service called Fox Connect where residents within Littlethorpe and the surrounding areas can book through the phone on an app. To enhance bus travel, it is proposed that contributions are made towards sustainable transport.

- 7.6.5 The Transport Assessment concludes that the development would generate 135 pedestrian trips, 25 by bus, and 17 by cycle during the day. The existing and proposed infrastructure would be able to accommodate that increase in demand.
- 7.6.6 In respect of the highway impacts related to the increased vehicular movements associated with the development, the LHA required off-site junction modelling using the Pan Regional Transport Model (PRTM). A total of five junctions were assessed with three of the junctions adequately accommodating the development. The Leicester Road/Coventry Road/Station Road mini-roundabouts (two junctions) were noted to operate above capacity in the design year (2030). The impact on the Station Road arm of the roundabout was assessed by the LHA as requiring mitigation in order to overcome severe impacts at this junction. A scheme has been designed by the applicants for the roundabout, including an increased entry width and flare of the Station Road arm achieved by utilisation of and alteration to the kerb of the build out in front of 2 Coventry Road (newsagents); as well as pedestrian improvements incorporating dropped kerbs and tactile paving.
- 7.6.7 The Station Road mitigation scheme has also been modelled to the satisfaction of the LHA and they have advised that the development impacts on this junction would not be unacceptable with the mitigation in place. A condition is recommended to ensure delivery of the scheme. Accordingly, the proposed development with mitigation would not result in a severe impact on the performance of any off-site junctions.
- 7.6.8 The LHA has advised that Jelson, the developers of Holt Way, have made an application for S38 agreement and that this has been signed, with a Provisional Certificate in place, but the adoption of the road has not yet formally taken place. It is understood that this is due to works to a ditch at the access under the S278 agreement not having been completely satisfactorily. Should Holt Way not be adopted this would mean that the roads within the development would also not be able to be adopted.
- 7.6.9 An update has been provided by the applicant, Davidsons, outlining that the issue with the ditch is currently being addressed by Jelson who is in the process of obtaining a new watercourse consent for the S278 works. Jelson is currently targeting around 15 months to achieve adoption of both the S278 and S38 works, taking into account the 12-month maintenance period for the S278 works. Subject to the grant of outline planning permission, Davidsons anticipate a start on site in July 2027 and with the first legal completions in January 2028. In this context, Holt Way should be adopted prior to any legal completions taking place on the Davidsons site.
- 7.6.10 At this outline stage, the internal road layout of the development has not been designed. It is also highlighted that whether a road is adopted or not under a

Section 38 agreement is not, in itself, a material consideration or a basis for refusing a development, particularly when matters of highway safety and impact have been satisfactorily addressed. Nonetheless, there could be implications for waste collections and adoptable matters are considered further in section 7.8.

7.6.11 Network Rail has been consulted in respect of increased traffic using the level crossing on Station Road. Their comments are awaited and will be reported at the committee meeting.

7.6.12 In summary, and based on the Local Highway Authority's comments, it is not considered that the impacts of the development on highway safety would be unacceptable and therefore the application can be approved in lines with Policy CS10 and DM8 and the relevant policies of the National Planning Policy Framework. This is subject to the imposition of conditions, sustainable travel obligations and off-site mitigations.

7.7 **Sustainable Travel**

7.7.1 Active Travel England provided Standing Advice for the application, which states that for outline planning applications it is advised that an appropriate design code is included with the submission and secured by design where appropriate. The development site is located some 0.7 mile from local amenities in Narborough, which is greater than the distance recommended by the Active England Standing Advice. It is however recognised that this development would support through planning obligations improvements to nearby infrastructure such as the local bus route and will connect to the cycleway along Warwick Road.

7.7.2 To ensure that the development site is laid out in a sustainable manner for travel, the following will be considered at the Reserved Matters stage of the application: site permeability (fully accessible internal routes, pedestrian and cyclist priority at road crossing points, considering of the layout in regard to the Manual for Streets), Placemaking (appropriate natural surveillance and lighting, not including sharp turns, continuous and legible routes) and Cycle Parking.

7.8 **Waste Collection**

7.8.1 As the planning application has been submitted for outline permission, Neighbourhood Services are unable to comment on the site waste collection points, therefore this detail will be conditioned for the reserved matters stage of the application.

7.8.2 It is recognised that the site would be accessed off Holt Way, which is not currently an adopted highway. If the adoption of Holt Way to Cosby Road cannot be achieved then the internal road serving the development would also remain unadopted. The Councils 'Waste Storage and Collection Guidance for New Developments' states that '*New developments and their access roads should be designed to accommodate these vehicles and be adopted as public highway by the local highway authority. Blaby District Council do not consider the option of indemnity agreements to be suitable to enable domestic waste*

collections to take place on roads that are not adopted as public highway. Similarly the Council will not support or allow the deferment of its statutory duty to collect household waste to a separate management company or contractor’.

- 7.8.3 It is understood that the Council’s waste collection service currently enters Holt Way to carry out collections. As noted above in the section 7.6 on highway impacts, whilst Holt Way is not adopted at present it has been designed to an adoptable standard and is proceeding through the legal agreements required to secure adoption with Leicestershire County Council. In addition, the applicant has outlined that in all likelihood, Holt Way will have been formally adopted by the time any properties on the proposed development are completed.
- 7.8.4 It is therefore considered that by the time this proposed housing is occupied, the development will be capable of providing adequate waste collection arrangements. In any case, a waste management strategy condition is recommended to ensure that the Council can give detailed consideration to waste collection matters. Accordingly, the development provides an appropriate provision for waste collection and complies with policy CS2 in this respect.

7.9 **Flood risk and the Sequential Test**

- 7.9.1 Policy CS22 of the Core Strategy directs development towards locations at the lowest risk of flooding within the District, giving priority to Flood Zone 1. A Flood Risk Assessment has been submitted with the application which demonstrates that most of the site is located within Flood Zone 1 along with the access/egress.
- 7.9.2 The application forms note that surface water will be disposed of by sustainable drainage system and to an existing water course and that foul sewerage will be disposed of by mains sewer.
- 7.9.3 The Flood Risk Assessment submitted by the application concludes that *‘the surface water drainage strategy has been considered, and a calculation of the anticipated discharge rates and attenuation volumes has been carried out. The proposed development shall look to discharge surface water runoff into the drainage ditch on the western boundary of the land ownership’.*
- 7.9.4 It also notes that *‘attenuation is proposed via the use of a SuDS basins. The basin will be designed to attenuate surface water runoff for all storm events up to and including the 1 in 100 year plus 40% climate change storm event, in line with local planning guidance. The basin outflow will be restricted to the equivalent 1 in 2-year greenfield runoff rate for the developable area.*

Provided that the recommendations of this report are followed, then the development can proceed without being at any significant flood risk and without increasing flood risk elsewhere. The development proposals are considered sustainable from a flood risk and drainage perspective’.

- 7.9.5 The LLFA provided the following comments on the application:

- *'Leicestershire County Council as Lead Local Flood Authority (LLFA) notes that the 8.75ha greenfield site is located within Flood Zone 1 and 2 being at low to medium risk of fluvial flooding and a low to medium risk of surface water flooding. There are large areas of flood zones 2 and 3, including functional floodplain to the north, associate with the River Soar, which is a main river at the location.*
- *The proposals seek to discharge via an attenuation basin to the on-site watercourse. The base of the proposed basin is approximately 0.5m above the predicted Q100 flood level'.*
- *'Notwithstanding any surface water drainage details submitted under this application, as the proposals are for outline permission, no specific drainage elements are fixed at this stage. As such, the LLFA would require that later reserved matters and detailed design fully comply with the new National Standards for SuDS and to any other amended local or national policy/guidance relevant at the time of submission of those details. This includes (but is not limited to) a reassessment of discharge rates, contributing areas, attenuation scale and evidence of retention of the first 5mm of rainfall on-site. Any departure from the standard should be fully substantiated and agreed with the LLFA'.*

7.9.6 In addition, the LLFA provided suggested conditions, which have been included as recommendations at the beginning of this report.

7.9.7 The Environment Agency were consulted on the application and as the built development falls within flood zone 1 they had no fluvial flood risk concerns associated with the site.

7.9.8 The applicants have provided a copy of their pre-development enquiry from Severn Trent Water (dated 7th February 2020 within the Flood Risk Assessment) which noted that connection to the foul sewer in Riverside Way provides a feasible means for discharge of foul water. Their response notes the following:

- *'A gravity foul discharge from the development can be made into the 150mm dia. public foul sewer in Riverside Way, however this will need modelling due to a property in this area being on the Floods Register due to issues relating to flooding in a 1 in 1 yr return period event. The foul sewer in Riverside Way surcharges in a return period assessment as in less than a 1 in 1 yr event.*

7.9.9 The correspondence from Severn Trent goes on to state that the required modelling will only be undertaken once there is certainty that the development is likely to proceed (e.g. that planning permission is granted).

7.9.10 The House of Commons Library note that *'water companies are legally required to provide water and sewerage services to new developments within the region they serve. In practice, this means that new developers have a right to connect their drains to the main sewers operated by water companies'* and that *'it is for the local planning authority to decide whether the capacity of wastewater infrastructure is a relevant consideration to a specific planning application. This will depend on the circumstances of each application'*. For this application,

consultees have not advised that foul drainage capacity is a matter that should prevent the development proceeding or that significant new infrastructure is required to accommodate the development. Disposal of foul water is not therefore considered an issue on which refusal of the application could be substantiated.

7.9.11 BDC Environmental Services provided the following comments '*In relation to the disposal of foul sewage, the submitted application form indicates that the mains sewer would be used. The applicant will need to comply with the requirements of Severn Trent Water. I have no further comments to make at this time.*'

7.10 **The Sequential Test**

7.10.1 The sequential test should be applied to 'Major' and 'Non-major' development proposed in areas at risk of flooding, as set out in paragraphs 173 to 174 of the National Planning Policy Framework. Paragraphs 175, 176 and 180 set out exemptions from the sequential test.

7.10.2 In applying paragraph 175 a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.

7.10.3 An area of the site along the northern boundary is identified as lying within Flood Zone 2. This area is proposed to accommodate a pedestrian and cycle access leading to Warwick Road only. The development design confirms that no built development or vehicular access is proposed within this flood zone.

7.10.4 In accordance with the indicative site layout, all built development is located entirely outside areas at risk of fluvial flooding. As a result, the proposal does not introduce more vulnerable development into Flood Zone 2 and therefore the Sequential Test is not required.

7.10.5 Areas of surface water flooding are shown to affect the northern part of the site. These areas coincide with the location of the existing balancing pond and the proposed locations of new balancing ponds as indicated on the masterplan. No built development is proposed within these surface water flood risk areas.

7.10.6 Given that all built development is located outside Flood Zones 2 and 3, and that surface water flood risk areas are reserved for drainage infrastructure and open space, the proposed development does not require the application of the Sequential Test.

7.10.7 The proposed development is therefore not considered to be vulnerable in terms of flood risk to the site and is not considered to increase flood risk elsewhere, subject to an appropriate surface water drainage scheme being

agreed. The proposal is therefore considered to accord with policy CS22 of the Core Strategy.

7.11 The impact on designated heritage assets and archaeology

7.11.1 A Heritage Assessment conducted by Pegasus Group was to accompany the application. The assessment notes that the application site lies within an area of archaeological potential. LCC Archaeology note that: *'Historic Ordnance Survey mapping and aerial photographs indicate that the site has remained largely undeveloped in recent times, so any archaeological remains present are likely to be well-preserved. Consequently, there is likelihood that buried archaeological remains will be affected by the proposals'*.

7.11.2 The Heritage Assessment notes that there are *'no built heritage assets lie within the site, or its immediate vicinity. The proposed development is not anticipated to result in any harm to the significance of any identified assets in the wider vicinity, through changes to setting'*

7.11.3 BDC Principal Planning and Conservation Officer considers that the impacts on nearby heritage assets would not be harmful. The consultation response notes *The closest assets are located within the centre of Littlethorpe on Station Road and comprise The Plough – Grade II listed and The Old House, which is also Grade II listed'...[...] 'I do not consider that the application site makes a meaningful contribution to the setting of these listed buildings given the absence of any apparent historical or functional associations between the assets and the application site in question. In addition, due to the substantial amount of development that has occurred during the growth and expansion of the Littlethorpe, I do not consider a development on this site would compromise the setting of these assets and therefore, would not lead to any harm to their heritage significance in that regard'*.

7.11.4 The County Archaeology team has considered the submitted information and recommends that any planning permission is granted subject to a condition requiring a programme of archaeological work, including further post-determination trial trenching, in accordance with a written scheme of investigation, to be submitted to and approved by the District Planning Authority. A condition is recommended to accord with this advice.

7.11.5 The development therefore is in accordance with Policy CS22 of the Local Plan Core Strategy and DM12 of the Blaby Delivery Development Plan.

7.12 The ecological impact and Biodiversity Net Gain (BNG)

7.12.1 Policy CS19 of the Core Strategy seeks to protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas. 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. A 10% provision of BNG became mandatory for

planning applications for major development submitted from 12 February 2024 and for small sites from 2 April 2024.

- 7.12.2 Policy CS19 of the Core Strategy seeks to protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas.
- 7.12.3 An Ecological Appraisal was submitted with the application, which was updated during the application process to address comments made by LCC Ecology. The Ecological Appraisal notes that there are no statutory designated sites of international importance sites recorded within 10km of the site boundary. Additionally, it notes that one statutory designated site of national importance was recorded within 2km from the site boundary; Narborough Bog SSSI. This is located approximately 845m north and comprises a complex of wet woodland, upland neutral grassland, and lowland fens. This designation is separated from the site by the M1. Additionally it is noted that four Local Wildlife Site (LWS), one potential Local Wildlife Site (pLWS), and one candidate Local Wildlife Site (cLWS) were identified within 1km of the site, all sites are dissected from the site by the M1.
- 7.12.4 The Non-Technical Summary notes that *'features of ecological value (hedgerows and mature trees) will be retained as part of the proposals where possible. Hedgerow removal required for access will be mitigated via the creation of new native hedgerows'* Furthermore it notes that habitats within the site were considered to provide limited foraging resource for badgers and offer local level value to the local breeding bird assemblage and bat population, *with* perimeter habitats providing suitable foraging / commuting / nesting habitat.
- 7.12.5 Suitable terrestrial habitat was noted for great crested newts (GCN) and eDNA testing was undertaken due to the presence of 14 water bodies within 250m of the site. Of the pond tested, five were subsequently subject to population assessment surveys, during which GCN were recorded in only two ponds.
- 7.12.6 Leicestershire County Council Ecology has been consulted and raised no objection to the application, confirming that the information submitted was satisfactory, subject to the imposition of conditions and, the applicants entering into a S106 agreement for securing BNG.
- 7.12.7 Natural England was also consulted on the application and had no objection to the application. In regard to Narborough Bog Site of Special Scientific Interest, they noted that *'Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection'*. They advised that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.
- 7.12.8 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. A 10% provision of BNG became mandatory for planning applications for major development submitted from 12

February 2024 and for small sites from 2 April 2024. This site was submitted after the introduction of Mandatory BNG, therefore this applies to the development.

7.12.9 The submitted Biodiversity Net Gain (BNG) Metric (31 March 2026) demonstrates that the proposed development would result in a net loss of 26.35% in habitat units, alongside an increase of 12.21% in hedgerow units within the site. As the on-site measures are insufficient to achieve the required net gain in habitat units, the identified shortfall will need to be delivered off-site. This will be secured through a Section 106 agreement, which will also secure the implementation and long-term management of on-site BNG through a Habitat Management and Monitoring Plan.

7.12.10 LCC Ecology were consulted on BNG for the proposed development and noted that following the submission of amended BNG note and Ecological Appraisal, they agree on the baseline habitat and have no objection on ecology grounds.

7.12.11 The development will be subject to the mandatory BNG condition, conditions relating to construction mitigation (CEMP), biodiversity enhancements and a condition for a Landscape and Ecological Management Plan (LEMP). The S106 agreement will also need to include provision for the BNG on-site and off-site enhancements. With these requirements, the development will comply with Policy CS19.

7.13 **Trees and Hedgerows**

7.13.1 The applicants submitted an Arboricultural Assessment with the application, which was conducted by FPRC. The assessment notes that *'The proposed layout will result in the part removal of sections of low-quality hedgerows and the pruning back of a linear group of trees. The impact of this can be easily mitigated for from an arboricultural perspective through new tree and hedgerow planting'*.

7.13.2 It notes that *'Due to the peripheral nature of the surveyed tree stock, all individual trees and groups of trees can be retained and incorporated into the development.'* And *'overall, the proposed development will have a negligible impact upon the arboricultural quality of the site and by developing this land, there is an opportunity to increase tree planting within the area'*.

7.13.3 Leicestershire County Council Tree and Woodlands (Forestry) were consulted on the application and provided the following comments:

'The proposed masterplan and arboricultural assessment indicate that the design of the development will retain the majority of trees/hedgerows across the site, with existing hedgerows and trees being incorporated into the wider landscape strategy. The tree protection plan submitted demonstrates that it will be able to successfully retain trees with appropriate tree protection measures in accordance with BS5837:2012. The only loss proposed being small sections of hedgerows/tree groups to facilitate vehicular and pedestrian access routes to the development. Whilst this may result in a small loss of biodiversity the

master plan indicates wider creation of open space and new tree planting which will strengthening existing natural features’.

7.13.4 The proposal is therefore considered to be acceptable and compliant with policies CS2 and CS19 of the development plan.

7.14 **Air Quality**

7.14.1 An Air Quality Assessment, undertaken by MEC Consulting Group, has been submitted to accompany the application. The report considers air quality and construction dust risk assessment, in accordance with ‘Guidance from Environmental Protection UK, May 2017, and the Institute of Air Quality Management for the consideration of air quality within the land-use planning and development control processes’ and ‘Guidance on the assessment of dust from demolition and construction’.

7.14.2 The report concludes that air quality assessment indicates that annual mean air quality objectives will be met at the most exposed receptor locations. Mitigation measures have been proposed to minimise the potential effects associated with increased air pollutant concentrations.

7.14.3 BDC Environmental Health Officers were consulted on the Air Quality Assessment and considered that the submitted Air Quality Assessment (M-EC, August 2025) is acceptable, appropriately assesses operational and construction impacts, and identifies mitigation measures to be secured through detailed design at Reserved Matters stage and via a Construction Environmental Management Plan.

7.14.4 Additionally, BDC environmental Service Officers considered that the following measures should be incorporated into proposed scheme at reserved matters stage

- Electric vehicle charging – in accordance with Approved Document S ‘Infrastructure for charging electric vehicles’;
- Low NO_x heating and boilers; and
- Measures to support cycling and walking infrastructure

7.14.5 The first two matters are requirements under Building Regulations and the later will be included within the scope of the reserved matters application.

7.15 **Minerals assessment**

7.15.1 Policy DM15 of the Delivery DPD requires development proposals in areas identified for mineral safeguarding to ensure that mineral resources of national or local significance are not needlessly sterilised by non-mineral development. Leicestershire County Council, as the Minerals and Waste Planning Authority, were consulted due to the site lying within the Sand and Gravel (and brick clay) Mineral Consultation Area.

7.15.2 A Mineral Resource Assessment by GRM Development Solutions Ltd was submitted which concluded that:

'It is considered that the site does have the potential to sterilise a relatively small quantity of mineral below the site. It has been demonstrated, however, that the tonnage being sterilised is small compared to the overall resources available and as such would not adversely impact the overall reserves. It has also been suggested that due to the nearby existing residential development present, and access issues the proposed site is unlikely suitable for mineral extraction.

Therefore, for the reasons outlined above, there is considered to be no merit in the commercial extraction of the mineral prior to development, though a mineral recovery plan should be considered to take advantage of suitable site won material for use during construction of the residential development and reduce the impact of the development on local existing mineral reserves'.

7.15.3 Leicestershire County Council were consulted and confirmed that the information and supporting evidence provided was sufficient to address previous concerns and to enable removal of the initial holding objection. They noted that *'The overall conclusions set out are agreed with, although it should be noted that the need for housing is a material consideration for the Local Planning Authority to consider in any planning balance rather than the mineral planning authority who consider the potential for sterilisation'.*

7.15.4 The development is considered to accord with Policy DM15 of the Delivery DPD and with Policy M11 of Leicestershire's adopted Minerals and Waste Local Plan. Any the impact of any sterilisation of minerals resource should be weighed in the planning balance.

7.16 **Contamination**

7.16.1 A Phase 1 Site Appraisal has been submitted, which was produced by GRM. This concludes that the site is suitable for the proposed development, assuming compliance with all the recommendations contained within this report. It is recommended that a Phase II ground investigation is carried out to determine more accurately the effect of the identified hazards on the development.

7.16.2 BDC Environmental Service Officers were consulted on the application and concurred with the conclusions of the Phase 1 Site Appraisal, namely that the site presents a low contamination risk and is suitable for residential development.

7.16.3 A condition is recommended to require a Phase II Assessment at the planning condition stage to ensure that the site is suitably assessed with additional requirements relating to remediation.

7.17 **Developer contributions and infrastructure/ facilities**

7.17.1 Policy CS11 states that new developments must be supported by the required physical, social and environmental infrastructure at the appropriate time. It states that the Council will work in partnership with delivery agencies to ensure that development provides the necessary infrastructure, services and facilities

to meet the needs of the community and mitigate any adverse impacts of development. Policy CS12 states that where requirements for infrastructure, services and facilities arising from growth are identified through robust research and evidence, it is expected that developers will contribute towards their provision (and in some cases maintenance).

7.17.2 A request for funding towards early years education, secondary education provision, special educational needs and disability provision (SEND) for primary and secondary education, library services, and civic amenity and waste facilities was received from Leicestershire County Council. Leicester, Leicestershire and Rutland Integrated Care Board (LLR ICB) has also requested a financial contribution for use at an existing GP surgery and/or to develop alternative primary/community healthcare infrastructure that will be directly impacted due to the increase in population linked to this housing development. Leicestershire Police request a contribution to mitigate the additional impacts of this development because the Force's existing infrastructure will not have the capacity to meet with new demand.

Education provision:

7.17.3 Based on the 150 dwellings proposed, the development would yield 12.75 early years children, 45 primary aged children, 26 secondary aged children, 5 Post-16 children, 0.5455 primary SEND children and 0.60 secondary aged SEND children. A request for contributions was made by the County Council, which took into account deficits or surpluses in existing provision, and so £234,039.00 is sought for early years education, £447,793.80 is sought for Secondary Education (11-16), £35,754.05 for Primary SEND Education and £48,918.60 for Secondary SEND education. No contribution is required for primary education and Post 16 on the basis of an existing surplus of places.

Highways Contributions: LCC

7.17.4 Highways seek the following contributions to encourage sustainable travel to and from the site:

1. A Residential Travel Plan monitoring fee of £6,000 for Leicestershire County Council's Travel Plan Monitoring System.
2. Appointment of a Travel Plan Co-ordinator from commencement of development until five years after the occupation of the last unit. The Travel Plan Co-ordinator shall be responsible for the implementation of measures as well as monitoring and implementation of remedial measures.
3. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

4. Six-month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at £442.50 per pass).
5. Improvements at the two nearest bus stops (outside 58 and opposite 62, Cosby Road, Littlethorpe) comprising of a timetable case (£180 per stop), raised kerb (£4950 per stop), road markings (£1500 per stop), pole (£198, southern stop only) and flag (£66, southern stop only). Total Cost of £13524 (£6630 for the northbound stop and £6894 for the southbound stop).

Narborough Parish Council

7.17.5 The Parish Council sought a contribution towards a Speed Indicator Device (SID) along Cosby Road, as this request relates to the works to the highway, advice was sought from LCC Highways to determine if these works were required to make the development acceptable and therefore meet the tests of Paragraph 58 of the NPPF. LCC Highways confirmed that they would not seek this contribution as subject to an agreement with Jelson Homes (if both sites are to be adopted) the proposals do not result in any highway safety concerns.

Libraries

7.17.6 The nearest library to the development is Narborough Library and it is considered that the development will create additional pressures on the availability of facilities at that library and others nearby. A contribution of £4,529.65 is sought to provide improvements to the library and its facilities on the basis of a 150 dwelling development. This contribution may also be spent to fund new library provision.

Waste contribution

7.17.7 A contribution of £3,580.50 is sought for the 150 dwelling development to be used for site reconfiguration, including the development of waste infrastructure to increase the capacity of the Whetstone Household Waste and Recycling Centre (HWRC), or any other HWRC directly impacted by the development.

Health Care

7.17.8 The Leicester, Leicestershire and Rutland Integrated Care Board (ICB) requests a contribution of £145,200.00 for GP surgeries to help mitigate/support the needs arising from an increase in population. The ICB requests that the funding is allocated for use either at any named GP Surgery (The Limes Medical Centre, Hazelmere Medical Centre & Northfield Medical Centre) or to develop alternative primary/ community healthcare infrastructure that will be directly impacted due to the development.

Police:

7.17.9 Leicestershire Police requested a contribution of £47,009.31 for the up to 150 dwelling development to mitigate the additional impacts. The consultation response from the police states that the need for the developer contributions is to maintain current levels of policing and ensure sustainable community safety, developer contributions toward capital infrastructure are essential.

7.17.10 The police have calculated that the following is required:

1. Personal Equipment NPA and Centralised Support - £4,802.45
2. Infrastructure and Estate Support - £23,179.82
3. Fleet Vehicles - £4,507.04
4. Transforming Policing through technology - £7260.00
5. Crime Reduction Initiatives - £7260.00

7.17.11 Of the five areas where contributions are sought, the Council consider that only the contributions for police vehicles and identification technology are those which can comply with the CIL tests and can therefore legally be secured through Section 106 agreements.

7.17.12 Officers at Blaby District Council have informed Leicestershire Police of the above and requested that future requests are limited to these two areas unless Leicestershire Police are able to demonstrate otherwise to the satisfaction of officers.

Playing Pitches

7.17.13 Blaby District Council Sport and Physical Activity Team have utilised the Sport England Playing Pitch Calculator to request a contribution towards playing pitches within the local area of the site, calculating the need based on the estimated population of the site at 360 residents. The final sum is calculated as follows:

- *Artificial Grass Pitches* - capital cost of £31,904 plus 10-year lifecycle cost to maintain the surface of £9,380. Contributions from the FA (who fund up to 75%) plus other development funding should result in a viable business case for the construction of an Artificial grass pitch at Holmes Park.
- *Grass pitch improvement at Leicester Recreation Ground* - capital cost of £33,481. The PPC calculates funding for new provision, so an assessment report of the site would have to be carried out to calculate the cost of improvements to the pitches currently in place for an accurate costing. 3-year maintenance of the pitch improvement would total £20,133.
- *Improvements to changing facilities at Cosby Recreation Ground* - capital cost of £155,275 to enhance current poor facilities to support football and Cricket provision.

- *Improvements to Cosby Recreation ground* – capital cost of £11,150-and 3-year maintenance of pitch surface at £6,189 to include improved drainage and improved pitch quality to support overplay of Rugby Union in Blaby East.

7.17.14 The total developer contribution for the proposed projects listed above would be £267,512.

7.17.15 The above contribution request is in lines with the Playing Pitch Calculator and Blaby District Council Planning Obligations and Developer Contributions Supplementary Planning Document regarding sports and sports clubs and therefore considered acceptable.

Blaby District Council Refuse Bins

7.17.16 The recently adopted Blaby District Council's Planning Obligations and Development Contributions Supplementary Planning Document (September 2024) sets out that the Council will seek and encourage developers to make contributions appropriate to provide suitable facilities for recycling and waste collection, for example wheelie bins. Paragraph 4.3.34 notes that to cover the cost of bins for refuse and recycling, £49.00 per household will be sought on all major schemes. A contribution of £7,350 would therefore be required of a scheme of 150 dwellings.

Affordable housing and housing mix

7.17.17 Policy CS7 of the Core Strategy states that the Council will seek to secure a minimum of 25% of the total number of dwellings as affordable housing on all developments of 15 or more dwellings, which should be provided on site, except in exceptional circumstances. The submitted Planning Statement confirms that the proposed development will provide for a policy compliant provision of affordable housing (25%).

7.17.18 Notwithstanding this, the application form indicates that the proposed development would provide 37 affordable dwellings, 0.5 dwellings fewer than the policy requirement of 25% affordable housing (37.5 dwellings). Indicated tenures are 30 units for social, affordable or intermediate rent and 7 units for affordable home ownership.

7.17.19 The Council's Housing Strategy Officers advise that where the application of the 25% affordable housing requirement does not result in a whole number, the Housing Strategy Team will normally seek to round the figure up to the nearest whole unit. This approach is particularly applied where the shortfall equates to half a unit or more. In this instance, rounding up would require the provision of 38 affordable homes rather than 37.5.

7.17.20 The applicant has confirmed that they are content to round up the affordable housing provision to 38 units, should the full quantum of 150 dwellings be delivered. This ensures that the scheme is fully compliant with adopted affordable housing policy. Overall, the delivery of 38 affordable dwellings carries significant weight in favour of the proposal and will contribute positively

towards addressing the identified affordable housing shortfall within the District.

7.17.21 The layout of affordable homes and exact housing tenure and size will be established through the outline planning application.

7.17.22 Policy CS8 of the Core Strategy requires residential proposals for developments of 10 or more dwellings to provide an appropriate mix of housing types, tenures and sizes to meet the needs of existing and future households in the District. The housing mix is a matter which would be determined at reserved matters stage. However, the Council's Housing Strategy team has outlined its preferred mix at this stage, for both the affordable and market housing. This is set out below:

Affordable Mix Based on 38 Units	1 bed	2 beds	3 beds	4 beds	Bungalow	%
Social Rent	6	12	8	2	2	80%
Shared Ownership	0	3	5	0	0	20%

Market mix table

Market Mix Based on 112 Units	1 bed	2 beds	3 beds	4 beds	Bungalow	Total
Market	6	28	39	28	11	112
	5%	25%	35%	25%	10%	100%

7.17.23 In addition, in order to secure Accessible and Adaptable Homes to make homes adaptable for changing and unforeseen circumstances, policy DM11 of the Delivery DPD requires development proposals for housing of 20 dwellings or more to meet the Building Regulations Standard M4(2) for 5% of the dwellings (unless site specific circumstances indicate this cannot be achieved or there are viability issues). This is also a matter which would be determined at any future reserved matters stage.

Open space

7.17.24 Policy CS14 seeks to ensure that the District's natural environment, wildlife, habitats, landscape and geology are considered and protected through good design practices, seeking to protect existing green spaces and provide new good quality, multi-functioning green networks and corridors. Updated Policy

7.17.25 Policy CS15 indicates that Blaby District Council will seek to ensure that all residents have access to sufficient, high quality, accessible open space, and

sport and recreation facilities, access to the Countryside and links to the to the existing footpath, bridleway, and cycleway network.

- 7.17.26 Contributions for open space provision or improvements within the parish will be sought in line with the provisions of Policy CS15 and the Blaby District Council Planning Obligations and Developer Contributions Supplementary Planning Document 2024.
- 7.17.27 Updated Policy CS15 standards for the provision of open space, sport and recreation per 1000 population in the District, and indicates that these standards will be used to ensure that development proposals provide sufficient accessible open space, sports and recreation, taking into account any local deficiencies. It states that new on-site provision or, where appropriate, financial contributions to improve the quality of, or access to existing open space, sport and recreation facilities, will be expected and commuted maintenance sums will be sought.
- 7.17.28 Blaby District Council's Planning Obligations and Developer Contributions Supplementary Planning Document includes guidance to support the Local Plan in relation to open space, sport and recreation requirements for developer contributions. Its states that open space and play facilities should normally be provided within the development but recognises that open spaces of less than 2200 square metres in size are of limited recreational value, are expensive to manage and maintain, often lead to conflict with neighbours and therefore have little overall community benefit.

On-site open space provision

- 7.17.29 Based on the requirements of Policy CS15, the requirements for public open space necessary to serve the development have been calculated. The calculations assume a household size of 2.4 persons per dwelling (meaning the development of 150 dwellings would have a total population of 360 people). This is consistent with the average estimated household sizes in the 2021 Census where the average household size is 2.41 for England, 2.4 for Leicestershire, and 2.42 for Blaby District.

7.17.30 The types of open space that should be delivered on the development site for any given size of residential scheme is detailed on the table below.

Table 1: Open space requirements by number of units per site					
Typology of Provision	1-19 dwellings	20-49 dwellings	50-99 dwelling	100-199 dwelling	200 dwellings
Parks and Recreation Grounds	Off-site	Off-site	Off-site	Off-site	On-site
Natural Greenspace	Off-site	Off-site	Off-site	On-site	On-site
Informal Open Space	Off-site	On-site	On-site	On-site	On-site
Provision for children and young people	Off-site	Off-site	On-site (LAP)	On-site (LEAP)	On-site (NEAP)
Allotments and community gardens	Off-site	Off-site	Off-site	Off-site	On-site

Source: Blaby District Council's Planning Obligations and Developer Contributions Supplementary Planning Document

7.17.31 The on-site open space comprises the drainage attenuation, footpath and cycleway, play area (LEAP), new planting and site boundary buffer zones (inaccessible). No outdoor sports space, allotments or cemeteries are proposed on the site.

Type of open space	Amount per 1000 population in ha (Delivery DPD figures)	Amount for 150 dwellings (360 population) in ha	Actual Provision in ha
Natural Greenspace	2.6	0.94	
Informal Open space	1.0	0.36	
Children and Young People's Open space	0.06	0.021	
TOTAL	-	1.491ha	Indicative open space (masterplan) – 4.01ha.

7.17.32 The overall amount of open space proposed exceeds the requirement of 1.491 hectares for those open space typologies being provided for on site. The open space will also include areas which may require specific maintenance or limited public access for Biodiversity Net Gain (BNG) purposes. Nevertheless, the ample provision of open space on site would help to provide a high-quality development and create a pleasant environment for future residents.

7.17.33 Although the proposed masterplan is illustrative only and layout is to be agreed as part of future reserved matters applications, it is anticipated that the development will come forward broadly in line with the masterplan. The Section 106 agreement can ensure that a minimum amount of open space is provided on-site.

Off-site open space contributions

7.17.34 Para 4.3.10 of the SPD states that the Council will consider the quantity, accessibility and quality of existing open space within the parish when considering contributions. The Open Space Audit (2019) sets out the existing provision for Narborough. The table below shows this provision and whether there is a deficit or surplus based on 2021 census population, also taking into account the addition of the development population.

Typology/ policy CS15 standards	Existing provision in ha / 1000 pop	Provision required in ha / 1000 pop	Provision (including additional 360 pop)	Difference (Deficit / Surplus) ha / 1000 pop	Amount required for development of 150 dwellings (360 pop)	Justified
Parks and Recreation Grounds	0.67	0.23	0.64	+0.03	0.08	No
Allotments and community gardens	0.19	0.25	0.18	-0.07	0.09	Yes

7.17.35 Based on the deficit in allotment provision in the Parish, a contribution towards allotment provision is considered to be justified in order to mitigate the impacts of the development. This can form part of the S106 agreement relating to the development where justified and subject to compliance with the CIL tests.

Cemeteries

7.17.36 Updated Policy CS15 of the Delivery DPD sets a standard of 0.21 hectares per 1000 people for cemeteries, meaning the development would result in a requirement for 0.076 hectares of additional cemetery space. As set out in paragraph 4.3.43 of the SPD, it should be noted that these standards and requirements are in relation to cemeteries and churchyards functioning as open spaces rather than their primary function as burial sites.

7.17.37 The Open Space Audit 2019 identifies the existing standard for cemeteries in Narborough parish is 0.22 per 1,000 people, in excess of the policy requirement. This development would increase the population of Narborough by a further 360 people to 9073 people. With the increased population, the existing cemetery open space provision would be 0.212 ha / 1000 people This is just above the Policy CS15 standard of 0.21 ha / 1000 people. When taking

into account the additional population of both this development proposal and the residential development off Oak Road, Littlethorpe, cemetery provision would be 0.20/1000 population therefore not compliant with the policy standard. However, this is in broad lines with the existing District open space standards for cemeteries and churchyards at 0.2ha/1000 and in this case a contribution would not be deemed necessary.

8 Overall Planning Balance and Conclusion

- 8.1 When determining planning applications, the District Planning Authority must determine applications in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 However, as set out in the report above, it is acknowledged that the Council can only demonstrate a 2.78-year housing land supply. The NPPF, which is a material consideration in decision making, requires that planning authorities identify a five-year supply of deliverable housing sites. Where a five-year supply of deliverable sites cannot be identified then the provisions of paragraph 11 of the NPPF apply. This means granting permission for development unless the application of policies in the framework that seek to protect areas or assets of particular importance provide a clear reason for refusing the development, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 8.3 The proposal does not conflict with NPPF policies that seek to protect areas or assets of particular importance listed in Paragraph 11, footnote 7. In accordance with paragraph 11 of the NPPF, this means that the so called 'tilted balance' is engaged and any harm arising from the proposal must 'significantly and demonstrably' outweigh the benefits in order to refuse planning permission.
- 8.4 The proposed development would provide up to 150 dwellings, of which 25% would be affordable dwellings on a site which adjoins the Settlement Boundary of Littlethorpe, a Medium Central Village. The spatial strategy set out in Policy CS1 of the Core Strategy outlines that outside the Principal Urban Area development will be focused within and adjoining Blaby and the Larger Central Villages and therefore whilst the focus is on development in the PUA, sites adjoining the Medium Central Villages are set out as being appropriate locations for housing development in the spatial strategy for lower levels of growth.
- 8.5 Due to the absence of a five-year land supply, the provision of up to 150 houses weighs significantly in favour of the proposal. Significant weight is also given to the provision of much needed affordable housing in the District. The development would also provide associated economic, social and environmental benefits, including contributions to improve local infrastructure and facilities to meet the needs of the development, and the enhancement and provision of open space (exceeding on-site policy requirements) and improvements to biodiversity through a combination of on and off site provision (Biodiversity Net Gain). The site will likely be built out over a number of years and will provide economic benefits during construction, and post-development future residents will contribute to the wider local economy and will help support local shops and services in Littlethorpe. Given that some of these impacts will

not be permanent and are required to meet the needs of the development, moderate weight is given to these considerations.

- 8.6 The site is also located in land designated as Green Wedge and there would be conflict with the functions of this designation and its requirements for development to retain the open and undeveloped character of the Green Wedge. Nonetheless, policy CS16 also states that the need to retain Green Wedge will be balanced against the need to provide new development (including housing) in the most sustainable locations.
- 8.7 Taking in to account the current housing supply position, this policy is considered to be out of date (as set out in the footnote to paragraph 11 of the NPPF) and therefore attracts reduced weight in the planning balance. Furthermore, the proposed development would be in a broadly sustainable location where policy CS16 states that a balanced consideration is required. Overall, moderate weight is accorded to Green Wedge policy in this particular instance.
- 8.8 It is acknowledged that the proposed development would have landscape impacts at the local level. However, these impacts would be mainly experienced in the immediate surrounding area rather than over a greater geographic extent, due to the extensive existing landscaping around the site. There would also be a modest loss of BMV agricultural land. Nonetheless, significant harmful impacts cannot be demonstrated and thus moderate weight is attached to these negative impacts.
- 8.9 Additionally, the development would build upon a mineral safeguarding area within the District, which should not be 'needlessly sterilised', however, no objection has been raised to the development by Leicestershire County Council on this basis and only moderate weight is given to this aspect of the proposals.
- 8.10 The proposed development would also result in an increase in traffic with additional residents using local roads in the village and surrounding area. However, the Local Highway Authority does not consider the highway impacts of the development to be severe. The vehicular access to the site is considered suitable, and mitigation measures are required to the Leicester Road/Station Road mini roundabout. Additionally, due to the proximity of the site to Narborough train station and nearby facilities in Narborough, the site is considered to be sustainably located for occupants to access services and public transport links.
- 8.11 There are no technical constraints relating to flooding, heritage impacts, environmental constraints or ecology that cannot be mitigated.
- 8.12 Overall, the proposal would conflict with some policies of the Development Plan, notably policies CS2, CS16 and DM2 given the site is located beyond the settlement boundaries in the Green Wedge and there is landscape harm, visual impacts and loss of agricultural land. However, in the context of the 'tilted balance', as set out in paragraph 11d of the NPPF, any harm is required to significantly and demonstrably outweigh the benefits of the development in order to refuse planning permission. In this context, and accounting for the

significant contribution which the development makes to housing land supply and provision of affordable housing, it is not considered that the harms identified significantly and demonstrably outweigh the benefits.

- 8.13 The application is therefore recommended for approval subject to the conditions set out at the beginning of this report, and a Section 106 agreement to secure the obligations listed.