

1. Welcome

THANK YOU FOR VISITING THIS PUBLIC EXHIBITION

Thank you for taking the time to visit our public exhibition and view our emerging proposals for a development of approximately 550no. dwellings, including affordable housing, land for a new primary school (in the event that dwelling numbers make this necessary), public open space, sustainable urban drainage system and associated infrastructure at land at Warwick Road, Kibworth.

The site is identified in the submission version Harborough Local Plan as a strategically important site needed to deliver projected housing needs over the forthcoming plan period. A well planned, holistic approach to the delivery of the site will provide for market sale and affordable homes, with generous areas of formal and informal landscaping. This will include a Neighbourhood Equipped Area of Play (NEAP), Local Equipped Areas of Play (LEAP's) with a network of pedestrian and cycle routes.

Representatives from the Manor Oak Homes project team are here to listen to your views and answer your questions. We value local knowledge and welcome your input. The comments received will be carefully considered so please help us shape the proposal by leaving your feedback on the comment sheets.

Alternatively you can e-mail comments to: info@arplanning.co.uk comments should be made by 30 April 2026.

All of the exhibition boards are available to view online via the Manor Oak Homes website: <https://www.manoroakhomes.co.uk/project/kib-029/> or via the QR code below.



BACKGROUND AND CONTEXT

This consultation has been organised to inform local residents of the emerging proposals and to give you the opportunity to ask questions and make comments.

We expect to submit a planning application in Summer 2026.

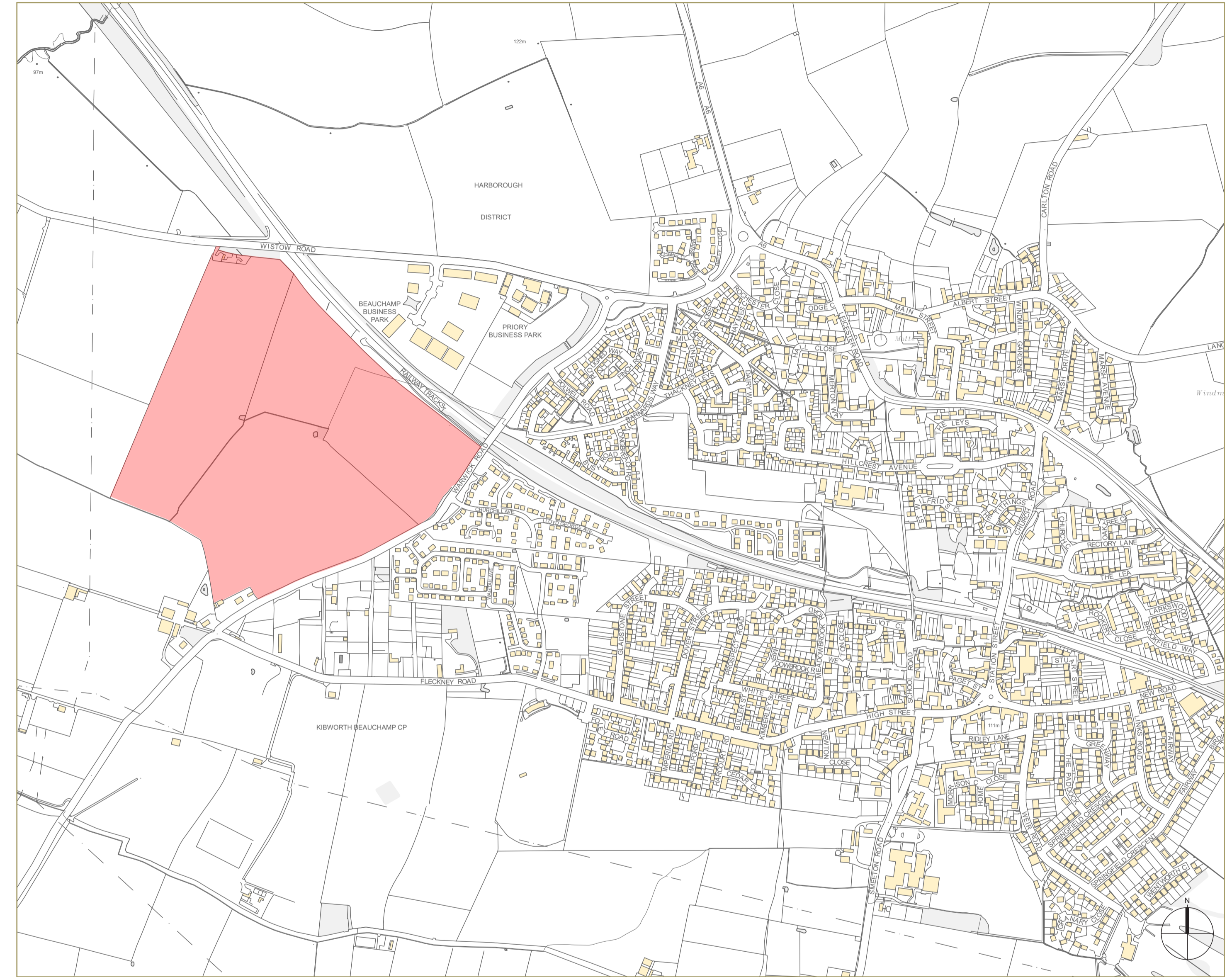
ABOUT THE SITE

The site comprises approximately 33 hectares (82 acres) of land located at the western edge of Kibworth on land allocated for housing in the submission version Local Plan. The land comprises three arable fields bounded to the north by Wistow Road, the Midland Mainline Railway Line, to the north-east and Warwick Road along the south-eastern boundary. Agricultural fields lie to the south and west of the site. Approximately 500 metres west of the edge of the site is the Grand Union Canal.

Beyond the railway line to the north-west is the Priory and Beauchamp Business Park. A planning application for a convenience store and drive through facility is pending consideration on land at the junction of Warwick Road and Wistow Road, approximately 300metres from the northern edge of the site.

To the east of the site beyond Warwick Road is housing. Fleckney Road at the junction with Warwick Road to the south-east of the site provides a direct link to the Local Centre of Kibworth Beauchamp, approximately 1.5km from the site. This offers a thriving centre with a good range of shops and facilities.

The site comprises gently sloping agricultural land. It is not the subject of any statutory landscape or ecological designation, nor is the site the subject of any heritage designations. The only listed building in close proximity to the site is a Grade II listed railway company boundary marker located by the side of the railway line in a cutting approximately 100metres east of the site. The Grand Union Canal Conservation Area lies 500metres to the west of the site.



SITE IN CONTEXT PLAN (NTS)

Key: Site Area



VIEW ACROSS THE NORTHERN PART OF THE SITE TOWARDS WISTOW ROAD

2. Planning Background

PLANNING BACKGROUND

The adopted development plan for the area comprises the Harborough Local Plan (2011-2031), adopted in 2019 and the Kibworths Neighbourhood Plan made in May 2023.

The proposals are being brought forward to coincide with the new Local Plan. It will cover the period 2020-2041 and was the subject of public consultation between March and May 2025. Harborough Council resolved to submit the Local Plan for formal examination at their meeting on 16 March 2026. Depending on the length of the Local Plan Examination it is projected it could be adopted in early 2027.

The new Local Plan makes provision for 13,182 homes over the plan period (2020-2041) across the district at an average of 628 dwellings per annum. Site K1 has been identified to make a proportionate contribution to meeting these needs for market and affordable homes.

The Local Plan spatial strategy identifies Kibworth as a third tier settlement in the spatial strategy, alongside Broughton Astley, Fleckney and Great Glen which are identified as locations with good access to local services and facilities capable of supporting new development.

Proposed housing on the site is in accordance with its allocation in the submission version Local Plan and policies DS01 (Development Strategy: Delivering Homes) and policy SA01 (Site Allocations) of the submission version Local Plan.

The submission version Local Plan policy provides a supportive basis for bringing forward the site for housing now. In addition the shortfall in the Council's housing supply provides an added impetus to make effective use of the site to meet these needs as soon as possible. The Council's latest published 5 year Housing Land Supply Statement (October 2025) indicates that the Council is unable to identify the minimum 5 years supply of deliverable housing sites, with a supply of 3.1 years or a shortfall of -1,456 homes against this requirement.

The new Local Plan allocates the site for housing (site K1). The policy expects the following:

1. A comprehensive masterplan is required for this site.
2. The settings of heritage assets within or near the site, including the Railway Company Boundary Marker on Warwick Road, and the character and setting of the Grand Union Canal Conservation Area, Kibworth Harcourt and Kibworth Beauchamp Conservation Areas with associated listed buildings, and the Motte in Hall Field Scheduled Monument, must be protected and preserved.
3. Development of the site must contribute to the costs of the provision of primary and secondary education expansion, as necessary.
4. Highways impacts, particularly on Warwick Road railway bridge and the A6 corridor must be appropriately mitigated. The impacts will be informed by a Transport Assessment that sets out off-site and on-site transport measures to mitigate impacts from the development.
5. The Kilby-Foxton Canal Site of Special Scientific Interest (SSSI) is within 500m and the development falls within the SSSI Impact Risk Zone. An environmental assessment will be required to evaluate the impact on the canal's conservation area and surrounding ecology, with appropriate mitigation measures implemented as necessary.
6. Archaeological remains, with potential Roman, medieval, and Saxon remains likely on the site, particularly in the south-east boundary and areas of ridge and furrow. A full archaeological evaluation, including geophysical survey and trial trenching will be required.

7. The site is in the catchment zone of the Kilby Foxton Canals SSSI, and the development category (>100 dwellings outside of existing settlements) may also potentially impact the SSSI. Any development must provide sufficient evidence that the drainage and development itself will not cause significant impact to the designated site.
8. There is risk of surface water flooding on the site with surface water flow paths identified. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.
9. A noise impact assessment will be required to address potential impacts and mitigation measures arising from the nearby railway line. A building overheating and ventilation study may also be required.
10. Development must not adversely impact on operational railway safety in its design, layout and construction.



HARBOROUGH LOCAL PLAN



KIBWORTHS NEIGHBOURHOOD PLAN

3. Opportunities and Constraints

BACKGROUND AND CONTEXT

The Opportunities and Constraints have been informed by extensive technical studies commissioned on behalf of Manor Oak Homes. The site has been the subject of a previous application for a major residential-led scheme submitted in 2018 and determined in 2019, which was the subject of consideration and consultee feedback at that time.

This has been built upon for this proposal, through the Council's allocation of the site in the submission version Local Plan and fresh engagement with key stakeholders, including: the Local Planning Authority; the Highway Authority; the Lead Local Flood Authority; and the Local Education Authority.

Key opportunities and constraints arising from this process in relation to the physical condition of the site are set out below and illustrated on the adjacent plan.

Opportunities:

- 1 Access from Warwick Road
- 2 Provide land for a primary school close to Warwick Road for ease of accessibility (in the event dwelling numbers dictate this is necessary)
- 3 Central location for community focus, e.g. play area
- 4 Take advantage of natural topography for the location of attenuation basins
- 5 Development within areas bounded by hedgerows
- 6 Habitat creation to deliver biodiversity net gain

Constraints:

- 1 Surface water flood risk
- 2 Offset development from existing trees and hedgerows around the site to minimise impact on ecology and arboriculture.
- 3 Overhead cables to be diverted
- 4 Offset required from railway to mitigate noise nuisance
- 5 Response to development to the south-east
- 6 Offset from telecommunications masts



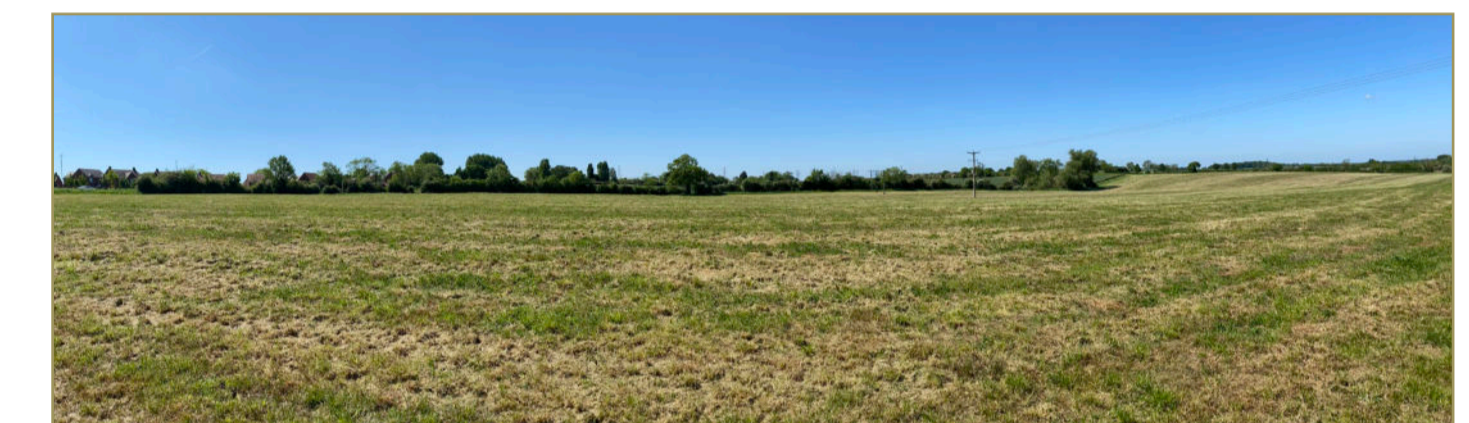
SITE ANALYSIS (NTS)

Key:

Site Boundary	Views into Site	Existing Hedges & Shrubs	Potential Vehicular Access
Contours - Major	Body of Water	Existing Trees	Landscape Buffer
Prevailing Gradient	Surface Water Flooding Area	Root Protection Areas	
Garden Boundary	Overhead Cables	Mast	
Source of Noise	Indicative Location of Drainage Basin		



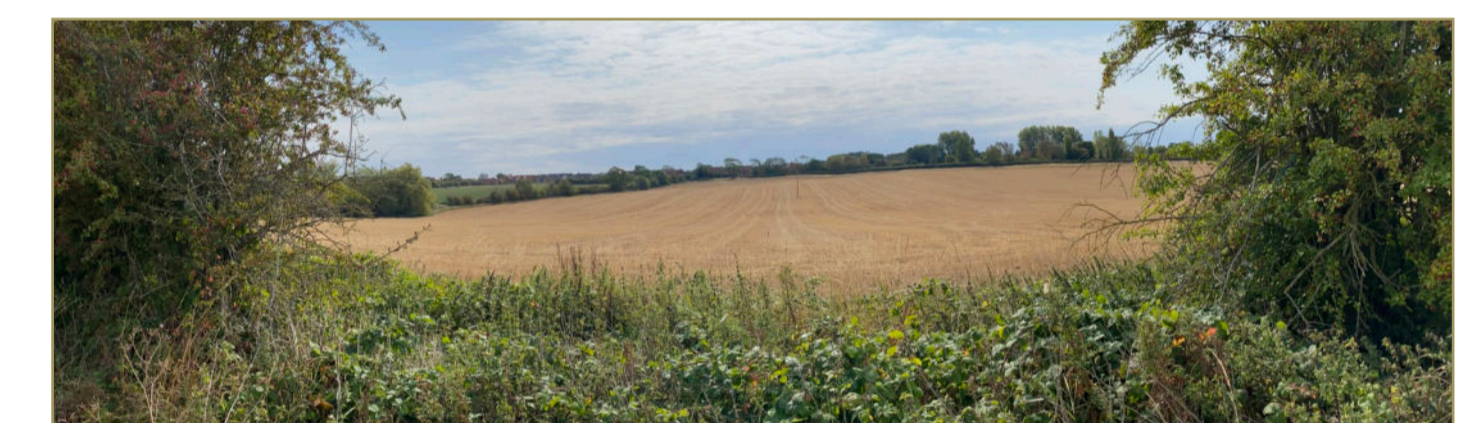
Viewpoint A: View north across the eastern part of the site from Warwick Road



Viewpoint B: View west across the eastern part of the site from the railway line towards the central hedgerow



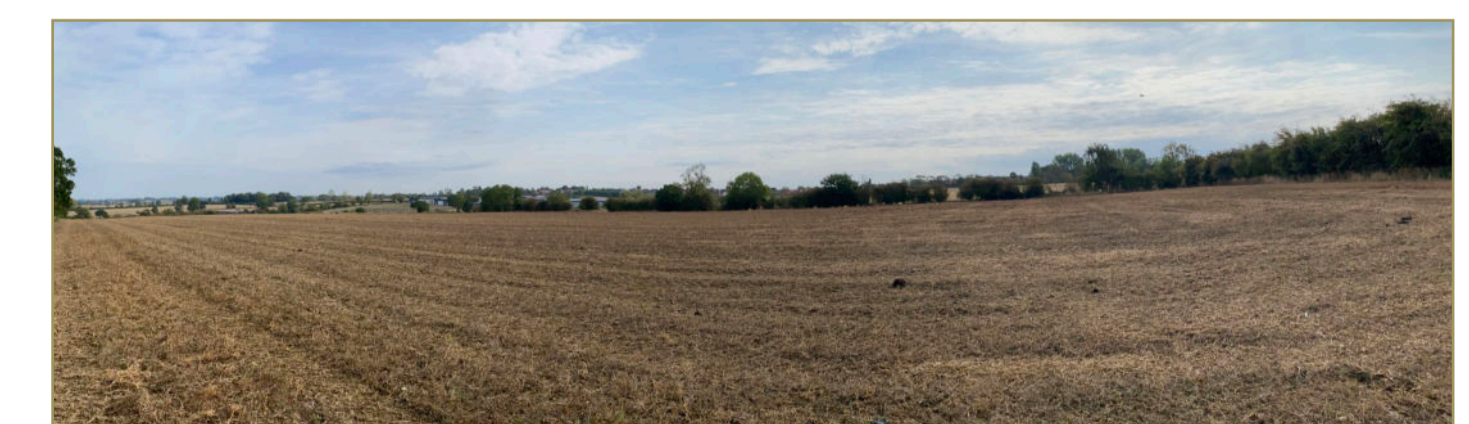
Viewpoint C: View north east across the eastern part of the site towards the business park



Viewpoint D: View south east across the western part of the site towards Warwick Road



Viewpoint E: View north west across the western part of the site from Warwick Road



Viewpoint F: View east across the northern part of the site

4. Site Investigations

Our multidisciplinary project team has undertaken a number of technical assessments of potential constraints and opportunities on the site. Key considerations in the design are ecology, arboriculture, flood risk, heritage, noise and air quality.

ECOLOGY

The site has been subject to ecological survey work during 2017 and again in 2025 in order to inform the current proposals. Survey work undertaken in 2025 includes specific surveys in regard to bats, Badger, Great Crested Newt and breeding birds to establish any existing use by these species.

The site does not contain any statutory or non-statutory ecological designations. The closest statutory ecological designation to the site is the Kilby-Foxton Canal SSSI, located approximately 480m west of the site at its closest point. Given the separation there will be no direct impacts from the proposed development on the SSSI.

The site is dominated by existing arable land, which is intensively managed and regularly cropped, and does not pose a particular constraint to the proposed development. Other habitats are limited to the field

margins, including the site boundaries, along with three converging internal hedgerows, associated with two seasonal ponds and a number of trees, which therefore represent habitats of raised value. These habitats will be largely retained and incorporated within the linked, enhanced green infrastructure and open space.

The site generally offers limited opportunities for protected species, whilst the survey work undertaken has recorded limited use by faunal species. A number of trees with bat roosting potential are present, whilst it is likely that birds nest within suitable habitat at the site. Appropriate mitigation measures including construction measures and habitat provision will be incorporated under the proposals in order to minimise potential for adverse effects on faunal species.

Opportunities for ecological enhancement will be secured as part of the development proposals, including new habitat provision and faunal enhancements, to ensure a minimum biodiversity net gain (BNG) of 10% on-site, along with additional enhancements for protected species such as bats and birds.

ARBORICULTURE

Existing tree cover is restricted to the site's agricultural field boundaries. These specimens are predominantly mature or early-mature, consisting primarily of common ash, typical of the local landscape, alongside sycamore and pedunculate oak. While the trees vary in physiological condition, their peripheral location ensures they can be successfully retained and protected throughout the construction process. Furthermore, the development offers a significant opportunity to enhance the site's canopy cover through diverse tree planting within public open spaces and the creation of tree-lined streetscapes.

FLOOD RISK

The site is located within Flood Zone 1, at low risk of flooding from all sources except surface water flood risk. There is a route of surface water flooding through the site which has informed the master planning of the site and will remain undeveloped apart from a short section of access road which crosses the area at the point of lowest risk. It will provide a safe route of access in an extreme event.

HERITAGE

The proposals have been informed by a detailed Heritage Impact Assessment and Archaeological evaluation of the site and its surroundings.

The site contains no designated heritage assets and none directly adjoin it. The closest conservation area is the Grand Union Canal west and south-west of Kibworth. This lies low in the landscape c.500m from the site, and is not readily visible. The development of the site will not meaningfully affect its setting. The closest listed building is a railway company boundary marker, which stands north of the railway. There will be no impact on this structure or its setting. Other designated heritage assets within the wider area (including a number of conservation areas, scheduled monuments and listed buildings) are separated and screened from the site by distance, topography, vegetation and intervening development and have no intervisibility with it. There is no potential for impact on their significance or settings.

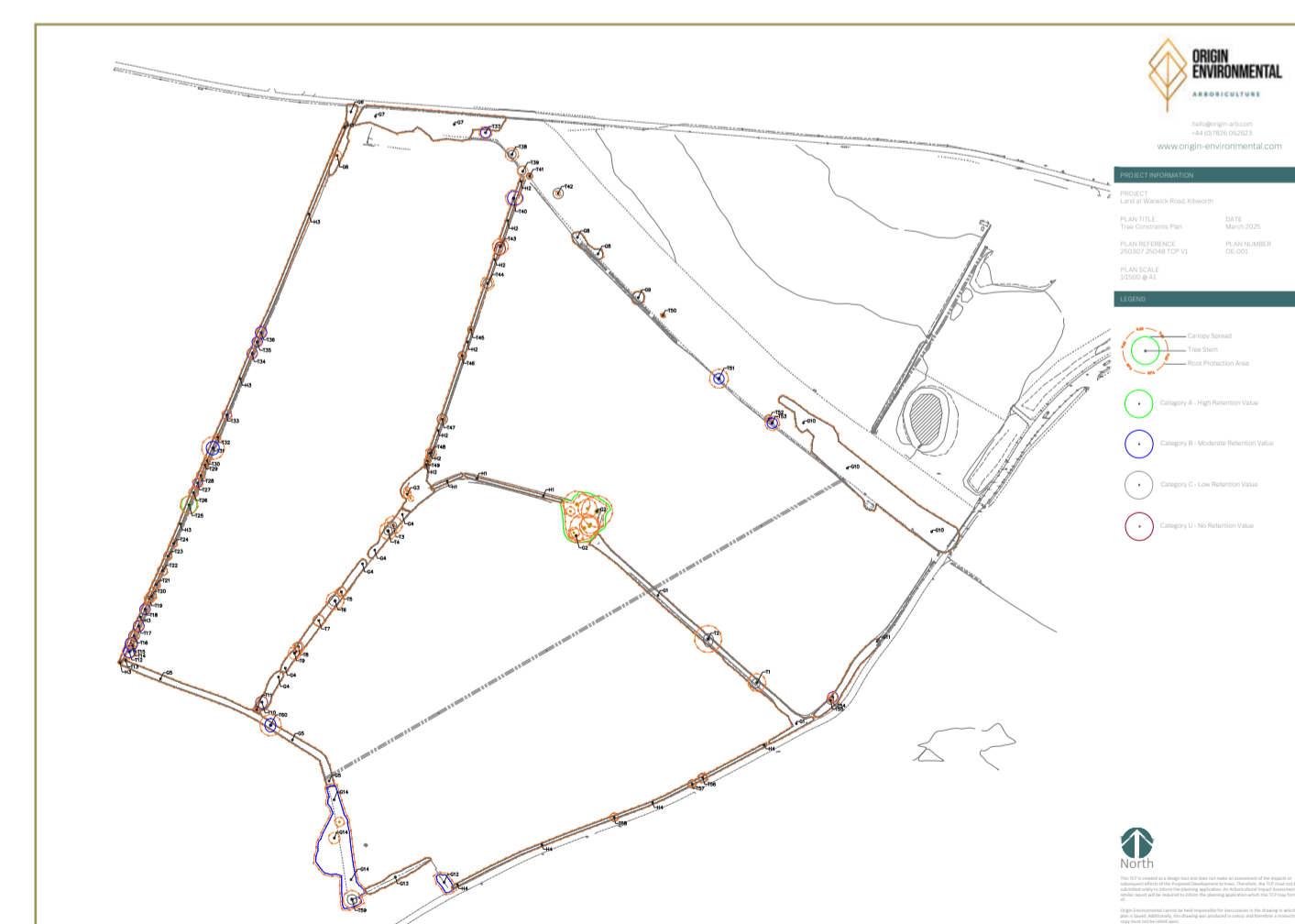
With regard to sub-surface archaeological interest, the site has been the subject of a comprehensive archaeological evaluation. This provides a record of the features discovered during extensive on-site trial trenching such that any archaeological interest of the site impacted by the development can be appropriately mitigated through a programme of work determined by Leicestershire County Council should this be necessary.

NOISE

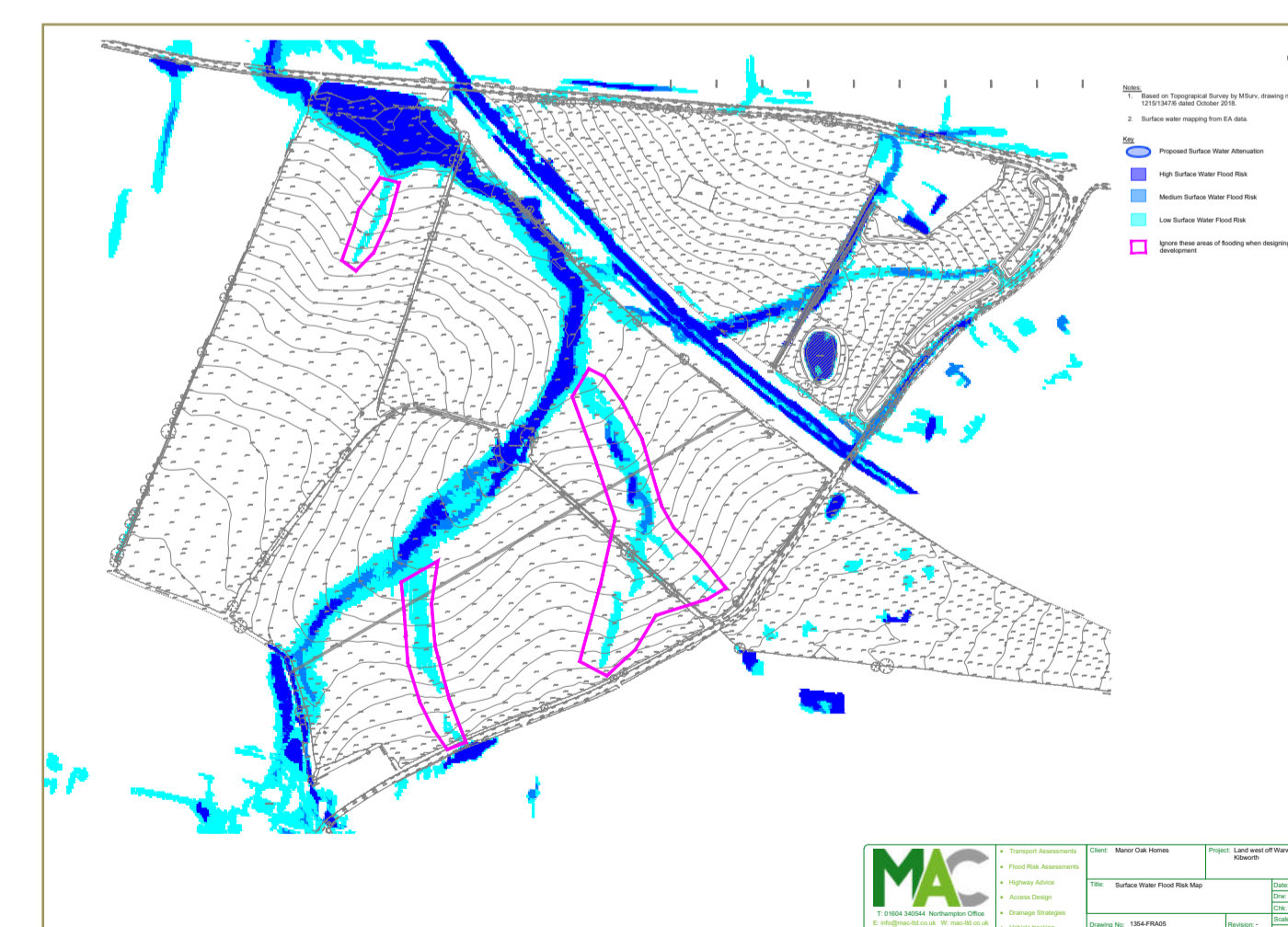
Noise impact survey work has measured noise levels across different parts of the site which indicates the predominant impact is from road and rail traffic noise. The assessment finds that these noise impacts can be effectively mitigated to acceptable levels by following good acoustic design, including gardens facing away from noise sources, acoustic fencing and upgraded glazing on parts of the site where this is necessary.



PRE-DEVELOPMENT HABITAT MAPPING (NTS)



TREE CONSTRAINTS PLAN (NTS)



SURFACE WATER FLOOD RISK MAP (NTS)

5. The Vision

THE VISION

The vision is for an organic extension to the village, a place set within the landscape that prioritises open space and nature. Its architectural character will be traditional, firmly rooted in the heritage of Kibworth and south Leicestershire.

There will be ample space for children's play and informal recreation, with traffic free movement around the site enabling healthy lifestyles. Connections to Kibworth will be enhanced, and there is potential to provide a new primary school within easy reach of all homes, to act as a focus for the community.

EMERGING SITE LAYOUT

The site layout retains all of the existing hedgerows on the site with development structured around them. There are significant green corridors associated with these and areas set aside for drainage that will be used for recreation and play and to enhance nature. New access points will be created from Warwick Road and a network of streets and pedestrian links will be created.

Key features of the layout are:

- 1 Site access
- 2 Potential land for school*
- 3 Arrival space - a feature space on the primary street
- 4 Central open space with play area and MUGA (Multi-Use Games Area)
- 5 Open space with attenuation basins
- 6 Play area within open space
- 7 Trees and hedgerows retained within the development
- 8 Development offset from railway and telecommunications masts
- 9 Primary Route (Tree lined Avenue)
- 10 Landscape buffer
- 11 Proposed hedgerow and tree planting

*The need for the site to provide land for a primary school is the subject of ongoing discussion with Leicestershire County Council (the education authority). The Local Plan policy allocation (K1) does not require the provision of land for a school. However in the event the number of homes substantially exceed the policy allocation (475 homes) a primary school may be needed. Land for this has therefore been shown on a precautionary basis.



EMERGING LAYOUT (NTS)

Key:

- | | | | |
|---------------------------|------------------------------------------|--------------------------|----------------------------------------|
| Site Boundary | Open Space | Attenuation Basin (SuDs) | Primary Route |
| Residential Development | Neighbourhood Park with play area (NEAP) | Existing Trees/Hedges | Secondary Route |
| Potential land for school | Children's play area (LEAP) | Proposed Trees | Indicative Pedestrian route / Cycleway |



ARTIST'S IMPRESSION: RURAL EDGE



ARTIST'S IMPRESSION: GREEN CORRIDOR WITHIN THE SITE



ARTIST'S IMPRESSION: VILLAGE GREEN



ARTIST'S IMPRESSION: PRIMARY STREET

6. Landscape & Ecology

LANDSCAPE ASSESSMENT

A landscape and visual impact assessment (LVIA) has been undertaken, confirming that the recent westward expansion of Kibworth, along with the network of road corridors, railway line and other related infrastructure establishes the site as a transitional area on the settlement edge.

The site is identified within **Landscape Character Area 5a: Fleckney** of the Harborough District Landscape Character Assessment (2024) described as “a settled landscape, with urban influences from large scale settlements including Market Harborough and dispersed, expanding villages.” The LVIA concurs with the Harborough District Council Landscape Sensitivity Assessment (2024), as being of **low-moderate** sensitivity to residential development.

The design development process has been landscaped, and underpinned by a series of landscape principles including:

- Retention and enhancement of on-site hedgerows and trees, including infilling where necessary, forming the core of the Green Infrastructure network on-site.
- Appropriate depth development buffers from all on-site and boundary vegetation, ensuring their long-term health.
- High quantum of new tree planting throughout the Proposed Development, including native woodland (and wet woodland) species, and mixed-native street trees along primary streets.
- Creation of new areas of wildflower meadow and scrubland, offering substantial biodiversity gain above existing arable baseline.
- New semi-natural and contemporary play spaces, including LAP, LEAP and NEAP
- Retention and enhancement of western and northern boundaries, providing physical, visual and audible buffering to railway line, and protecting the character of the Grand Union Canal Conservation Area

FEATURE LANDSCAPE SPACES



VILLAGE GREEN INSET PLAN (NTS)



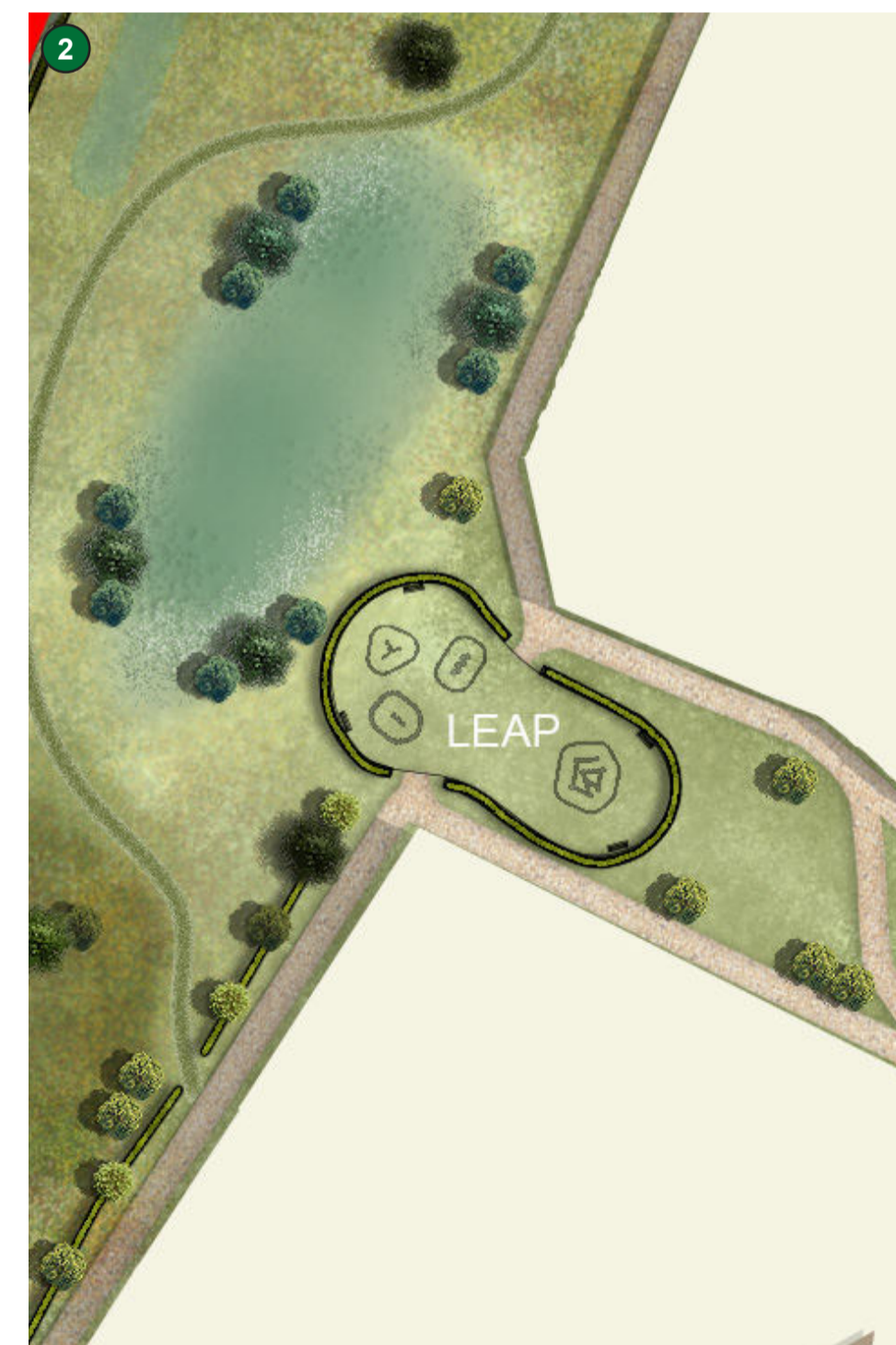
VILLAGE GREEN PRECEDENT IMAGES



RESIDENTIAL SQUARE INSET PLAN (NTS)



RESIDENTIAL SQUARE PRECEDENT IMAGES



WESTERN LANDSCAPED EDGE INSET PLAN (NTS)



WESTERN LANDSCAPED EDGE PRECEDENT IMAGES



LANDSCAPE STRATEGY PLAN (NTS)

- 1 Village Green
- 2 Western Landscaped Edge
- 3 Residential Square

7. Highways & Drainage

ACCESS ARRANGEMENT

Two points of vehicular access are proposed, with both provided from Warwick Road to the east of the site. The northern access will be located 100m south of the existing railway bridge crossing and will be delivered as a priority T-junction. The southern access junction is located approximately 300m further south and will be delivered as a priority T-junction with a ghost island right-turn lane. Both junctions are designed to incorporate pedestrian and cyclist movements on the minor arm. Additional access points are provided for pedestrians with crossing provisions to be delivered to connect with existing footways on Warwick Road.

HIGHWAY IMPACT

A detailed traffic modelling assessment will be undertaken to fully understand the potential impacts of the proposed development on the local highway network. The model extent covers Kibworth, Fleckney and Foxton and also includes the A6 route to Leicester and Market Harborough. The results of this modelling exercise will be explained within the supporting Transport Assessment and mitigation measures will be identified.

PUBLIC TRANSPORT

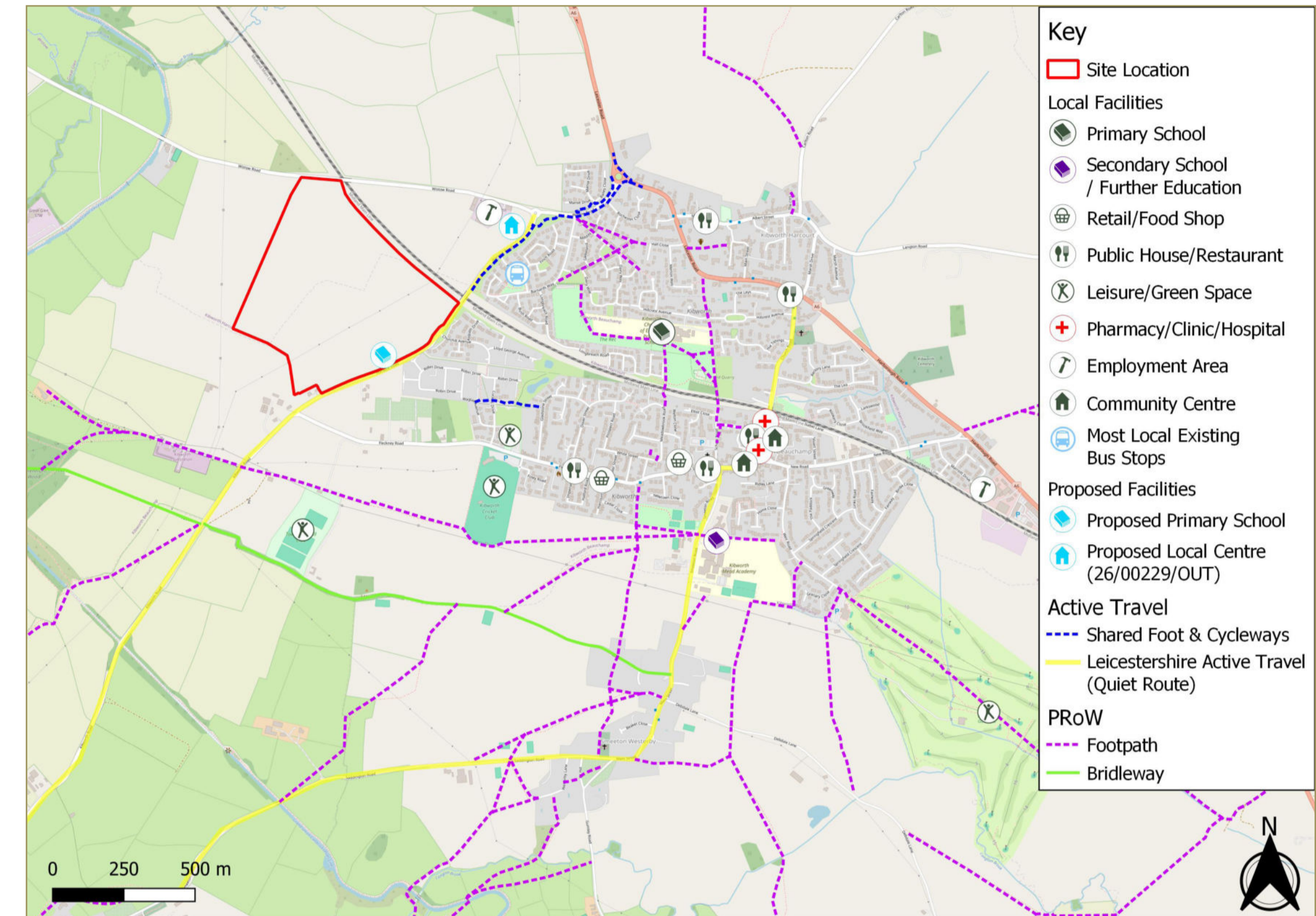
The potential for local bus services to serve the site will be discussed with local bus operators. This would also provide wider benefits to those on the western side of Kibworth who currently do not have access to local bus services. Subject to these discussions it is likely that any future bus service serving the proposed development would provide access to Leicester and/or Market Harborough.

ACCESSIBILITY

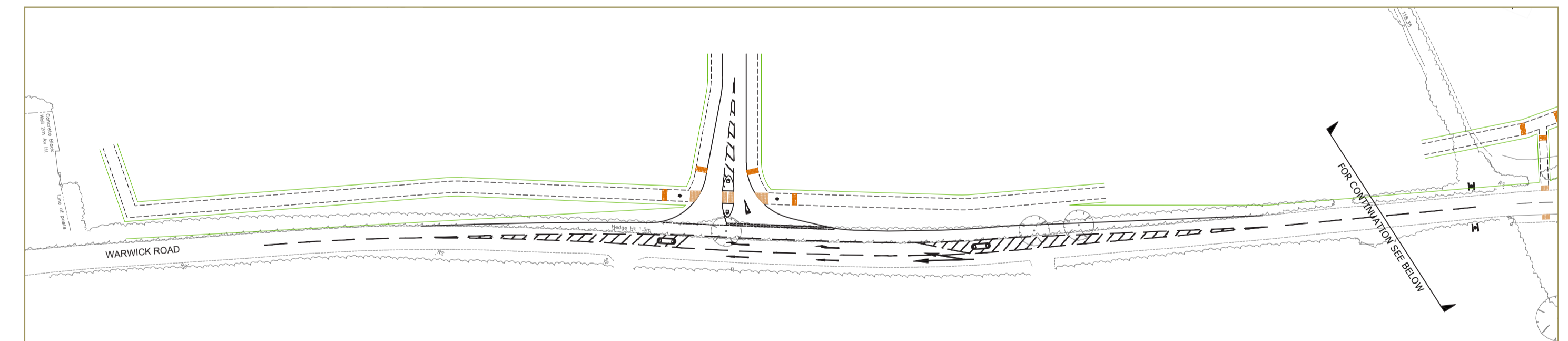
The site is accessible with good connections to existing footways towards the remainder of Kibworth, cycleways and potential for public transport provision. There are local facilities within Kibworth and the wider area that future residents would be able to use and access within appropriate walking and cycling distance. The site will also provide outdoor green spaces and play areas and potentially land for an on-site primary school, which will be accessible to existing local residents in addition to those within the site. The site itself will be delivered with high quality dedicated pedestrian and cycle routes, providing safe, convenient and direct routes for those travelling by active modes. The site will be supported by Residential and School Travel Plans (should a school be needed) which will provide residents and students and school staff with incentives and initiatives to travel using sustainable modes of transport.

DRAINAGE

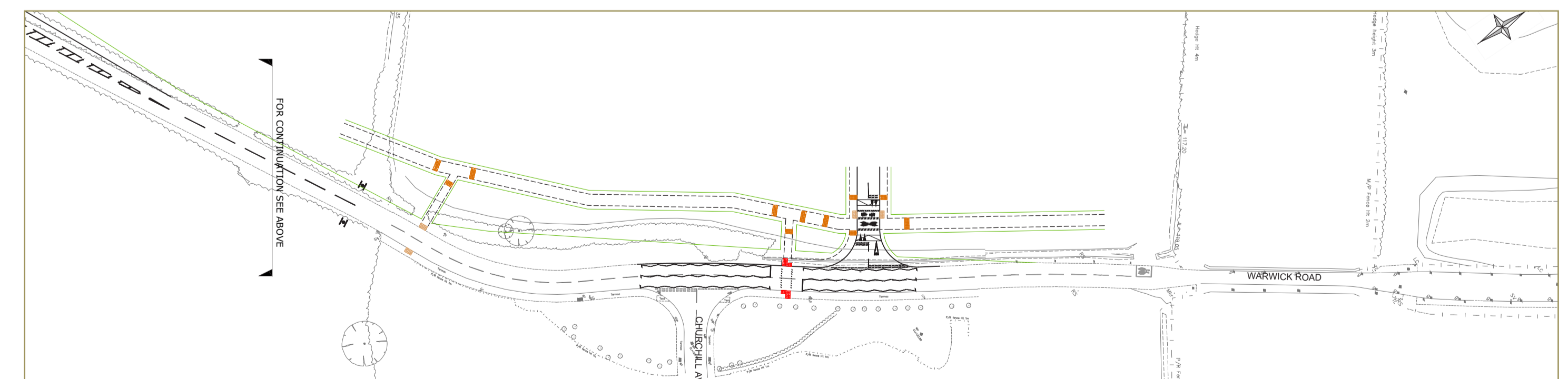
The site will incorporate a range of Sustainable Drainage Systems (SuDS) to ensure that the rate of surface water discharge does not increase as a result of the proposed development. The layout shows how the required surface water attenuation can be incorporated within the layout to accommodate a 1% (100yr) plus climate change event. A number of upstream SuDS features will be incorporated which could include rain gardens, rain water harvesting, permeable paving and swales.



ACCESSIBILITY PLAN (NTS)



PROPOSED SITE ACCESS – RIGHT-TURN FACILITY DESIGNED IN ACCORDANCE WITH EXISTING 50MPH SPEED LIMIT (NTS)



PROPOSED SIMPLE PRIORITY SITE ACCESS – DESIGNED IN ACCORDANCE WITH EXISTING 40MPH SPEED LIMIT (NTS)

8. Next Steps

WHAT HAPPENS NEXT?

Thank you for taking the time to look at our proposals. If you have any questions, please ask a member of our team.

Your views on the proposed development are important to us and we will consider them as we finalise our proposals for the submission of the planning application.

APPLICATION TIMELINE

It is anticipated that the timeline for the application process will be as follows:

- Consultation period close: 30th April 2026
- Application submission: Summer 2026
- Likely determination date: Winter 2026
- Reserved matters approval: Spring 2027
- Start on site: Summer 2027

THANK YOU FOR TAKING THE TIME TO ATTEND THIS EXHIBITION. DO LET US KNOW WHAT YOU THINK BY PROVIDING YOUR COMMENTS:

By completing the feedback form today



By email to:
info@arplanning.co.uk

On our project website:
<https://www.manoroakhomes.co.uk/project/kib-029/>
(or using the QR code above)

We would appreciate receipt of your comments by no later than 30th April 2026.

BENEFITS OF THE PROPOSALS

New Homes: Approximately 550 much needed new homes, 40% of which will be affordable with a tenure split of 75% affordable rent and 25% affordable home ownership.

Housing Mix: A mix and type of homes which responds positively to latest evidence of housing needs. This will include provision for 1-5 bed homes, including bungalows, suitable for those looking to downsize.

Self/Custom Build: A proportion of plots will be for self and custom build housing to positively respond to demand of that type in accordance with submission version Local Plan policy HN05 and Neighbourhood Plan policy H4.

Economic benefits: Employment and training opportunities during the construction phase, with knock-on economic benefits for local firms in the supply chain. Increased expenditure available in the local economy in the post occupation phase of the development able to sustain and support local service provision and businesses.

Potential new Primary School: Land for a new primary school and early years facility.

Retained and Enhanced Trees and Landscape Features: The retention of tree and hedgerow features with provision for significant new tree planting, particularly to the south and west boundaries softening the development in its setting.

Public Open Space: Approximately 17 hectares of landscaped public open space to include informal open space, and more formal open space including a Neighbourhood Equipped Area for Play (NEAP) and two Local Equipped Areas for Play (LEAP's).

Pedestrian and Cycle Access: The pedestrian/cycle routes extend into and through the site providing for good connectivity throughout the development. A combined footway/cycleway is proposed within the site parallel to Warwick Road with connections into Warwick Road and the pedestrian/cycle network beyond.

Flood Risk and Drainage: Drainage will be positively managed utilising swales and attenuation basins to provide sufficient storage to cope with extreme weather events plus additional capacity to allow for climate change while maintaining a controlled greenfield discharge rate.

Sustainable design: All dwellings will be designed to meet the government's Future Homes Standard. This will require highly efficient insulation, heating from low carbon sources such as heat pumps, and on-site renewable energy generation such as solar PV panels.

S106 Planning Obligations: Due to the scale of the proposals the package of planning obligations associated with the development is considerable. It will be the subject of detailed consideration during the application but is expected to include:

- Affordable housing
- Off-site highway works
- On-site open space provision and future maintenance
- Education contributions
- Healthcare contributions
- Sport and community contributions



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