

UPDATE SHEET

PLANNING COMMITTEE – 10 February 2026

**To be read in conjunction with the
Head of Planning and Infrastructure's Report**

- (a) Additional information received after the publication of the main reports;**
- (b) Amendments to Conditions;**
- (c) Changes to Recommendations**

Committee Technical Briefing

At the Committee Technical Briefing, questions / queries were raised by Members as follows:

1) Access to bus stops

From the Chapel Lane site (approximately 247 metres) - to reach the nearest bus stops involves:

- walking along an existing private drive from the site to Chapel Lane for approximately 130 metres – this drive does not appear to have any streetlighting
- turning onto Chapel Lane and walking for approximately 50 metres to the junction with Main Street and Snarrows Lane – this is public highway, and is a single track lane which has streetlighting, no footways, and narrow verges on both sides with hedgerows behind
- at the junction, following the road onto Main Street and walking for approximately 67 metres to the bus stops – this is public highway, wide enough for two cars and has streetlighting, no footways, and a very narrow verge with a hedgerow and wall behind on one side, and no verge on the other side.

From the application site (approximately 275 metres) – to reach the nearest bus stops involves:

- walking along the adjacent lane from the site to the junction with Main Street and Meadow Lane for approximately 105 metres – this is not public highway, and is a public footpath along a single track lane with no streetlighting and no footways or verges
- at the junction, crossing Main Street and walking for approximately 170 metres to the bus stops – this is public highway, wide enough for two cars and has streetlighting and a footway on one side.

Both routes involve walking along a private drive or lane with no streetlighting, with this distance being greater for the Chapel Lane site compared to the application site. There are no footways along the whole of the route from the Chapel Lane site, with a footway being available along the majority of the route from the application site and the other part of the route being along a public footpath along the private lane which is lightly trafficked. The route from the application site to the bus stops is therefore considered to be of a different character to the route from the Chapel Street site. Considering the above, officers consider that the application would not conflict with criterion (vi) of Policy S3 of the Local Plan (2021).

2) Recent appeal decision

On 2 February 2026, an appeal against the Council's refusal of an outline application for two self-build dwellings at New Packington was dismissed by the Planning Inspectorate on the grounds of being contrary to the spatial strategy in the development plan (which includes the Ashby de la Zouch Neighbourhood Plan 2025), not being in a location that is accessible by a range of sustainable modes of transport and harm to the character and appearance of the area.

The New Packington site is located outside the Limits to Development. There are no services or facilities within 1km of the New Packington site. New Packington is not served by a bus service, and the nearest bus stops are 1.2km away. At Osgathorpe there is a pub and church, and it is served by a bus service (Arriva bus number LC16 running between Ashby, Shepshed and Loughborough) which runs every two hours (between 07.28am – 18.18pm Monday – Saturday) with five services a day, no evening services, and no services on Sunday. Details about distance and route to the bus stops from the site is set out above.

The Inspector stated that New Packington has very limited services and facilities and whilst there is a footway linking the appeal site to Ashby de la Zouch, this is largely unlit and involves distances that would discourage regular walking, particularly during hours of darkness or adverse weather. The Inspector also states that this would also apply to access to bus services and to the use of public rights of way, and that even taking into account the potential for cycling, this would constitute a single sustainable mode and would not constitute a genuine range of sustainable and accessible transport options and so future occupiers would be heavily reliant on the private car, contrary to Policy S3 criterion (vi).

Additional Information

3) Update on self-build and custom build permissions and the shortfall of plots

Since publication of the committee report a further three custom or self-build plots have been granted planning permission or permission in principle. One of these plots is on the same site as a previous approval for a self-build plot and so cannot be counted again. This reduces the ongoing shortfall from 36 plots as set out in the published committee report to 34 plots. An updated table is set out below.

A	B	C	D	E	F
Base Period	Registrations in base period	Plots required to meet demand by end of base period	Permissions granted in base period (dwellings)	Cumulative permissions at end of base period (dwellings)	Oversupply (+) or shortfall (-) (E minus C)
1 April 2016 to 30 October 2016	6	0	1	1	+1
31 October 2016 to 30th October 2017	10	0	1	2	+2
31 October 2017 to 30 October 2018	8	0	2	4	+4

31 October 2018 to 30 October 2019	14	6	30	34	+28
31 October 2019 to 30 October 2020	20	16	0	34	+18
31 October 2020 to 30 October 2021	14	24	0	34	+10
31 October 2021 to 30 October 2022	20	38	0	34	-4
31 October 2022 to 30 October 2023	34	58	3	37	-21
31 October 2023 to 30 October 2024	37	72	17	54	-18
31 October 2024 to 30 October 2025	33	92	32	86	-6
31 October 2025 to 30 October 2026	TBC	146*	26**	112**	-34**

* 126 is the total number of registrations between 1 April 2016 and 30 October 2023. 146 includes an additional 20 registrations which were previously removed from register which have now been added back in

** As of 10 February 2026

The shortfall of custom and self-build plots remains significant and it is considered that the further reduction by two plots to the overall shortfall does not change the positive weighting afforded to the provision of self-builds or the overall planning balance as set out in the main report.

4) Point of clarification

At page 15 of the committee report, reference is made to there being no vehicular access from the garden to The Jetty onto the public footpath; this should say that there is no vehicular access from the garden to No. 51A Main Street to the public footpath.

RECOMMENDATION – NO CHANGE TO RECOMMENDATION