

Countesthorpe Parish Council
Countesthorpe Village Hall
Station Road, Countesthorpe LE8 5TB
Telephone:- 0116 2779518
Email:- manager@countesthorpeparishcouncil.co.uk

Date:- 14th November 2025

Planning application 25/0876/OUT Outline planning application for the erection of up to 295 dwellings (including affordable housing), with public open space, landscaping, sustainable drainage system (SuDS), a vehicular access point and the demolition of one agricultural outhouse. All matters are reserved except for the means of access. Land off Peatling Road, Countesthorpe

Countesthorpe Parish Council OBJECTS to this application for the following reasons:-

This is the latest of five speculative applications submitted for housing developments on land within Countesthorpe.

To date, 396 new dwellings have been approved for Countesthorpe. These comprise 170 dwellings on Land off Foston Road (already under construction), 185 dwellings off Willoughby Road and 41 dwellings Gillam Butts (both awaiting commencement).

An application for a further 112 dwellings off Cosby Road is awaiting a decision.

Countesthorpe Parish Council would expect the District Council to consider the cumulative impact of this application. It is our opinion that Countesthorpe is not able to sustain a further 295 new dwellings, which would amount to Countesthorpe providing 853 new dwellings without any improvement to our inadequate infrastructure and overstretched health provision and schools.

There is also a new application for 345 new dwellings on land at Keepers Farm, Winchester Road, Blaby which will impact upon Countesthorpe.

The District Council itself considers the site to have a negative score in terms of it adjoining the conservation area as part of its call for sites process.

LOCATION OF PROPOSED DEVELOPMENT/HIGHWAY CONCERNS

Should the application be approved, there should be a condition at approval stage that no works commence until a Construction Management Plan has been agreed with the planning authority, as this has clearly been an oversight with the other developments in the village such as Foston Road. The construction of the development should be carried out in accordance with the approved details of the timetable.

The proposed development is positioned in a location on the outskirts of Countesthorpe that would have restrictive and limited access via vehicles, both at construction stage and then vehicular movements from the development itself following completion.

The only vehicular access is via Main Street and Peatling Road from the direction of the centre of the village, and there are no alternative options that would prevent this. Beyond Countesthorpe itself, Peatling Road is narrow and not suitable for high levels of traffic.

The Highways Act 1980 and the Department for Transport's Manual for Streets specifies that the width for roads in a residential area should be a minimum of 5.5m. It should therefore be noted that the width of the road at the point of 53 Peatling Road is only 4.8m. Therefore, the existing road would not only be unable to accommodate the minimum road requirements for a residential area, but also those required for larger vehicles such as buses and HGVs which require a minimum of 6.75 to 7.3m. There is no opportunity along the stretch of the road for it to be widened.

Countesthorpe falls within a 7.5 tonne weight restricted zone where only HGVs, agricultural and construction vehicles are allowed for access for delivery purposes only. As per the previous comment, the Parish Council does not consider that the route through the village will be able to accommodate the amount and frequency of heavy vehicles and will result in excessive vibration, noise, dust and congestion in a confined narrow road.

Much of the road network within the conservation area of Countesthorpe has changed little since the 18th Century. Their current construction would have been designed to accommodate the size of early vehicles and not the current larger vehicle design of today, nor the increased level of vehicular movements as there are currently and in the future.

It is unlikely that vehicles will travel south from the site. Should the construction traffic access from the south of the village, it would be through other small villages and country roads. The applicant makes no mention of the proposed future link to the developments to the west of the site.

Even with the potential that the site will link to the Gillam Butts application to the west, and beyond, this will result in an over increase in vehicular movements on residential streets that were not built to take on this additional amount of traffic.

The Parish Council would point out the reasons that the application was previously refused due to access and not housing numbers, the Parish Council does not see that there has been any change in the situation regarding access that would now make the application suitable. The fact that the south-east corner of the village has never been developed would suggest that it is not considered an appropriate site.

Due to the lack of forward planning, the existing residential areas to the south of Station Road are not suitable for extending. The Parish Council is aware that the developers contact existing property owners to ask if they will sell their properties to allow access to the site. Regardless as to whether a property is located on Peatling Road, this would not resolve the situation and itself says that the site is not suitable for development.

The District Council should be transparent at this stage with regard to the future proposals for Countesthorpe, as the Parish Council and residents' observations are having to be submitted based on the current situation. The Parish Council would have serious concerns about future links from this site, other than what is already shown in the current drawings. The Parish Council is aware that Blaby District Council had been considering Countesthorpe for development as part of its long term planning strategy and therefore would expect that any proposals for infrastructure improvements should already have been considered and be made available.

The applicant states in its Transport Assessment 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.”

Countesthorpe Parish Council considers that the negative impact would indeed be unacceptable and severe. The cumulative impacts on the roads have not been taken into consideration when viewed alongside current new developments both approved and awaiting approval.

The applicant has failed to demonstrate how the site will be accessed from the highway network and how it would prevent an adverse impact on the existing road network. Therefore the Parish Council does not consider that the applicant has demonstrated that the development will not result in adverse safety concerns or control the capacity levels of vehicular traffic.

The area is identified as Countryside in the Blaby District Local Plan. The Parish Council considers that the application would represent an unwarranted intrusion of urban development beyond the existing well-defined edge of settlement and would cause significant harm to the character and appearance of the local landscape and countryside character of the village and would therefore be contrary to Policy CS18 of the Blaby District Local Plan (Core Strategy).

The Applicant has failed to demonstrate that the proposed development, having regard to the general function of the area, would not generate traffic levels or environmental problems which would be detrimental to the character or appearance of the Countesthorpe Conservation Area. The proposal is therefore contrary to Policy CS20 of the Blaby District Local Plan (Core Strategy) Development Plan Document (2013) and saved Policy CE12 of the Blaby District Local Plan (1999).

The proposal would introduce an urbanising change which would detrimentally impact upon the functional and visual association between the historic centre of Countesthorpe and its undeveloped countryside setting. The proposal would adversely affect the significance of the listing buildings and the character, appearance and setting of the conservation area. The proposal is therefore contrary to Policy CS20 of the Blaby District Local Plan (Core Strategy). The Parish Council notes the previous number of applications that have been refused by the District Council to properties within the Countesthorpe Conservation area, which would in no way would have the impact on the Conservation Area as this development would.

Listed Buildings

The following are a list of Listed Buildings that sit on Peatling Road and Main Street.

- St Andrew's Church: Located on Main Street, this church is listed at Grade II*. It is a significant landmark in the village.
- 7, The Square: A residential building listed at Grade II.
- 2 Main Street: This house is a Grade II listed building with an early 19th-century appearance.
- 5 Main Street: A Grade II listed building.
- 4 and 6 Main Street: These two properties are listed together as a single Grade II listed building.

- 17 Main Street: A farmhouse, listed at Grade II.
- Little Questing (the Mud House), Peatling Road

Should the application be approved the design of the properties should be in keeping with the historic nature and design of the conservation area and these listed buildings. For example, the applicant should be required to produce designs of properties relevant to the site and not 'off the peg' designs, particularly fronting properties, similarly to the treatment that was required for the new dwellings that were built on the former Conservative Working Men's Club on Main Street.

It is noted that page 34 of the Design and Access Statement refers to design which it proposes to respond to the local character in terms of design. Unfortunately, there has never been any evidence from recent developments other than the standard build style of the developer and little effort is made to pick out key features. The Parish council would expect more effort to be made in this, considering the connection to the site is the conservation area of the village.

The proposal would represent unsustainable development in conflict with Planning Policies CS1 and CS5 of the Blaby District Local Plan (Core Strategy) Development Plan Document. It will worsen, unsustainable commuting patterns and contradict the principles of sustainability which promote a reduction in travel.

The applicant has failed to introduce measures to avoid generating traffic and environmental problems that would be detrimental to the character and appearance of the Countesthorpe Conservation Area. The proposal is therefore contrary to Policy CS20 of the Blaby District Local Plan (Core Strategy).

The District Council's own assessment of the site is for 240 dwellings per hectare. (based on 17.56 hectares. As part of its assessment of the site, the District Council considered that the site scored poorly for impacts on biodiversity.

The access roads to the site enter into Peatling Road which is a class C road with a 60mph speed limit until it reaches the entrance to the village and reduces to 30mph. Therefore, consideration would need to be given to extend the 30mph speed limit.

- Road widths are grossly inadequate
- A series of dangerous bends forcing motorists to drive on the wrong side of the road and even on the pavement after Austrey Lane
- Cars parked on both sides of those bends opposite Austrey Lane due to there being no off-street parking spaces for residents of Main Street and Peatling Road.
- Street parking in association with commercial and religious premises exacerbates the situation. The Bulls Head Public House does not have its own car park which would add to this problem.
- This development would further impact on what is a dangerous roundabout at The Square in the centre of the village. The problems with this particular roundabout are exacerbated by vehicles accessing/exiting Tesco and also parking on the pavement outside of the Fish and Chip Shop.
- With existing traffic levels, vehicles already have difficulties exiting Church Street onto Main Street with poor visibility to the left when pulling out and having to monitor whether any vehicles are approaching from the roundabout or Tesco. There is also little space for vehicles exiting out of Church Street and then having to wait at the roundabout junction.

- Access south of the development would be along narrow country roads, through small villages, with equally inadequate infrastructure

The proposal would represent unsustainable development in conflict with Policies CS1 and CS5 of the Blaby District Local Plan (Core Strategy) Development Plan Document (Adopted February 2013) which seek to promote sustainable development by focusing new housing development within or adjacent to the Principal Urban Area of Leicester and would thereby undermine its fundamental spatial strategy. It could perpetuate, or worsen, unsustainable out-commuting patterns and, as such, would be contrary to the principles of sustainability which promote a reduction in travel. The proposal is therefore also in conflict with Policies CS10 and CS21 of the Core Strategy.

Blaby District Council refused an application for this site in April 2018. A reason being that the applicant had failed to demonstrate that the proposed development would not generate traffic levels or environmental problems which would be detrimental to the character or appearance of the Countesthorpe Conservation Area. The proposal is therefore contrary to Policy CS20 of the Blaby District Local Plan (Core Strategy) Development Plan Document (2013) and saved Policy CE12 of the Blaby District Local Plan (1999).

ENVIRONMENTAL IMPACT

The Parish Council echoes the concerns in the applicant's Archaeological report with regard to the loss of ridge and furrow being one of the few remaining areas and a contributing feature to the conservation area.

Residents have highlighted that the prevailing wind is from the south-west and construction in that direction would increase environmental pollution.

The Parish Council has severe concerns about the potential loss of natural habitat in the site. Whilst the applicant has indicated in its proposed habitat plan the plan for the hedgerows, it should be a condition that these native hedgerows are not removed as part of any development. In light of the fact that the Foston Road applicant has removed the existing hedgerows prior to any agreement by the District or County Council, the District Council should inflict severe penalties on the applicant should any hedgerows be removed. It should not be acceptable for the applicant to remove an existing hedgerow and then replant.

There is huge concern from local residents at the adverse impact on local wildlife . There is an abundance of wildlife on that site including badgers which are a protected species.

EDUCATION - CURRENT SCHOOL SPACES

Should this planning application (and the others outstanding for Countesthorpe) be approved then there would be total of 803 new properties in Countesthorpe, and in addition a potential extra 345 properties at the nearby Keepers Farm which would impact upon Countesthorpe. Leicestershire County Council indicates that it would expect a new primary school to be provided for a housing development of 1000 properties. Therefore, the recent developments affecting Countesthorpe and Blaby which would impact on both Greenfield and Thistley Meadow, amount to the requirement for a new primary school facility. As mentioned by the Parish Council to previous applications, there is no room to expand Greenfield Primary School.

The current number of vacancies within the schools serving Countesthorpe and Blaby could potentially be filled by the current developments, which is reiterated by Leicestershire County Council in its correspondence dated 4th November 2025 relating to Planning Obligations, and therefore leaves no leeway to accommodate pupils from future developments.

The Parish Council is conscious that planning application 25/0636/CC has potential to reduce the number of spaces at Blaby Stokes to allow for 40 SEN places and therefore has concerns that this has not been taken into account when considering the number of local school spaces.

LAND STATUS – BLABY DISTRICT LOCAL PLAN

The site is classed as countryside (greenfield) in the Core Strategy. Priority should be given to building on brownfield sites.

HOUSING NUMBERS AND DENSITY

In its response to the Blaby Golf Course application, the District Council acknowledges itself that the non-PUA has exceeded its minimum housing supply set out in the Local Plan. (Pg 31)

When an application for this site was previously submitted, along with a proposed development of Marston Crescent, the housing numbers at that time amounted to 250 properties. This application exceeds that and is now at 295 dwellings.

The density of housing is high at 34 houses per hectare and the Parish Council would expect the density to not exceed 30 houses per hectare.

The District Council's own assessment of this site would be to accommodate no more than 240 dwellings at 30 dwellings per hectare.

Increased density should not be permitted by the introduction of dwellings with 2.5 storeys or more.

ACCESS – VEHICULAR AND PEDESTRIAN

The Applicant has failed to demonstrate how the site will be accessed and has also not demonstrated the potential impact of the proposed development on the highway network. Accordingly, and without such information, the District Planning Authority is not able to satisfy itself that: a) the development will not give rise to highway safety and capacity concerns; b) the residual cumulative impacts of the development will not be severe; In the absence of such evidence it is therefore considered that the proposal is contrary to Policy CS10 of the Blaby District Local Plan (Core Strategy), saved Policy T3 of the Blaby District Local Plan (1999) and Paragraph 32 of the National Planning Policy Framework (2012).

The two access points on Peatling Road are too close together to be useful in controlling traffic flow from the proposed estate. They will still result in vehicles travelling out northwards along Peatling Road through the centre of the village. Even if there is a link to the west of the site, the application of 295 dwellings will exceed the 150 dwelling limit set by Leicestershire County Council highways.

Peatling Road and Main Street are narrow roads with sharp bends and have parked vehicles due to the lack of public off-street parking within the village.

There is restrictive access for pedestrians. A pavement would need to be required on Peatling Road. Whilst it is noted that there is potential for a pedestrian link via Marston Crescent and Gillam Butts, this would still result in a long distance for residents to walk to the centre of the village.

If the road through the proposed development is eventually going to connect to the Willoughby Road development, the applicant should produce the traffic assessment report to be based on the increased traffic travelling in both directions from Willoughby Road to Peatling Road and vice versa.

Currently there is only one pedestrian access to that site that passes through the privately owned section of Austrey Lane leading to the bridlepath. The Parish Council considers this to be excessive in pedestrian footfall in these private residential areas.

From the information provided, the Parish Council does not consider the application meets the NPPF that a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas: and b) – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for the bus or other public transport services, and appropriate facilities that encourage public transport use. The parish council is aware that the applicant has tried to secure the option of an additional access to the north of the site and presume that as it is not mentioned within the documentation that this has been unsuccessful. Therefore, the cycle and pedestrian access is restricted and results in too long a walk to access the bus facility from the south of the site. Even with a connection to Gillam Butts, there would still be a lengthy walk out onto Hallcroft Avenue to a nearest bus stop. The nearest bus stop that would serve the south of the site would be more than the 800m required limit.

The main pedestrian access seems to be via Austrey Lane. Whilst the applicant may have legal access over the land to access the bridle path, this would result in excess pedestrian useage. The length of Austrey Lane until it reaches the Z path is not even within the development site.

There should be no redirection of the existing Z39 bridlepath which dissects the site.

The applicant states that it will liaise with Highways with regard to improvements to increase capacity at key junctions on the road network. There is no information provided on these points. The Parish Council cannot see what junctions improvement on the existing road network would resolve any adverse impact from the level of traffic arising from the application.

The road widths of Peatling Road and Main Street are grossly inadequate to accommodate the vehicular movements arising from the development, as well as at construction stage. A series of dangerous bends and vehicles parking illegally force vehicles travelling along Peatling Road and Main Street to travel on the wrong side of the road. This has been recorded on video and shows vehicles having to reverse back around the corner to allow an oncoming vehicle to pass through. This is exacerbated by the lack of off-street parking for the Bulls Head public house. There is inadequate off-street parking in the area which worsens the safety of the road network in that area of the village. The Parish Council's own vehicle has suffered damage as it was driven into by a vehicle taking evasive action on the corner who drove into the row of parked vehicles. Improvements would need to be made to an already busy roundabout at the junction

of Church Street/Main Street, Station Road and Central Street. There are already multiple incidents of vehicles travelling the wrong direction along the one way route at Church Street and Central Street. The area is also problematic for pedestrians to safely cross the road at locations to the east of the village, therefore the applicant should be asked to provide safe crossing facilities to access the local services in these areas.

The applicant refers to the encouragement of cycling from the development, however, there is no opportunity to provide safe cycling routes through Countesthorpe. In particular, there would be no safe route to access the cycling route through the Country Park to the north west of the village.

Leicestershire County Council should be consulted on the treatment of the existing Public Right of Way.

TRANSPORT PLAN

The Parish Council is concerned that the applicant is referring in 3.39.3 the cycle route to Greenfield Primary School involves using The Square, Station Road and Gwendoline Drive. These roads form part of the recommended cycle route, referred to in Figure 3.4. The Parish Council considers that there would be no opportunity for the provision of a safe cycle route along any of this length as the pavements are narrow, and is a busy commuter route through the village at peak times.

3.2.11.3 - the applicant also proposes to fund the conversion of the existing island on The Square approach to SJ4 to a pedestrian refuge. This is to include dropped kerbs and tactile paving to provide a defined crossing to the bus stop. Whilst welcomed, it is a difficult place to cross as there are multiple vehicle directions, ie from Main Street, Church Street and from the Tesco.

The Parish Council rarely witnesses cycling from any of the newly built estates, and would therefore consider that is included in the applicant's Transport Plans to reduce the appearance of the actual vehicular traffic movement.

There is little employment opportunities in Countesthorpe and need to travel to a bank or post office.

TRANSPORT STATEMENT

Page 16 of the document applicant's Transport Statement refers to junctions around Tesco, ie Main Street, Church Street, Station Road, Central Street and Tesco. The applicant implies that because of the nature of the junction there is limited permitted movement and therefore should be consider a safe junction. However, the Parish Council would argue that pedestrians have to take considerable care in the area with vehicles coming from a variety of directions and resulting in having to 'run' across the road. In addition, because of the lack of off-street parking in the area, many vehicles park along the length of Main Street, obscuring visibility for pedestrians wishing to cross. Also at times where there are deliveries to the Tesco store its associated car park is closed, therefore resulting in a back-up of vehicles on the roundabout and parking on the double yellow lines.

The car parks within the shopping area for the village are controlled by ANPR cameras or have time restrictions and/or restriction for use only by the facility. The Health Centre car park is only available for public use outside of surgery hours. There are also on-street parking restrictions. This fact is not taken into account when decisions are made on planning applications.

The parish council notes the figures in number 9.8.5 of the applicant's Transport Assessment in that there would be 171 vehicle movements, yet only 6 cycle movements and 29 walking. Therefore, the applicant is expecting the movements from the site to be predominantly vehicular.

With regard to the Leicester Road/Foston Road junction on page 68 of the applicant's Transport Statement appears to adjust their figures to show that the key junctions will manage increased vehicular traffic. However, Leicester Road and Hospital Lane are predicted to reach capacity by 2030. The applicant claims that the development will have minimal effect on this. However, the Parish Council notes that it is still a contributing factor taking into account the cumulative impact with other already approved and proposed planning applications. The document does appear to prove that the road network through Countesthorpe will be reaching its capacity in a relatively short period of time.

The Transport Assessment admits that Cosby Road East and West will be operating over capacity at 2030. The applicant admits that there will be an increase resulting from their application so are proposing mitigation measures. The Parish Council is concerned that this was not picked up and overlooked as part of the Willoughby Road application Traffic Assessment.

The applicant's Transport Assessment is proposing a mini-roundabout scheme and is willing to work with the developers of the Willoughby Road application. It should be expected therefore, that the two applicants could be sharing the cost, therefore resulting in each reducing their financial contribution as part of their applications without any additional benefit to Countesthorpe by way of compensation.

CONSTRUCTION TRAFFIC

There is significant concern on the impact of the existing road network will be adversely affected by the construction traffic for the development. There is no vehicular route that can be used to avoid travelling through the centre of the village and existing residential areas. Heavy construction vehicles will be travelling through the conservation area of Countesthorpe and can adversely impact on historical Listed buildings as referred to previously in this response. The problems with access through the stretch of road leading from Peatling Road through to the junction of Main Street and Central Street is referred to previously in Access – Vehicles and Pedestrians. If there are already problems with standard vehicles travelling through the route, then it will not be able to accommodate construction vehicles.

PROPOSED BUS ROUTE – ACCESS TO BUS STOPS

The nearest bus stops at The Square and The Paddock are too far a distance to encourage the use of public transport. As previously stated, the nearest bus stop that would serve the site would be more than the 800m required limit.

Unless a bus route for the development can be secured, the applicant's Travel Plan cannot be implemented in encouraging new residents to use public transport, or travel by foot or bike.

The District Council should liaise with Leicestershire County Council and local bus services to establish the feasibility of a bus route serving the development. It is unlikely that neither Peatling Road nor Willoughby Road would be able to accommodate a full-sized bus. The fact that the applicant has changed its position on this since its pre-application public engagement, makes it clear that there will be no option for a bus route serving the site. Consequently, the development cannot be considered sustainable.

LACK OF CONTRIBUTION FOR THE EXISTING VILLAGE

The Parish Council considers that the contributions being made by the applicant only support the site itself and not the existing village. If it is going to be difficult for the new residents to access the centre of the village and its services, vice versa, existing residents will have difficulty in accessing the on-site open spaces etc.

The applicant states that it will be contributing to local services and infrastructure to enable it to increase capacity to accommodate the new residents. These are statutory contributions. The Parish Council would argue that the existing services cannot be expanded on physically, so the financial contribution will only benefit the schools and health centres financially but with no option to expand. Therefore, residents will be required to travel out of the village.

It is noted that Leicester, Leicestershire & Rutland Integrated Care Board to Blaby District is anticipating the development to bring 714 residents and acknowledges that they will not be able to be accommodated by the existing Countesthorpe Health Centre, and therefore it is more likely that financial contributions will be made to the health facilities outside of Countesthorpe. The ICB also mentions that there would be merit for a new additional health facility.

As previously mentioned, the applicant should contribute to improving pedestrian access and crossings at the centre of the village to improve access to local services and shops.

Added to the other approved and outstanding applications for Countesthorpe, the figure for the increase in population of the Village could potentially be 2020 individuals. This merits there being new health care facilities. Priority appears to be being given to securing highway improvement costs to benefit County Council Highways, rather than for the benefit of existing and new residents.

NOTES ON VIBRATION AND TESTING ON HISTORIC BUILDINGS

The application will result in increased traffic travelling through the conservation area of Countesthorpe, along Peatling Road and Main Street which is lined with the historic houses of the village. The Parish Council insists that the applicant should carry out an assessment on the potential adverse structural impact on the existing road network and historical buildings within the conservation area.

Heritage assets, whether listed buildings or within conservation areas, are considered irreplaceable resources, and their significance needs to be considered and protected during the

development. Blaby District Council should ensure the conservation of the heritage assets and minimise harm to their significance.

The applicant should analyse whether vibrations and increased traffic, or changes to groundwater levels from construction or road use could cause structural damage to historical buildings. This should be both at construction stage and on completion. The Parish Council is aware that damage has previously been caused to a property in the conservation area, arising from road works being carried out by Leicestershire County Council Highways. This resulted in Highways having to acknowledge that they would be required to complete the works without the use of heavy equipment to reduce the risk of vibration. The ongoing increased vehicular traffic could also cause structural problems to historical buildings. This analysis should be carried out before any consideration of the decision on the Outline application.

FLOODING

The proposed attenuation ponds are in the region of where the Flood Risk Map shows a risk of flooding through the site.

Foul Water

Blaby District Council should ensure that the appropriate s106 monies are secured for the relevant foul water sewerage connection. The applicant should carry out a sewer modelling study to determine the impact of the development on the existing system and that the flows can be accommodated. Severn Trent Water should be consulted as to whether it needs to undertake a study to determine if capital improvements are required. Work should not be permitted to start until detail on the draining system is approved by the District Council.

Surface Water

The flood alleviation scheme should be to the satisfaction of the lead Local Flood Authority with regard to disposal methods and flow rates. A condition must be included in any planning approval that flood alleviation systems are maintained by the applicant, in perpetuity.

The proposed attenuation ponds are in the region of where the Flood Risk Map shows a risk of flooding through the site.

It has been brought to the attention of the Parish Council that when the fields flood, the gardens to the north of the site are also flooded due to the properties being on lower lying land than to the south of the development site. It would therefore indicate that if there were to be non-permeable surfacing within the site that this situation could be worsened. Likewise in the area that floods (which is identified in the government's Flood Risk Map), the water comes up from the ground so there is not an identifiable flow of water that can be captured in a drainage system. An assessment should therefore be carried out for the need for additional flood alleviation measures to the north of the site.

HIGH PRESSURE GAS PIPELINE

It is noted that 27% of the site is occupied by the High Pressure Gas Pipeline. Page 15 of the Design and Access Statement shows the zone that needs to be left for the gas zone which runs to east to west to the south of Countesthorpe. The original pre consultation documents showed

the area to the south left as open space which would allow a buffer zone. The Parish Council is concerned that there are now proposals for housing to be included within the buffer zone areas. The District Council must consult with the relevant gas network provider to ensure that there are no permanent structures within the restricted zone, and for this to be published so that members of the public can have reassurances that the matter has been investigated. The Parish Council notes that there are three areas within its call for sites document which the gas pipeline passes through (sites COU042 Land east of Willoughby Road, COU044 Newton House, Banbury Lane, and COU046 Land off Peatling Road).

The comments of the National Gas Transmission should be adhered to in that works must not proceed until there is a full assessment of the site which is to be submitted to the National Gas Transmission for approval.

TILTED BALANCE

All planning applications should follow the same due process to ensure a fair outcome. If the District Council applies the same criteria as that when making its decision on the Blaby Golf Course application 24/0574/OUT, this application should be refused. Whilst this development might eventually contribute to the District Council's five-year housing supply, there are clear reasons for refusal. This development would result in the loss of countryside, an adverse visual impact leading into the conservation and historic area of the village, and would result in excessive vehicular traffic travelling through a narrow and winding road. The balance is tilted against approval.

COMMENTS RECEIVED FROM RESIDENTS AS PART OF THE APPLICANTS, PRE-APPLICATION CONSULTATION (JULY 2025)

The Parish Council carried out a pre-application consultation with local residents. Responses were received from the following locations and below is a summary of the concerns and objections raised in the responses.

- Increase in traffic in village
- Increased population of the village without the extra services. Could be around 1300 increase in residents.
- Limited access to and from site
- Concern about extra vehicles using Hallcroft as an access point
- Need for a Post office and more GP and school spaces.
- Developer should contribute to road, parking, GP, schools
- Pressure on the existing drainage and sewage (water pressure) which wasn't designed to accommodate additional development.
- Needs to be more investment in infrastructure before building
- Parked vehicles on Peatling Road and Main Street
- Traffic calming measures are needed
- Request for Traffic lights/roundabout at Rosebank Road/Foston Road
- Adverse impact on Austrey Lane which is privately owned
- Traffic cutting through via Station Road
- Lack of parking in village

- Road safety – sharp bends in road, risk meeting oncoming traffic face on (narrow road)
- Need for bypass or link road to Welford Road, Lutterworth Road, Station Road busy
- Concerns about construction vehicles
- Farm traffic
- Peatling Road/Main Street not suitable
- Hallcroft Avenue is already serving over 250 houses. When it was built, Hallcroft Avenue was only designed to accommodate up to 19 dwellings.
- Parents park on Hallcroft both sides of road
- Hallcroft water pressure/drainage
- Footpaths poor condition
- There are no cycling lanes in the village
- Movement of property from construction vehicles
- Poor bus service, especially for people who are reliant on it
- Too far from bus stop
- Should contribute towards public transport
- Loss of village identity
- Build on brownfield first
- Flooding – village gets cut off at rear of properties – displaced water
- Gas propylene (note - this is in non-construction area)
- Concern about loss of ridge and furrow
- Adverse impact and effect on the Conservation area (out of keeping)
- Adverse impact on wildlife. Natural habitats being destroyed
- Countesthorpe already has met its housing quota
- Countesthorpe village could be 50% bigger with the current and proposed development
- Loss of leisure facilities, bridle path
- A smaller development with bungalows needed
- Gardens that back onto the site have flooding problems (Marston Crescent)
- Potential 'no mans' land at back of house – like the pathway on Gillam Butts
- Open spaces will attract anti-social behaviour
- Loss of walking area
- Development not offering enough open space
- Noise from site
- Screening houses with planting
- Maintain hedgerows and green corridors
- New dwellings will they have swift bricks and hedge way highways fencing for wildlife
- There is subsidence at Hallcroft Avenue caused by heavy goods and construction
- Concerns from a resident on Heather Way with regard to potential for increased pedestrian footfall via the jitty.
- Loss of ridge and furrow field *BDC takes into account in planning process they require archaeological investigation to assess mitigation measures. Determine the significance of the remains. They could be requested to preserve the ridge and furrow (need to make sure covered by heritage reports historical and archaeological)*
- Think that the affordable housing statement is ambiguous s/b 25%