

**Erection of 1 no. single custom-build dwelling (Outline - all matters reserved)**

**Report Item No  
A1**

**Colliery Farm, 36 The Moor, Coleorton, Leicestershire**

**Application Reference:  
25/00738/OUT**

**Grid Reference (E) 440136**

**Grid Reference (N) 316983**

**Date Registered:  
28 May 2025**

**Applicant:  
Mr Dan Sturgess – Lychgate Homes Ltd**

**Consultation Expiry:  
24 September 2025**

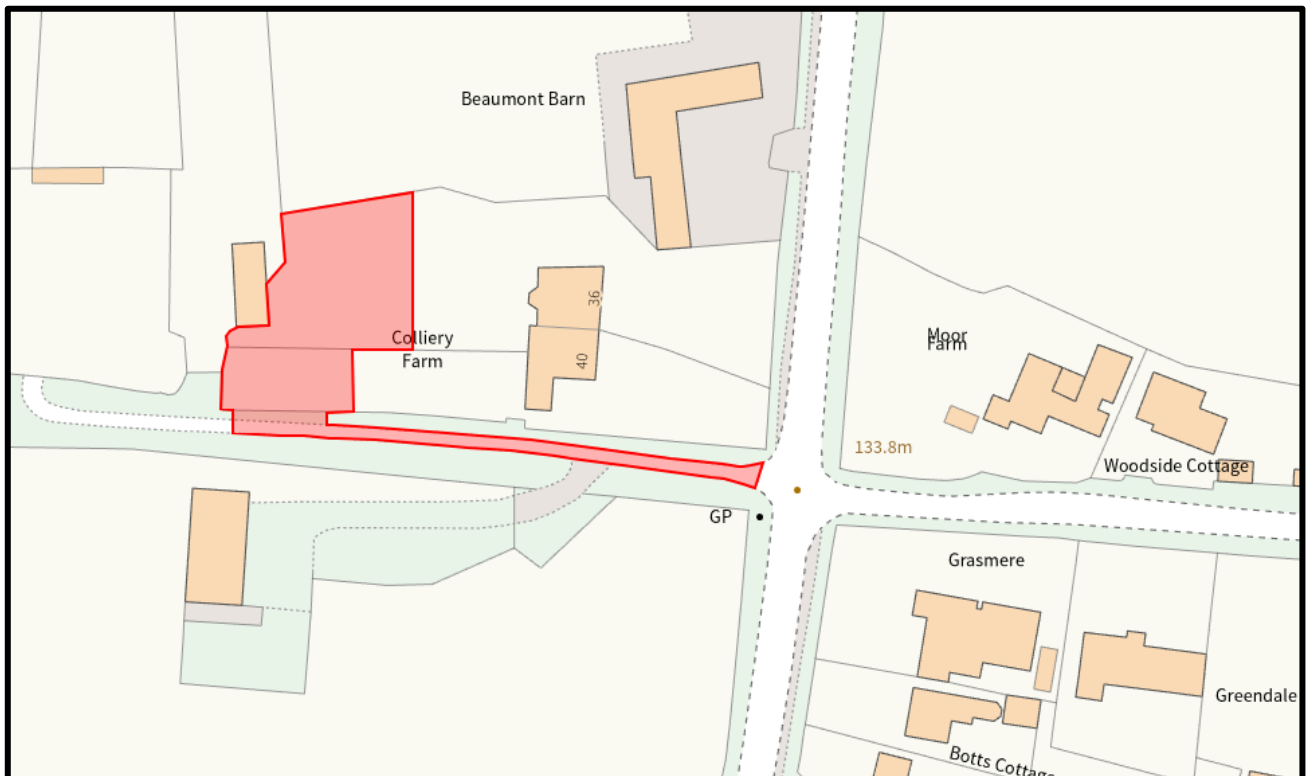
**Case Officer:  
Lewis Marshall**

**8 Week Date:  
14 July 2025**

**Extension of Time:  
21 November 2025**

**Recommendation:  
PERMIT**

**Site Location - Plan for indicative purposes only**



### **Reasons the case is called to the Planning Committee:**

The application is brought to the Planning Committee for determination under the requirement of the constitution as the agent for this scheme is related to an Elected Member of the Council and objections have been received in relation to the application. The application has also been the subject of a call-in by Cllr Boam for the following reasons:

- The site is outside of the limits to development
- The development is too large for the area
- The development is restricted to a certain builder and is not a self-build

### **RECOMMENDATION – PERMIT, subject to the following conditions;**

1. Time limit for reserved matters submission
2. Reserved Matters to be approved (access, layout, scale, appearance and landscaping)
3. Approved Plans
4. Details of levels to be submitted and approved as part of the reserved matters application
5. Self/custom build occupation restriction
6. Coal mining site investigations and implementation of remediation works
7. Verification of remediation works
8. Great Crested Newt Precautionary Working Method Statement
9. Biodiversity Enhancement Scheme which shall include at least one woodcrete/integrated bat box, and at least one woodcrete/integrated sparrow terrace with a minimum of three entrance holes
10. Tree Protection and Retention Plan to be submitted with reserved matters applications(s) seeking approval of access, layout and landscaping
11. Details of foul and surface water drainage to be submitted and agreed under the outline application

### **Informatives:**

1. Positive and Proactive Statement
2. BNG Exemption
3. Nesting Birds
4. Public Right of Way
5. Crane and tall equipment procedures – East Midlands Airport

## MAIN REPORT

### 1. Proposals and Background

This application seeks outline planning permission for the erection of one custom-build dwelling with all matters reserved. Therefore the access, layout, appearance, scale and landscaping would be subject to later reserved matter(s) applications should outline planning permission be granted.

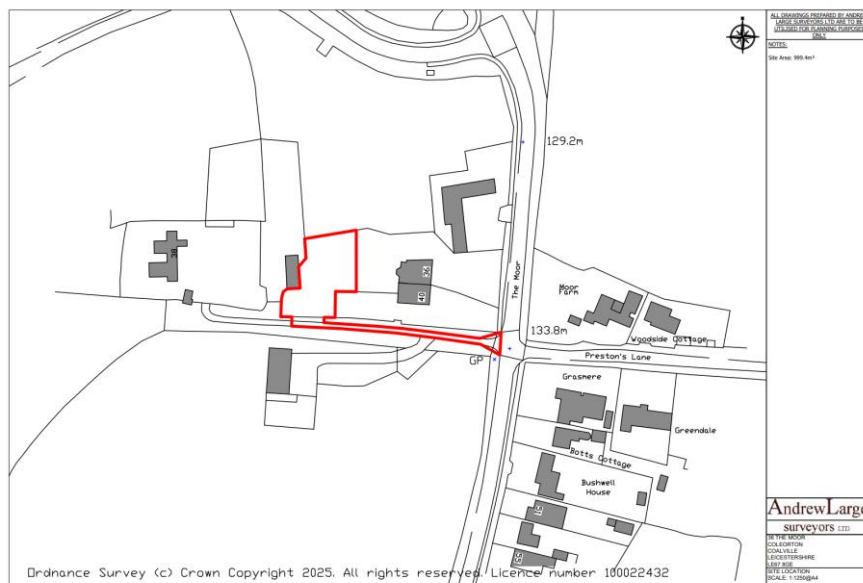
The wider application site is known as Colliery Farm. The site is accessed via an existing unmade track taken from The Moor which is to the east. The track also forms the route of Public Right of Way (PROW) M65 which provides access to the countryside and wider Rights of Way network to the west of Coleorton. Ownership of the existing track is unknown, and the owner cannot be traced. Accordingly, the applicant has completed Certificate C within the submitted application form and undertaken the necessary publication and notice prior to the submission of the application.

The application site is located outside of the Limits to Development as per the adopted North West Leicestershire Local Plan (2021). The site is also within the National Forest and a “Coal Development – High Risk Area”. A group of three candidate Local Wildlife Sites’ (CLWS) are located to the south of the site.

The site is not within a conservation area nor is it at risk of any sources of flooding. The Grade II\* Registered Park and Garden to Coleorton Hall is located 120m to the north-west, however, given the intervening extent of land and highway network, the site is not considered to be within the setting of the heritage asset.

To the east of the application site are a pair of semi-detached two storey dwellings accessed off The Moor. To the north-east, is a large, detached dwelling and its associated curtilage known as ‘Beaumont Barn.’ West of the application site is the large, detached dwelling and its associated curtilage and outbuildings at no.38 The Moor. A detached annexe building associated with this neighbouring dwelling abuts the western boundary of the application site. Agricultural land and an agricultural building are located to the south of the access track. The application site is contained to the north by dense woodland and a timber fence. The southern site boundary is formed by a hedgerow mix and an access with a steel five-bar gate. A number of mature specimen trees are located on the site peripheries.

### Site Location Plan



## Aerial Image of the Site Location



## Indicative Site Layout



Further information in respect of the application, including the supporting documentation and relevant plans, can be found on the District Council's website.

## **Relevant Planning History**

24/00406/FUL - Erection of dwelling with associated works including detached garage, parking and access – Withdrawn 02.05.2024

## **2. Publicity**

Three neighbouring properties were initially notified on 28<sup>th</sup> May 2025.

A site notice was displayed on 26<sup>th</sup> June 2025.

A press notice was published in the Leicester Mercury on the 25<sup>th</sup> June 2025.

## **3. Summary of Consultations and Representations Received**

The following summary of representations is provided. All responses from statutory consultees and third parties are available to view in full on the Council's website.

### **Objections from:**

Coleorton Parish Council, for the following summarised reasons:

- The site is outside of the limits to development;
- The application is contrary to local planning policy;
- There is an alternative vacant property elsewhere that would provide a dwelling that could be enhanced to preserve the history and character of Coleorton;
- There are no environmental benefits from the proposed development;
- The use of the land as garden is disputed and it is considered more likely to be agricultural land;
- There are no details of foul, surface or storm water drainage thus the site is not a serviced plot as required for self-build development;
- Concerns that any drainage measures could be a nuisance to neighbours;
- Supports the concerns raised by local residents in respect of access, highways, ecology, heritage and coal mining risks.

### **No Objections from:**

NWLDC Environmental Protection

### **No Objections, subject to conditions and/or informatives, from:**

Coal Authority

East Midlands Airport Aerodrome Safeguarding Team

Leicestershire County Council - Highway Authority

Leicestershire County Council – Ecology

NWLDC Tree Officer

### **No Comments received from:**

NWLDC Waste Services

## Third Party Representations

19 third party representations have been received objecting to the application alongside the submission of photographs and other visual material which can be viewed on the Council's website. The comments raised are summarised as follows:

Grounds of Objections	Description of Impact
<b>The Principle of Development and Preliminary Matters</b>	The application conflicts with local policy due to its location outside of the limits to development with a lack of local services/facilities and is therefore unsustainable development.
	A previous application for one dwelling on the site was withdrawn and there are no material differences between that and the current application.
	There is a lack of social, economic or environmental benefits associated with the development having regard for paragraph 11dii of the NPPF. The provision of a self-build dwelling does not outweigh the policy conflict.
	The lawful use of the site is not residential curtilage. The site should not be considered as previously developed land.
	Many applications and appeals for self-build dwellings in the local area have been refused and dismissed and therefore to be consistent, the Local Planning Authority should refuse this application.
<b>Visual Impacts and Impacts on the Countryside</b>	The proposal is at odds with the sporadic character and settlement pattern of Coleorton and it will set an unwelcome precedent.
	Loss of open countryside and rural character.
	A large number of trees were removed from the site prior to the submission of the application.
<b>Residential Amenity</b>	The submitted indicative site layout plan suggests the proposed dwelling would be two storeys in scale and would therefore result in overbearing and privacy impacts.
<b>Highway Safety Impacts</b>	The access track is not a public highway and the applicant has no right of way to use the track to access the land nor are there any shared responsibilities to maintain the track.

	Additional use of the track is a danger for pedestrians and users of the PROW.
	The existing access to the site is not a historic access and was recently created.
	The access is unsuitable for additional vehicles due to its narrow width, unmade surface and poor visibility on to The Moor.
	Insufficient visibility splays on to The Moor and the impact on the highway has not been properly assessed by the Local Highway Authority.
	Construction activities and additional use could block the access resulting in a danger to highway safety.
<b>Ecology</b>	The site has biodiversity value and the proposal would harm wildlife and protected species.
<b>Other Matters</b>	The site does not benefit from a sewer connection and the application does not contain details of the septic tank location.
	The proposal is not a genuine custom build development as it should be on a serviced plot.
	The application form has been completed incorrectly and the application should be refused for that reason.
	The site is part of the former Beaumont Estate and therefore Historic England should have been consulted due to the importance of the site to the local area.
	There are vacant properties in the area that would meet housing needs.
<b>Non-Material Planning Considerations</b>	There are overhead wires close to the site which could be a hazard during deliveries/construction.
	The site owners have themselves objected to other self-build planning applications.

One letter of support has been received from who is believed to be the owner of the land (not the named applicant). The letter of support is submitted in response to objections received and the following material planning matters have been raised:

- The builder has an excellent reputation for bespoke projects and high-quality self and custom build homes.
- The site should be considered sustainable due to the proximity to local services and public transport links.
- The Local Highway Authority has not objected to the previously withdrawn or the current application.
- The access road is an unclassified road repairable at public expense.
- Existing trees on the site have been removed because they were largely overgrown non-native species that were overbearing and blocked light to neighbours property.
- The site is well screened and hidden from public view and neighbours
- The site is residential curtilage to no. 36 The Moor and should be considered previously developed land
- Other sites have been granted permission for housing in the locality
- The site is not a nature reserve and LCC Ecology have not raised any objections

All responses from statutory consultees and third parties are available to view in full on the Council's website.

#### **4. Relevant Planning Policy**

##### **National Policies**

##### **National Planning Policy Framework (2024)**

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

Chapter 2. Achieving sustainable development;  
Chapter 4. Decision-making;  
Chapter 5. Delivering a sufficient supply of homes;  
Chapter 8. Promoting healthy and safe communities;  
Chapter 9. Promoting sustainable transport;  
Chapter 11. Making effective use of land;  
Chapter 12. Achieving well-designed places;  
Chapter 14. Meeting the challenge of climate change, flooding and coastal change;  
Chapter 15. Conserving and enhancing the natural environment;  
Chapter 16. Conserving and enhancing the historic environment.

##### **Local Policies**

##### **Adopted North West Leicestershire Local Plan (2021)**

The following policies of the adopted local plan are consistent with the policies of the NPPF and should be afforded full weight in the determination of this application:

Policy S2 – Settlement Hierarchy;  
Policy S3 – Countryside;  
Policy D1 – Design of New Development;  
Policy D2 – Amenity;  
Policy IF4 – Transport Infrastructure and New Development;  
Policy IF7 – Parking Provision and New Development;  
Policy En1 – Nature Conservation;



Policy En3 – The National Forest;  
Policy En6 – Land and Air Quality;  
Policy Cc2 – Water – Flood Risk;  
Policy Cc3 – Water – Sustainable Drainage Systems; and  
Policy Ec5 – Airport Safeguarding

### **Adopted Leicestershire Minerals and Waste Local Plan (September 2019)**

The Leicestershire Minerals and Waste Local Plan forms part of the development plan and the following policies are relevant to the determination of the application:

Policy M11: Safeguarding of Mineral Resources  
Policy W9: Safeguarding Waste Management Facilities

### **Other Policies**

National Planning Practice Guidance  
National Forest Strategy 2014-2024  
Good Design for North West Leicestershire Supplementary Planning Document – April 2017.  
Leicestershire Highways Design Guide (Leicestershire County Council).  
National Design Guide – October 2019.  
Circular 06/05 (Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System).  
Department for Transport's 'Building Sustainable Transport into New Developments' (2008)  
Chartered Institution of Highways and Transportation 'Planning for Walking' (2015)  
The Conservation of Habitats and Species Regulations 2017  
The Self-Build and Custom Housebuilding Act 2015

## **5. Assessment**

### **Principle of Development**

In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for the determination of the application is the development plan which, in this instance, includes the adopted North West Leicestershire Local Plan (2021) and the Leicestershire Minerals and Waste Local Plan (2019).

As of 21st November 2022, the adopted Local Plan became five years old and therefore an assessment is required as to whether the most important policies in the determination of the application are up to date having regard for their consistency with the National Planning Policy Framework. The most important policies in the determination of this application are Policies S2 and S3 as they relate to the provision and distribution of housing. The Council can demonstrate a five-year housing land supply and has performed well against the Government's Housing Delivery Test. It is considered that Local Plan Policies S2 and S3, the policies most important in this case, are effective, not out of date and carry significant weight.

The site is located on land falling outside the defined Limits to Development designated as countryside within the adopted Local Plan. On sites falling outside the defined Limits to Development, residential development is not a form of development that is permissible by Policy S3 save for limited exceptions as specified in the policy (e.g. re-use or adaptation of an existing building or the redevelopment of previously developed land).

The NPPF defines 'Previously Developed Land' (PDL) as land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface

infrastructure. However, this excludes land in built-up areas such as residential gardens (although it should not be assumed that the whole of the curtilage should be developed).

The applicant has suggested that the site forms part of the curtilage to no. 36 The Moor and is previously developed land by reason of its location in the countryside and therefore not in a 'built up area'. There is no definition of what constitutes a built-up area and therefore a judgement is required in each case. The location in the countryside and outside of the defined settlement limits does not preclude sites from being located in a "built-up area" as the applicant suggests. The site is bound to the east, north and west by existing residential properties. An agricultural building is also located to the south of the site beyond the existing access track. The site is also in close proximity to other clusters of dwellings in the wider Coleorton area which is characterised by sporadic pockets of built-up development. It is therefore considered that the site is located within a 'built-up area' and therefore cannot be considered to be PDL as defined by the National Planning Policy Framework.

Furthermore, the lawful use of the site as domestic curtilage has not been confirmed through the determination of a certificate of lawfulness application and evidence has been received by third parties which contradicts this claim. It cannot therefore be determined for the purposes of considering the current application that the site is lawful residential curtilage, thus the site should be considered as agricultural land which would not constitute PDL.

In the event that the site was determined to be lawful domestic curtilage, the NPPF is clear that *"it should not be assumed that the whole of the curtilage should be developed"*. Given the degree of separation between the majority of the site from the host dwelling and the primary garden area associated with no. 36 The Moor, together with the lack of any existing hard surfacing or infrastructure on the application site, there are strong grounds to determine that the site is not suitable for redevelopment as PDL when having regard for the NPPF definition.

The proposed development would not, therefore, fall within any of the exceptions provided for within Policy S3. The application therefore conflicts with Policy S3.

The concept of new development being directed to locations that minimise reliance on the private motorcar is contained within paragraphs 7 and 8 of the NPPF. Policy S2 is consistent with the core principle of the NPPF to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

The site is located within an area identified as countryside under Policy S3, with the nearest settlement being the part of Coleorton defined as a "Sustainable Village", which is located approximately 290m on foot from the site.

Sustainable Villages are defined under Policy S2 as *"Settlements which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development."* Policy S2 specifies that any 'growth' should be proposed on land within the Limits to Development. The remainder of Coleorton (the part not considered to be a Sustainable Village) where the site is located, is defined as a "Small Village" which have *"very limited services and where development will be restricted to conversions of existing buildings or the redevelopment of previously developed land"*.

As such this proposal would not accord with the details listed in the hierarchy of settlements as per Policy S2 of the Local Plan.

For the reasons set out above, the proposal would not accord with the provisions of Policies S2 and S3 of the adopted Local Plan.

Notwithstanding the above failure to comply with Policies S2 and S3 of the Local Plan, Policy S3

provides a second set of criteria which requires development on land within the countryside to be assessed against subparagraphs (i) - (vi) of Policy S3. An assessment of these subparagraphs is listed below:

*(i) The appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced.*

The site is located within the National Forest and within the Leicestershire and South Derbyshire Coalfield National Character Area (NCA). NCA profile 71 notes that *"although mining and urban features dominate the landscape, there are areas that remain rural. There are small villages, particularly in the coalfield in the south, and there are some areas of very distinctive character such as the landscape around Coleorton where small pasture fields, overgrown hedges, with frequent hedgerow trees and small copses are linked to a dispersed pattern of cottages and small groups of houses along winding lanes with a network of paths and tramway."*

Coleorton is a dispersed settlement with ribbons of sporadic houses separated by 'green gaps' with the occasional cluster of more dense development. The site and its surrounding group of dwellings can be considered as one these clusters with further ribbons of development located along The Moor and Preston's Lane to the south and west of the site.

The site itself comprises of an area of greenfield land, located to the west of The Moor behind existing properties which form a small band of linear development. To the west of the site is a large, detached dwelling with a large 1.5 storey outbuilding (used as a domestic annexe) situated immediately adjacent to the application site. Within the site locality, new development has occurred beyond The Moor along Preston's Lane. The application site contains a fence and tree lined boundary to the north and a hedgerow and access track to the south. Beyond the access track is a single storey agricultural building. The site is visually well contained by existing buildings and planting and as such, forms part of the existing cluster of built development and therefore provides only a modest positive contribution to the character and appearance of the countryside in this location. This modest contribution is limited to views when crossing the PROW along the access track.

Overall, and subject to the submission of reserved matters application(s), it is considered the proposals in this instance would not result in a suburban form of development that would fail to respond to or enhance the built and natural character of the settlement, thus would not result in harm to its immediate and wider landscape setting.

*(ii) It does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements, either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries.*

The proposals would result in the infilling of an existing undeveloped site outside of the defined limits to development. However, as set out above, the site is well contained and forms part of the existing cluster of built development and as such, that the proposals would not undermine, the physical and perceived separation and open undeveloped character between nearby settlements.

*(iii) It does not create or exacerbate ribbon development.*

It is noted that the Planning Portal defines 'ribbon development' as *"development, usually residential, extending along one or both sides of a road but not extended in depth" with the dictionary definition being "the building of houses along a main road, especially one leading from a town or village."*

The proposal, whilst only illustrative at this stage, would result in additional development at depth and would be viewed in the context of the existing linear section of ribbon development which fronts

onto this section of The Moor as well as the existing development at greater depth to the west of the site. As such, it is not considered the proposals would create or exacerbate ribbon development.

*(iv) Built development is well integrated with existing development and existing buildings, including the reuse of existing buildings, where appropriate.*

Given that the proposal would be in close proximity to existing dwellings which either front onto The Moor or are located further west at greater depth than the site, it is considered that a form of development could be secured at reserved matters stage that would be well-related to existing development that forms the existing eclectic mix of dwellings in the immediate locality.

*(v) The development will not seriously undermine the vitality and viability of existing town and local centres.*

Given the residential nature of the proposal, it is not considered the proposal would seriously undermine the vitality and viability of existing town and local centres.

*(vi) The proposed development is accessible or will be made accessible, by a range of sustainable transport.*

The Chartered Institution of Highways and Transportation's (CIHT) 2015 publication entitled 'Planning for Walking' states that, "most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m or 10 minutes' walk." This distance is also referenced in Manual for Streets (MfS) (2007) and the Department for Transport's 'Building Sustainable Transport into New Developments' (2008). MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.

The National Design Guide (2021) also provides a definition of "walkable" and states "Walkable: Local facilities are within walking distance generally considered to be no more than a 10 minute walk away (800m radius)".

The National Design Guide (2021) introduced 10 characteristics to illustrate the Government's priorities for well-designed places, which include: "Movement - accessible and easy to move around." The National Design Guide (2021) states that a well-designed movement network provides a genuine choice of sustainable transport modes and limits the impact of cars by prioritising and encouraging walking, cycling and public transport. It goes on to state that in well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle.

The concept of new development being directed to locations that minimise reliance on the private motorcar is contained within paragraphs 7 and 8 of the NPPF. Policy S2 is consistent with the core principle of the NPPF to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. It is important to note that this has to be balanced with Paragraph 110 of the NPPF which indicates that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

### *Assessment*

The draft local plan is still in the early stages with consultation on draft policies having been carried out at the beginning of 2024 and additional proposed housing and employment allocations in early 2025. However, it is noted that no part of Coleorton is proposed to be classified as a Sustainable

Village under the draft version of Policy S2, with Coleorton instead being classified as a 'Local Housing Needs Village' which would be defined as *"settlements with very limited services and where development will be restricted to that which meets a local need in accordance with policy S3"*. This is consistent with the objectives of paragraph 110 of the NPPF which seeks to concentrate significant development on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. On the basis of the above, it is considered that limited weight can be afforded to draft Policy S2.

Additionally, due consideration has also been given to the assessment of sustainability of Coleorton outlined within the Inspectors report in the consideration of appeal reference APP/G2435/W/24/3348375 which related to White Gables, Lower Moor Road, Coleorton. This noted that the area of Coleorton around Lower Moor Road (the part of Coleorton which has a defined Limits to Development) was deemed to be a sustainable location in the consideration of a proposal for five self-build dwellings. In relation to the provision of sustainable transport options available along Loughborough Road (A512), the Inspector found that there would be suitable alternative transport provision and no conflict with Policy S3(vi) of the Local Plan was identified.

It should be noted that the application site is positioned approximately 650 metres south of the White Gables site referred to above and is outside of the part of Coleorton which is considered to be sustainable in the adopted Local Plan (2021). However, from a social sustainability perspective, the nearest bus stops are at The Moor, Loughborough Road (the same bus stop referred to by the Inspector in the aforementioned appeal) which is used by Service 29 (Leicester – Swadlincote) which provides a service every one hour (Monday-Sunday). This bus stop is located approximately 380m from the site. Existing footways with street lighting are present between the Site and the bus stop. It should be noted that the frequency of the bus service remains unchanged from when the Inspector considered the aforementioned appeal. As such, the sustainability of the application site, as far as access to bus services is concerned, is not materially different to that of the appeal site.

In terms of cycling, and although superseded, the Cycle Infrastructure Design Local Transport Note (2/08) states that: "Around 60 percent of car trips are typically under 5 miles". Coalville, Ashby, Shepshed, Castle Donnington and the edge of Loughborough are all within 5 miles of the Site and that they would be within easy cycling distance, especially on an electric bike.

Therefore, it is concluded that there would be some opportunities for access to a wider array of facilities and services to be accessed via sustainable forms of travel.

In terms of other services available, there is a public house (The George, Loughborough Road - approximately 760m away), a second public house (The Kings Arms Coleorton-approximately 800m away), a primary school (Viscount Beaumont's C Of E Primary School, Ashby Road approximately 650m away) and a Methodist Church (Coleorton Methodist Church, Lower Moor Road - approximately 700m away). With the exception of the school, the walk to these services could largely be carried out along maintained footpaths which are well lit. It should also be noted that these services and facilities would be within the 800-1000 metre maximum recommended walking distance set out in Manual for Streets (MfS) (2007), the Department for Transport's 'Building Sustainable Transport into New Developments' (2008) and the National Design Guide (2021) set out above.

However, it must be acknowledged that the provision of local services and facilities in the immediate area is limited. Nonetheless, future occupants would have some access to facilities and services in order to meet day to day needs. Given this and having regard for the conclusions of the Inspector in the determination of the aforementioned appeal in relation to The White Gables site in Coleorton, it is considered that future occupiers of the proposed dwelling would not be solely reliant upon the private car to access basic day to day services/facilities. Overall, it is concluded that the proposed development would be accessible by a range of sustainable transport and would accord with criterion (vi) of Policy S3 of the Local Plan.

### *Conclusion - Principle of Development*

The proposal is fundamentally at odds with the settlement hierarchy and strategic housing aims of Policy S2 of the adopted Local Plan and would also be contrary to Policy S3, as it is not a form of development supported in the countryside under Policy S3. The harm arising from the conflict with these policies is considered within the planning balance below.

### **Self-Build and Custom Housing**

It is recognised that self-build and custom housebuilding is a key element of the government's agenda to increase the supply of housing, both market and affordable and gives more people the opportunity to build their own homes as set out in Paragraph 63 of the NPPF.

The applicant has provided a series of documents and arguments in support of a self-build unit, including but not limited to that the Council has not satisfactorily demonstrated that it has granted enough permissions to meet the identified need and that the relevant policies of the Local Plan are failing to secure sufficient permissions in this regard.

Self and custom build is defined as the building or completion by individuals, an association of individuals or persons working with or for individuals, of houses to be occupied as homes by those individuals. The application seeks outline planning permission for the erection of one custom-build dwelling. Custom build involves the occupier of a new home commissioning or building their new custom home through a range of housing delivery models facilitated and/or supported by a landowner, developer, contractor, or enabler. The customisable homes model offers purchasers the opportunity to customise a new pre-designed home. The submitted Design and Access Statement states that 'on the granting of consent the applicant will purchase the site from the landowner. The applicant is a reputable local housing developer. They will thereon sell the plot to the future occupier alongside a Design and Build Contract, in order for the applicant to build the property but the future occupier to have full input into the design of the property. This includes elevation details, floor plans and layout, external and internal finished materials, as well as final specification. This would then form part of the Reserved Matters Application for the development plot'.

The occupation by the custom-builder could also be secured by condition as recommended. Accordingly, the proposal would meet this 'definition' and would contribute towards the delivery of self-build and custom housebuilding in the district.

While concerns have been raised by local residents that the proposal is not a genuine custom or self-build development, the application has been submitted as such and subject to a condition to secure it as a custom build dwelling, the local planning authority is satisfied that the proposal would meet this definition thus the concerns raised do not justify refusal of the application.

The District Council has a duty under Section 2A of the Self-Build and Custom Housebuilding Act 2015 (as amended), to give suitable development permissions in respect of enough serviced plots of land to meet the demand for self-build and custom housebuilding in the area of North West Leicestershire arising in each base period. This District Council's Self-Build Register was established in April 2016. As of 28 October 2025 there are 195 individuals on the list. For the area of North West Leicestershire, this demand equates to providing a specific number of permissions for plots.

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	TBC	92	32	86	-6
31 October 2025 to 30 October 2026	TBC	126	-	-	-

\* As of 30 October 2025

The demand is split into different base periods running from 31 October to 30 October (column A above). At the end of each base period, local planning authorities have three years in which to grant planning permission for an equivalent number of plots of land. This is known as the 'duty to grant planning permission' under the Self-build and Custom Housebuilding Act (the Act).

Changes to the Act made by the Levelling-Up and Regeneration Act 2023 make clear that any unmet demand (or shortfall) must be carried over to the following base periods.

*31 October 2023 to 30 October 2024*

There was a cumulative demand for 72 self-build and custom housebuilding plots (Column C) to be

provided by the end of the last base period (30 October 2024).

At that same date, cumulative planning permissions had been granted for a total of 54 plots (Column E), meaning there was an unmet demand, or shortfall, of 18 plots at the end of that base period. This unmet demand is to be carried over into the latest base period.

#### *31 October 2024 to 30 October 2025*

During the current base period (31 October 2024 to 30 October 2025), there is a cumulative demand for 92 plots, which is based on all those who signed up to the register between 1 April 2016 and 30 October 2022.

Planning permission or permission in principle for 32 plots has been granted so far during this base period, so cumulative planning permissions had been granted for a total of 86 plots (54 permissions from the previous base period and 32 from this base period). (A further 2 plots have resolutions to permit but as the permissions have not yet been issued, they cannot be added to the supply at present). Therefore, at the current time there is an unmet demand, or shortfall, of 6 plots. This represents an unmet need.

To meet its duties under the Act, the Council needed to have granted planning permission for 6 self-build and custom housebuilding plots by 30 October 2025.

#### *31 October 2025 to 30 October 2026*

It should also be noted that the cumulative demand will increase in the 31 October 2025 to 31 October 2026 base period.

The new base year figure which commences on 31<sup>st</sup> October 2025 will be reported to members via the update sheet prior to the committee meeting.

Concerns have been raised by third parties that there are vacant existing buildings within the local area that would meet housing needs and therefore additional development is not required. However, the availability of existing housing stock is not a material consideration in the determination of an application for a custom or self-build dwelling. The application must be determined on its merits as proposed and the Local Planning Authority cannot sustain a reason to refuse the application on such grounds.

Therefore, it is acknowledged that this proposal for one dwelling would contribute to addressing the existing and future shortfall and this is a material consideration in the determination of the application to be given moderate weight in favour of the proposal. This ensures a consistent approach with recent appeal decisions received by the Local Planning Authority.

In light of recent appeal decisions where the Planning Inspectorate has used a condition to secure dwellings as self or custom build rather than a legal agreement, the Local Planning Authority will also use such a condition for the same purpose.

The adopted Local Plan is silent on the matter of self-build housing and in these circumstances, Paragraph 11 of the NPPF would apply which states that 'plans and decisions should apply a presumption in favour of sustainable development'.

For decision taking, it sets out in criterion (d) that "*where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*



- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'*

Footnote 7 of the NPPF makes it clear that the policies referred to in paragraph 11 are those in the Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 187) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 72); and areas at risk of flooding or coastal change. In this case, the proposal would not impact any of the above protected areas or constraints to development. As set out within the heritage and planning balance sections below, Paragraph 11(d)(i) is not engaged in this case.

However, the conclusion and planning balance section of this report considers whether the adverse impacts of approving the proposed development would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole (Paragraph 11(d)(ii)).

In light of the self-build shortfall that derives from the Self Build Register, this need has to be balanced against all planning considerations in coming to a view on the suitability of the proposal. This balancing exercise will be undertaken upon completion of the consideration of all planning matters at the end of this report.

## **Design and Visual Impact**

Policy D1 of the Local Plan (2021) requires that all developments be based upon a robust opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal. This is expanded upon in the Council's Good Design for North West Leicestershire Supplementary Planning Document (April 2017) (the SPD) which states that developments must be underpinned by a thorough understanding and appreciation of the place, both the site and its immediate and wider context. Policy S3 of the Local Plan (2021) requires developments to safeguard and enhance the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness (criterion (i)) and for built development to be well integrated with existing development and existing buildings (criterion (vi)). Policy En3 requires development in the National Forest to be appropriate to its Forest setting. Pictures of the site are below.



*View of the access looking west from The Moor*



*View of the site/frontage and hedgerow looking north from access track/PROW*





*View east towards the site further west along the access track/PROW*



*View across the site looking north*

The proposal seeks outline planning permission with all matters reserved. The illustrative layout plan below has been submitted and considered on an indicative basis only.

### Illustrative Site Layout Plan



The application does not seek approval of access, layout, scale, appearance, or landscaping; the detailed design of the scheme would therefore be a matter to assess at the reserved matters stage/s.

However, the principle of the erection of a dwelling on this site would result in a level of harm to the character and appearance of the countryside by virtue of the unjustified development of a greenfield site in the countryside. The site is also visible from the adjacent Public Right of Way (PROW) along the adjacent access track.

However, the application site has a relatively enclosed appearance which is set back from The Moor and screened by existing dwellings fronting The Moor. The site is also well contained by woodland to the north and built development to the west and south. The site has very limited value within the wider landscape setting, and it is not considered that the construction of a dwelling, subject to reserved matters submissions, would result in unacceptable harm to the character and appearance of the countryside at this location. The use and enjoyment of the adjacent PROW is not likely to be adversely affected, providing that the existing hedgerow is retained and maintained and the scale and appearance of the proposed dwelling is sympathetic to its surroundings. Such matters would be assessed and determined at the reserved matters stage(s).

Overall, there is some minor conflict with Policies En3 and S3 given the unjustified development within the countryside and the National Forest. However, given the site is well screened and within a small cluster of existing built development, it is not considered that the visual increase in surfacing, or the presence of a dwelling within the site, would result in harm to the wider character of the area or the countryside. Any harm could also be mitigated with high quality design and landscaping to be considered and secured as part of the reserved matters stage(s).

The proposal is therefore considered to be acceptable having regard for the provisions of Policies D1, S3, and En3 of the adopted Local Plan, the Council's Good Design SPD, National Design Guide and the NPPF.



## **Impact on Residential Amenities**

Policy D2 of the Local Plan (2021) requires that proposals for development should be designed to minimise their impact on the amenity and quiet enjoyment of both existing and future residents within the development and close to it.

The site is located within a cluster of four existing residential properties and gardens which are situated adjacent to the site boundaries. Concerns have been raised by neighbouring residents that the proposal would give rise to additional noise, disturbance, overbearing impacts and loss of privacy.

Given that the application is in outline form with all matters reserved, it is not possible to assess the full extent of impacts upon the residential amenity of surrounding dwellings in detail. It is however considered that the proposal, when based on the indicative plans submitted, the distance to nearby properties, and given the size of the site, would not result in any unacceptable overlooking, overshadowing or overbearing impacts. However, such impacts would be a primary consideration at the reserved matters stage/s, when details of the layout, scale and appearance of the proposal are presented for approval.

The Council's Environmental Protection team have raised no objections; it is not considered that the amenity concerns raised by neighbouring residents could justify a refusal of the application and therefore the development would accord with the aims of Policy D2 of the adopted Local Plan.

It should be noted that any development has the potential to result in impact on amenity during the construction period, however, this is controlled by other legislation and regimes to mitigate impact in terms of noise, dust and traffic.

Overall, the proposal is not considered to result in any unacceptable impacts upon the amenities of the occupiers of surrounding residential dwellings. Therefore, the proposed development is considered to be in accordance with Policy D2 of the adopted Local Plan and the Council's Good Design SPD.

## **Ecology and Biodiversity Net Gain**

Policy En1 of the Local Plan supports proposals that conserve, restore or enhance the biodiversity of the district.

The mandatory requirement for 10% Biodiversity Net Gain (BNG) for small sites as required by the Environment Act came into force on 2 April 2024. On the basis the proposed development is for a Custom build or self build dwelling, it would be exempt from the requirement to demonstrate a 10% BNG. Notwithstanding this, Paragraphs 187(d) and 193(d) of the NPPF set out a requirement for developments to minimise their impacts on and provide net gains for biodiversity.

The application site relates to an area of vegetated grassland with trees and shrubs that connect to the wider countryside. The application site is surrounded by Candidate Local Wildlife Sites: Church Town Woodland, Church Town Pasture and Church Town Pasture and Pond. These provide connectivity to the wider landscape for a range of species for foraging and commuting species such as bats, birds, badgers and Great Crested Newts (GCN). The application is not supported by a Preliminary Ecological Appraisal. The applicant has provided photographs of the site which has informed the consultation response provided by the County Council's Ecologist.

Concerns have been raised by local residents that the site was cleared of trees and vegetation prior to the submission of the application. While the removal of the vegetation is unfortunate, permission to remove vegetation would not have required planning permission and is outside the control of the Local Planning Authority. Given the development is exempt from providing a mandatory BNG, the

condition of the site as it currently exists should therefore be considered when determining its existing ecological value and subsequent impact of the development on protected species, habitats, connectivity and biodiversity.

Leicestershire County Council's (LCC) Ecologist has been consulted on the application, and following the submission of additional information in the form of site photographs, they have raised no objections to the application, subject to the imposition of conditions. They have advised that the site is considered to be of low ecological value, but it must be noted that it does provide some terrestrial habitat for GCN given there are known GCN ponds in the local area. It is therefore recommended that a Precautionary Working Method Statement is secured by condition as to avoid potential harm to GCN during the development. A condition is also recommended to secure a scheme of biodiversity enhancements, which shall include at least one woodcrete/integrated bat box, and at least one woodcrete/integrated sparrow terrace with a minimum of three entrance holes.

It is considered that the proposal would comply with the provisions of Paragraph 187(d) and 193(d) of the NPPF. Furthermore, subject to conditions, it is not considered that the proposal would result in any adverse impacts to protected species and would increase biodiversity in accordance with Policy En1 of the Local Plan, and relevant sections of the NPPF and the statutory provisions of the Environment Act.

## **Highway Impacts**

Policy IF4 of the adopted Local Plan requires that development takes account of the impact upon the highway network and the environment and incorporates safe and accessible connections to the transport network to enable travel choice. Policy IF7 requires that development incorporates adequate parking provision.

Whilst the site access is not to be determined as part of this outline application, the Local Planning Authority (LPA), in consultation with the Local High Authority (LHA) must be satisfied that a safe and suitable site access can likely be achieved for all users, as required by Paragraph 115(d) of the NPPF. Furthermore, it should be noted that Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Access to the site is likely to be proposed from The Moor, which is a classified C road, subject to a 30mph speed limit. The existing point of access currently serves the no.38 The Moor and the agricultural building and farmland to the south of the site. The existing access track is in private ownership and Public Right of Way M65 runs along its length which provides access to the open countryside to the west.

Concerns have been raised by third parties that the access track which adjoins The Moor has been referred to as a "public highway" by the LHA, which is considered to be incorrect. A Public Right of Way exists along the track and thus the public have a right to cross over the land contained within the access. Therefore, it can be considered a public highway. This does not infer that the access track is publicly owned, nor does it form part of the adopted highway as the LHA has confirmed in its formal observations.

The LHA has confirmed in its formal observations that they undertook a site visit on 17<sup>th</sup> June 2025 and is satisfied that the existing access is of a width that is capable of allowing two way movements and accords with the Leicestershire Highways Design Guide (LHDG) standards. The detailed design and safety of the access will be considered at the reserved matters stage(s) when full details have been submitted, alongside details of all vehicles (including agricultural vehicles) that use the access.

Concerns have been raised by third parties that the use of the track by an additional dwelling could

result in dangers to vehicles and pedestrians due to a lack of passing places. The access track is 118m in length and given the limited number of two-way vehicular movements generated by one dwelling as proposed, together with existing vehicular movements, it is not considered that additional use would result in conflict between vehicles or pedestrians that would constitute an unacceptable impact to highway or pedestrian safety, or a severe impact on the road network.

Concerns have also been raised by third parties that the visibility from the access track onto The Moor in a southerly direction is substandard due to the presence of hedgerows and highway infrastructure. It is suggested that the hedgerow is privately owned and therefore beyond the control of the applicant.

The LHA have assessed the suitability of the access on to The Moor and have advised the LPA that the extent of the publicly owned highway at this location would provide for an adequate visibility splay. The exact length of the visibility splay would be determined by a speed survey to be undertaken prior to the submission of the reserved matters application. While the existing hedgerow and infrastructure currently impedes visibility, the visibility splay does not extend over third-party land and therefore can be safely created and maintained for the lifetime of the development. It will be for the relevant landowner to ensure that the hedgerow in private ownership does not extend beyond land outside of their ownership. Notwithstanding this, the LHA has the right to cut back any hedgerows that encroach onto public land in order to maintain the visibility splay. The LHA have also advised that consideration may be given to the need to relocate street furniture at the reserved matters stage and that any costs associated with the relocation of street furniture would be entirely at the applicants expense.

The LHA have also confirmed that there have been no recorded Personal Injury Collision (PICs) in the last five years that have occurred within 500m in either direction of the site access. Consequently, there is no evidence of any existing highway safety issue in the vicinity which the proposed development could reasonably be expected to exacerbate.

Therefore, the LHA have advised that it is likely that safe and suitable access could be achieved as part of a future reserved matters application, as required by paragraph 115 of the NPPF.

Whilst not for consideration at this stage the LHA advise that off-street parking should be provided in accordance with Table 28 of the LHDG. Spaces should measure a minimum of 2.4m x 5.5m. such details would be considered and secured as part of any future reserved matter(s) application which will be determined in light of the number of bedrooms to be proposed.

Furthermore, the proposal would not impact on the Public Right of Way (PROW) that runs to the south of the site.

Overall, it is considered that a suitable access could be achieved at the reserved matters stage in order to comply with the provisions of Policies IF4 and IF7 of the adopted Local Plan, the NPPF and the Leicestershire Highways Design Guide.

## **Flood Risk and Drainage**

Policy Cc2 (Flood Risk) of the North West Leicestershire Local Plan seeks to ensure that new developments do not increase flood risk either on-site or elsewhere. Proposals within flood risk areas must be supported by a Flood Risk Assessment (FRA) and demonstrate that appropriate measures are in place to manage flood risk, including the application of a sequential approach to site layout and the incorporation of sustainable drainage systems (SuDS) where feasible.

Policy Cc3 (Sustainable Drainage Systems) requires all new developments to incorporate sustainable drainage measures to manage surface water effectively and reduce flood risk. The policy emphasizes minimizing the impact of surface water run-off on existing drainage networks and

ensuring that drainage schemes are designed to maintain water quality and biodiversity enhancement.

The site is located within Flood Zone 1 (an area at the lowest risk of fluvial flooding) and is not at risk of a low, medium or high risk of surface water flooding. As such, it is not considered that the proposal would give rise to any risks of flooding to the future occupiers or increase flood risk elsewhere.

Objections have been received relating to drainage and that the site does not benefit from a sewer connection and the application does not contain details of a septic tank location. Notwithstanding this, full details of foul and surface water drainage are recommended to be secured by condition upon any outline permission granted.

It is therefore concluded that, subject to conditions and the details to be submitted as part of the reserved matters application, the proposal would accord with Policies Cc2 and Cc3 of the adopted Local Plan.

### **Coal Mining Risks**

Policy En6 of the adopted Local Plan requires that, where necessary, planning applications are accompanied by a detailed investigation and assessment of the land stability issues and appropriate mitigation measures are identified which avoid any unacceptably adverse impacts upon the site or adjacent areas, including groundwater quality.

The application site falls within the defined Development High Risk Area. The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground shallow coal mining. Voids and broken ground associated with such workings can pose a risk of ground instability and may give rise to the emission of mine gases. Therefore, the applicant has submitted a Coal Mining Risk Assessment as part of the application. The report is able to identify a moderate risk of instability from potential unrecorded mine workings targeted at the New Main and Swannington Yard seams beneath the site. It advances to recommend that a rotary probe drilling investigation is undertaken in order to determine if shallow unrecorded workings exist beneath the property.

The Coal Authority has been consulted on the application and concurs with the recommendations of the Coal Mining Risk Assessment Report. It considers that coal mining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. Therefore, no objection is raised subject to the imposition of conditions that secure a scheme of intrusive investigations, remediation and mitigation works as necessary to address any land stability issues identified and verification of the works undertaken which confirms the site is safe for its intended use is to be submitted.

The site is also within a Minerals Safeguarding Area for Coal. However, given the scale and nature of the proposed development and the proximity to neighbouring residential uses, in this instance, prior extraction of minerals would not be either practicable or viable. There are also no safeguarded waste sites located within close proximity of the proposed development site.

### **Other Matters**

#### *Overhead wires*

Concerns have been raised by third parties that overhead wires close to the site could be a hazard during deliveries/construction. This is not a planning matter and would be subject to separate legislation or laws concerning construction safety.

#### *East Midlands Airport*



The site is within the safeguarded area of East Midlands Airport. The Airport Safeguarding Authority has been consulted on the application, and no objection is raised. A standard informative is recommended to advise the applicant of the permitting procedures in place should tall equipment or cranes be required during construction.

### *Heritage*

Concerns have been raised by third parties that the site has heritage value due to its previous associations with the Beaumont Estate. The Beaumont family were the principal landowners and lords of the manor of Coleorton, so almost every parcel of land in the parish was at one time part of the Beaumont Estate. Therefore, the site is not considered to be a designated or non-designated heritage asset, nor is it considered that the development would impact or harm the setting of any designated heritage assets. The Councils Conservation Officer has confirmed in writing that, providing the development would be sympathetic to local character, he does not foresee any impact on heritage assets, whether designated or non-designated. Therefore, it is not considered that the objection raised in this respect would justify a refusal of the application.

### *Self-build and Custom Housebuilding definition*

An objection to the application has been received on grounds that the application is not for a genuine custom-build development as it should be on a serviced plot and that the applicant may not meet the definition set out in the Self-build and Custom Housebuilding Act 2015 (as amended).

As set out earlier in this report, the application seeks outline planning permission for the erection of one custom-build dwelling. Custom build involves the occupier of a new home commissioning or building their new custom home through a range of housing delivery models facilitated and/or supported by a landowner, developer, contractor, or enabler.

It should be noted that the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) provides a legal definition of self-build and custom housebuilding. The Act provides that self-build and Custom Housebuilding are where an individual, an association of individuals, or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals. It does not require the *applicant* of this application to meet the definition, instead it relates to the future initial *occupant* of the dwelling. Furthermore, there is no requirement that a self-build proposal be located on a plot that is already serviced i.e. it has pre-existing connections to utilities and services.

The occupation by the custom-builder would be secured by condition as recommended. Accordingly, the proposal would meet the above 'definition' and would contribute towards the delivery of self-build and custom housebuilding in the district.

## **Overall Planning Balance, Contribution to Sustainable Development and Conclusions**

In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for the determination of the application is the development plan which, in this instance, includes the adopted North West Leicestershire Local Plan (2021) and the Adopted Leicestershire Minerals and Waste Local Plan (September 2019).

It is outlined above that the most important policies in the determination of the application (being Policies S2 and S3 of the adopted Local Plan as they relate to the provision and distribution of housing) are effective, not out of date, and carry significant weight.

The adopted Local Plan is silent on the matter of self-build housing and in these circumstances, as set out earlier in this report, paragraph 11(d)(ii) of the NPPF would apply which states that 'where

there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

The proposed development would contribute towards the supply of self-build plots when there is an identified shortfall and the Local Planning Authority is failing in its statutory duty to provide enough self-build plots in order to meet demand. It should also be acknowledged that, in terms of technical matters, the scheme would be satisfactory, subject to conditions and the details submitted as part of the future reserved matters application(s). Nevertheless, the scheme would result in residential development on greenfield land located outside of the Limits to Development.

In this instance, it is contended by the LPA that very limited harm would arise from the loss of greenfield land located within the countryside. Any harm may be minimised with appropriate design and landscaping at the reserved matters stage(s). It is also a significant material consideration in the determination of this application that similar locations in the Coleorton area have been found to be acceptable at appeal in regards to the access to public transport and local services.

Balanced against the harms, the provision of additional housing in an accessible location is afforded positive weight, and the need for self-build plots in the district is considered to be significant, with moderate weighting in favour of the proposal being given to the provision of one self-build plot.

Limited positive weighting would also be attached to economic expenditure both during construction and through additional expenditure by future occupants within the local area which is of benefit to the local economy and assists in sustaining local services. Occupiers would also not be wholly dependent on the private car. It is considered that these would have moderate weight in favour of the proposal in the balance.

Furthermore, this location is more acceptable when compared to remote locations in the countryside where there would be more adverse environmental and social sustainability impacts. In this case, the proposal would not constitute an 'isolated' dwelling and the proposed dwelling would be close to other dwellings and services.

Technical matters with regards to amenity impacts, highway safety, land instability, drainage, the impact on ecology and biodiversity are possible of being addressed at the reserved matters stage(s) should outline planning permission be granted.

In this case it is acknowledged that there would be conflict with the spatial strategy, however given the contribution of a dwelling to the significant unmet need for self-builds, along with the other benefits of the proposal listed above, it is considered that the adverse impact of allowing this development would not significantly and demonstrably outweigh the benefits of the proposal when assessed against the policies in the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. There are no other material considerations that indicate that permission should be refused.