Leicestershire County Council

Leicestershire Minerals and Waste Local Plan

Up to 2031

Adoption

2019

LEICESTERSHIRE

MINERALS AND WASTE

LOCAL PLAN

Adopted

25th September 2019

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1. Introduction

Minerals and Waste Local Plan

1.1 Leicestershire County Council is responsible for minerals and waste planning in the administrative area of Leicestershire (outside the City of Leicester). The Council is reviewing its current planning policies dealing with mineral extraction and waste management.

1.2 Local Plans are required to be produced by all local planning authorities. They should address the spatial implications of economic, social and environmental change and set out the opportunities for development and clear policies on what will or will not be permitted and where.

1.3 The 'Development Framework' was the previous terminology used for Local Plans before the introduction of the Localism Act 2011. The previous system had advocated the preparation of a portfolio of development plan documents and other local development documents, but the preparation of a single local plan document is now the preferred approach.

1.4 The Leicestershire Minerals and Waste Local Plan replaces the Leicestershire Minerals Core Strategy and Development Control Policies Development Plan Document (DPD), the Leicestershire and Leicester Waste Core Strategy and Development Control Policies DPD (both of which were adopted in October 2009), together with remaining saved policies in the Leicestershire Minerals Local Plan (1995) and the Leicestershire, Leicester and Rutland Waste Local Plan (2005). A table showing the relationship between these existing policies and those contained in this document is set out in Appendix 2.

1.5 Leicester City Council has commenced preparation of a new Local Plan for the City of Leicester and decided to deal with mineral and waste planning issues within the City in that document. This enables the County Council to address minerals and waste issues within the County in one plan but the County Council will need to cooperate with the City Council on issues that may affect matters across both areas.

Scope and Nature of this Document

1.6 This Minerals and Waste Local Plan includes a spatial vision, spatial strategy, strategic objectives, and core policies which set out the key principles to guide the future winning and working of minerals and the form of waste management development in the County of Leicestershire over the period to the end of 2031. The Development Management Policies set out the criteria against which planning applications for minerals and waste development will be considered. A monitoring framework is included to examine the efficacy and effects of the policies. The Council is required to maintain a policies map to illustrate the application of the policies in the adopted plan. For this plan the Policies Map comprises the set of Mineral and Waste Safeguarding dcouments S1 – S7, the Key Diagram, and Appendices 1 and 2 to the Plan.

1.7 At the time the Local Plan was prepared the prevailing national policy was contained in the National Planning Policy Framework (NPPF) issued in March 2012 and the National Planning Policy for Waste (NPPW) issued in October 2014. Following submission of the Local Plan for independent examination (in March 2018) a revised NPPF was published in July 2018. Paragraph 214 of the revised NPPF clarified, however, that the policies in the previous Framework would apply for the purpose of examining this Local Plan. In addition the National Planning Practice Guidance as existing at the time of the 2012 NPPF has been the relevant guidance for the purpose of examining the Plan.

1.8 The Local Plan addresses the need to provide protection to the environment and the amenity of local residents, whilst ensuring a steady supply of minerals and the provision of waste management facilities in accordance with Government policy and society's needs. It aims to maximise the use of alternative materials in order to reduce the reliance on primary-won minerals, and to significantly increase levels of reuse and recovery of waste and move away from landfill as a means of disposal, having regard to sustainability objectives. It also provides controls relating to the beneficial reinstatement of land following mineral working and landfill operations.

1.9 Other planning documents published by the County Council include:

- A **Statement of Community Involvement** (SCI), which sets out the standards to be achieved by the County Council in involving the community in the preparation, alteration and continuing review of planning policy documents and the determination of planning applications. The current SCI was adopted in March 2015.

- Leicestershire County Council's **Minerals and Waste Development Scheme** (MWDS), which will set out details regarding the preparation of the Local Plan, and in particular the proposed timetable.

- An **Annual Monitoring Report**, which the County Council prepares to review actual plan progress compared with the programme set out in the Development Scheme; assesses the effectiveness of policies in meeting targets; and considers whether policies need adjusting or replacing and if so determines what action should be taken.

1.10 To ensure that Local Plans are prepared with a view to contributing towards sustainable development, they must be subject to appraisal. In addition, the provisions of European Directive 2001/42/EC must be complied with; this requires formal strategic environmental assessment of certain plans and programmes.

1.11 The Local Plan is, therefore, accompanied by a **Sustainability Appraisal** (SA), which evaluates the social, environmental and economic effects of the strategies and policies of the Local Plan from the outset of the preparation process. This also incorporates a Strategic Environmental Assessment (SEA), as required by European Directive 2001/42/EC, which assesses the Local Plan for any likely significant effects on the environment that may occur.

1.12 A **Habitat Regulations Assessment** (HRA) Scoping Report of the potential effects of the emerging Minerals and Waste Local Plan on the *Natura 2000* network has been undertaken. The policies within the draft Plan have been 'screened out' as not requiring a full Appropriate Assessment, largely due to the wording of the policy regarding the protection of internationally important biodiversity sites (DM7). The HRA concludes that there are no likely significant effects from the policies either alone or in combination with other projects and plans.

1.13 Please bear the following points in mind when reading and applying the policies:

- the Minerals and Waste Local Plan is designed to be read as a whole;
- policies are not listed in any priority order;
- where a policy contains a list of criteria, factors or proposals, these are not in any order of importance or priority, unless the policy specifically states they are;
- individual policies need to be read in the context of other policies in the Minerals and Waste Local Plan and not interpreted in isolation;

- new development will be assessed against all relevant policies in the Minerals and Waste Local Plan and will be expected to be in conformity with those relevant policies unless other material planning considerations indicate otherwise;
- the interpretation of various phrases and terms is in many cases an important part of the policy. Phrases or terms with a particular meaning are defined in the Glossary.
- national policy is applicable but is not repeated.

2. Spatial Characteristics, Vision and Strategic Objectives

Spatial Characteristics of the County

2.1 Leicestershire is located at the heart of England. The County of Leicestershire comprises seven local authority districts, namely Blaby, Charnwood, Harborough, Hinckley & Bosworth, Melton, North West Leicestershire and Oadby & Wigston. The City of Leicester is located approximately in the centre of the County, but does not form part of the administrative County.

2.2 The County borders Nottinghamshire to the north, Lincolnshire to the northeast, Rutland to the east, Northamptonshire to the southeast, Warwickshire to the southwest and Derbyshire to the northwest. The westernmost tip of the County touches Staffordshire.

Population

2.3 The population of Leicestershire in 2011 was 650,489, which was 6.7% higher than in 2001. Across Leicestershire districts, Charnwood has the highest population (166,100), while Melton has the lowest (50,376). The largest settlements are Loughborough (59,932), Hinckley (45,249) and Coalville (34,575).

2.4 The eastern side of the County is predominantly rural, with small villages and market towns, whilst the north and north-west is more urban. Two-thirds of the population of Leicestershire live in 'urban' areas (urban settlements with more than 10,000 population) around Leicester City, Loughborough/Shepshed, Hinckley, Coalville, Melton Mowbray, Market Harborough, and Ashby-de-la-Zouch. The County has over 300 settlements with a population of fewer than 10,000, the majority of which are very small, with nearly half having a population of less than 250.

2.5 A slow and steady increase in population is projected to take place within Leicestershire, rising to 695,000 in 2021 according to the Office for National Statistics 2012 based population projections (published May 2014), a rise of 6% from 2012, and 735,000 in 2031 (a further rise of 6% from 2021).

2.6 The number of households in Leicestershire has increased from 248,000 in 2001 to 268,000 in 2011, an increase of 8%. The Government's 2012-based household projections indicate an increase in the number of households to 291,000 in 2021 (a further 8.6% increase), and 315,000 households in 2031 (a rise of 8% from 2021).

2.7 The Leicester and Leicestershire Strategic Housing Market Assessment: Leicester and Leicestershire Local Planning Authorities Report of June 2014 identifies a need for between 2,400 and 2,730 new houses per annum in Leicestershire to 2036. Based on housing provision proposed in adopted and emerging Local Plans within Leicestershire, housing completions are forecast to increase by some 6% to about 2,600 dwellings per annum, compared to 2,455 between 2001 and 2010. The achievement of such a level of completions will, however, be largely dependent on future circumstances related to the national and local economy. A significant amount of this future development is expected to comprise 'sustainable urban extensions' to the west of Leicester in Blaby, north of Leicester in Charnwood, and around Loughborough, Hinckley and Coalville.

Industry

2.8 The top employing sectors in 2011 in Leicestershire were manufacturing (14.4% of local employment) and transport and storage (8.5%), with the main centres of employment corresponding broadly to the main population centres.

2.9 A high proportion of Leicestershire's businesses are in the professional, scientific & technical sector (13.9%) and construction (13.2%). Other areas of significance are retail (8.2%) and manufacturing/production (8.5%).

2.10 The Leicester & Leicestershire Enterprise Partnership's (LLEP) Economic Growth Plan sets out strategic objectives, priorities and actions for the period 2014 to 2020. The LLEP's ambition is that, by 2020, 45,000 additional private sector jobs will have been created, £2.5b of private sector investment will have been attracted to the area, and that the Gross Value Added (GVA) will have increased by £4b to £23b.

Transport

2.11 The County is served by excellent transport links. The M1 is the principal arterial route linking the County with the rest of the country. The other major roads are the M69 connecting to Coventry, the M6, the A42 and the A46. Other principal roads are the A511, A50, A444, A447, A6, A5 and the A47. East Midlands Airport lies in the north of County, providing flights to a wide range of destinations.

2.12 Other transportation modes include railways and waterways. Main line rail connections link Leicester to Birmingham, Nottingham, Derby and London. Beyond the County, long distance and international rail freight terminals are located in Birmingham and Daventry, both accessible by the

motorway network. Several navigable waterways exist within the County such as the Ashby Canal, the River Soar and the Grand Union Canal branching to Market Harborough and Welford. There are no intermodal freight terminals in the County, although one is proposed north of East Midlands Airport at Junction 24/24A of the M1.

Natural Resources

2.13 Leicestershire is an attractive rural county with a landscape of considerable variety and complexity which encompasses 18 local landscape character areas including The Wolds, Charnwood Forest, High Leicestershire and the Soar Valley. Twelve National Character Areas have been identified by Natural England covering the County of Leicestershire including Mease/Sence Lowlands and Leicestershire & South Derbyshire Coalfield. There is no Green Belt but there are twelve Green Wedges around Leicester and five throughout other parts of the county. Around 80% of the land use in the County is agricultural, with the emphasis on mixed cereal and livestock farming. The majority of soil quality is classified as Grade 3 with relatively small areas of particularly good or poorer quality land.

2.14 The County has 4.3% woodland cover. Whilst there are no Areas of Outstanding Natural Beauty (AONBs) or National Parks within the County, the Charnwood Forest Regional Park encompasses a distinctive area of upland landscape, which is valued for its international geological importance, rich biodiversity, landscape beauty, historical importance and recreational role and which makes up the eastern end of the developing National Forest. Within the Park area, Charnwood Lodge is a highly valued National Nature Reserve. The County also includes a range of country parks.

2.15 As of August 2015, designated sites for the purposes of nature conservation in the County comprise the River Mease (which is designated as a Special Area of Conservation), 3 National Nature Reserves (NNR) designated because of their geological and ecological interest, 77 Sites of Special Scientific Interest (SSSI) (17 of which have been designated for their geological interest), 48 Locally Important Geological Sites, 16 local nature reserves and 2715 locally designated sites (potential, candidate and Local Wildlife Sites).

Built Heritage and Historic Landscape

2.16 The County contains 186 Scheduled Monuments, up to 100 grade I, over 300 grade II*, and in excess of 4000 grade II listed buildings, around 200 designated conservation areas together with 14 registered parks and gardens and one registered battlefield. The County comprises evidence of historic occupation through from the Palaeolithic, Mesolithic to the Iron

Age and Roman, to the Industrial Revolution to Modern eras. The older epochs are dominated by archaeological remains such as the nationally significant palaeolithic remains in the gravel-filled channel of the former Bytham River, to Neolithic monuments such as the causeway camp at Husbands Bosworth and the county-wide scatter of later prehistoric and Roman settlements. The dominant legacy of Roman occupation is the Roman roads that cross the County - Watling Street, Fosse Way and Ermine Street. In terms of above ground heritage, the buildings in the County range from 13th century manorial complex at Donington le Heath to the 15-17th century remains at Grace Dieu Priory to the industrial revolution settlements and areas that are now Conservation Areas. The County also possesses a rich historic landscape reflecting local character and traditions of agriculture and other land use.

Minerals

2.17 Leicestershire is a mineral rich county and is one of the principal producers of minerals in the country, particularly igneous rock. Around 17.5Mt per annum of minerals is currently provided from sites in Leicestershire, see Table 1 below. The minerals within the County have been grouped into categories associated with their main uses, namely aggregate minerals (crushed rock and sand and gravel), other construction minerals (brickclay, fireclay, gypsum and building stone) and energy minerals (coal and oil/gas). Igneous rock extraction accounts for around 73% of the mineral extracted within the County.

Table 1 Quantities of Mineral Provided within Leicestershire

Mineral	Quantity (tonnes per annum)
Aggregate Minerals	
Igneous Rock	12,765,578 * (2014)
Limestone	1,391,475 * (2014)
Sand & Gravel	1,455,359 * (2014)
Other Construction Minerals	
Clay (for bricks, pipes and tiles)	476,000 ^ (2008)
Fireclay	67,000 ^ (2011)
Gypsum	810,000 #
Energy Minerals	
Coal	515,651 ~ (2014)
Oil	4,090 < (2013)
Total	**17,485,153 tonnes**

Sources: * = MPA/AWP Survey; ^ = Business Monitor PA1007; # = MPA estimate; ~ = BGS/Coal Authority; < = DTI.

Waste Management

2.18 There are currently a number of facilities within the County for managing waste. These include materials recovery facilities (MRFs) at Whetstone and Melton; anaerobic digestion plants at Wanlip and Huncote (and planning consent for 1 other site); 7 composting sites; 8 transfer stations; approximately 18 construction and demolition (C&D) recycling sites; around 43 commercial and industrial (C&I) recycling operations; 14 Recycling and Household Waste Sites; landfill for non-hazardous waste at Cotesbach; and landfills for inert waste at Brooksby, Ellistown, Lockington, and Husbands Bosworth and Slip Inn together with a variety of other smaller inert landfill sites. Planning permission has been granted for an energy recovery facility (ERF) near Shepshed within Newhurst Quarry.

2.19 There is a cluster of waste transfer and recycling sites to the south west of Leicester; beyond this, sites are generally within the north east of the Leicester Principal Urban Area, and in and around Hinckley and Loughborough. These sites are predominantly located on industrial estates. The County's Recycling and Household Waste Sites are mainly on urban fringes or close to concentrations of population. The larger landfill sites for both inert and non-hazardous waste are exclusively associated with previous or existing mineral extraction sites. There are a small number of waste sites located in more rural locations and these include the open air composting sites.

Spatial Vision

2.20 The aim of the Minerals and Waste Local Plan is to provide adequate waste management and mineral extraction/processing facilities within Leicestershire to meet identified needs. Provision will be met in as sustainable a manner as possible. Leicestershire County Council aspires to see the reuse and recovery of waste increasing and thereby reducing the reliance on landfill as a means of disposal and the need for primary minerals.

2.21 The choice of location for minerals development is governed by geology whereas the choice for locating waste developments is more flexible. However, the Council will seek to establish waste facilities in proximity to arisings so that the needs of communities are met and the distance untreated waste is transported is minimised. Notwithstanding this, minerals and waste developments will only be sited in locations which protect the built, heritage and natural environments and the local community from any unacceptable effects from these developments.

2.22 Minerals and waste sites make a significant contribution to the economy supporting almost 3,000 jobs directly and many more indirectly. The

minerals industry is critical in supplying raw materials to the economy and makes a disproportionate contribution to the Leicestershire economy than to England as a whole. The waste industry increasingly plays an important role in improving resources management in the economy. These sites support growth in the local and wider economy and help to create a diverse employment market in line with the Leicester and Leicestershire Economic Growth Plan 2012-2020. For those developments granted temporary consents where the land will be restored (in the main, mineral and/or landfill sites) the Council will seek restoration which offers greater recreational opportunities to the local community and a net gain to biodiversity.

2.23 Within the box below is the Council's spatial vision for the Minerals and Waste Local Plan.

SPATIAL VISION

To enable the provision of sufficient minerals and waste facilities within the County of Leicestershire in locations that meet the economic and social needs of present and future generations whilst seeking to protect and enhance the environment.

Strategic Objectives

2.24 To help achieve the spatial vision a suite of strategic objectives has been established. These set out a more detailed foundation for the Minerals and Waste Local Plan from which the detailed policies to guide, assess and manage minerals and waste developments will be formed. The objectives will be monitored as part of the Council's Annual Monitoring Report (AMR) alongside the detailed policies and the manner in which monitoring will take place is detailed in Section 6 of this document.

STRATEGIC OBJECTIVES (1-3)

1. To make sufficient provision of minerals in the County of Leicestershire to meet national and local requirements.

2. To make sufficient provision of waste facilities in the County of Leicestershire with capacity equal to the waste generated within the County of Leicestershire.

3. To provide mineral sites and waste management facilities in the most sustainable locations so that movement other than by road is maximised, untreated waste transportation is minimised, the development of previously developed land is encouraged and the needs of local communities and industry are met.

STRATEGIC OBJECTIVES (4-10)

4. To co-ordinate and work with all relevant organisations, in particular Leicester City Council and Leicestershire Local Authorities, to ensure that the Local Plan addresses planning issues that cross administrative boundaries.

5. To attain the maximum possible reuse, recycling, composting and recovery of value from waste within the County of Leicestershire and thereby minimising the disposal of waste.

6. To safeguard mineral resources, mineral sites and associated infrastructure, and waste management facilities from inappropriate development.

7. To reduce the impact of minerals and waste developments upon climate change.

8. To protect people and local communities, and the natural, built and historic environment (particularly the River Mease Special Area of Conservation) from unacceptable effects of minerals and waste developments.

9. To ensure that land with a temporary use is subsequently restored, managed and maintained to an after-use of high quality at the earliest opportunity which respects the local area's character, provides a net gain in biodiversity and allows greater public access whilst affording opportunities for recreational, economic and community gain in mitigation or compensation for the effects of development where possible.

10. To complement and support wider strategies including the Leicester and Leicestershire Economic Growth Plan, green infrastructure projects and strategies such as the National Forest and Charnwood Forest Regional Park.

3. PROVIDING FOR MINERALS

3.1 Leicestershire is a mineral rich county and is one of the principal producers of minerals in the country. Aggregates, industrial and energy minerals are produced within the County. Aggregates are derived from sand and gravel, and crushed rock (igneous rock and limestone) and are used in the construction industry for building purposes. Igneous rock (granite) is the most significant mineral produced in the County. Industrial minerals extracted in Leicestershire currently include brickclay, fireclay and gypsum. Energy minerals exploited in Leicestershire currently comprise coal and oil.

3.2 Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.

3.3 In order to ensure continuity of supply, the Government advises that landbanks should be used as an indicator of when new permissions are likely to be needed. A landbank is the sum (in tonnes) of all the permitted reserves with valid planning permission (this includes sites that are currently not working, but excludes those sites which are dormant as set out under the Planning and Compensation Act 1991 and Environment Act 1995, for which a review is required before operations can resume).

3.4 The recommended landbank period for sand and gravel is at least seven years, while it is at least 10 years for crushed rock and at least 25 years for brickclay. Landbanks are not appropriate for energy minerals (coal, oil and gas) as the Government advises that it is not for the planning system to limit any particular source or level of energy supply. It is important to note that landbanks can only be maintained in practice if the minerals industry comes forward with planning applications in the right place and at the right time.

3.5 Extensions to existing mineral workings (comprising the extraction of minerals on land in close proximity to an existing quarry where extracted mineral is moved to an existing quarry processing plant via means other than the public highway) commonly have less environmental impacts than a wholly new proposal and there is the advantage of continuity of production as existing sites have infrastructure already in place. They can also help retain the existing workforce and provide a mechanism for the full recovery of the resource thus avoiding the unnecessary sterilisation of the mineral.

3.6 Extensions can however have the disadvantage of prolonging mineral extraction within areas which have already been affected for many years by mineral operations, so having adverse impacts on local communities.

This could lead to cumulative impacts in a concentrated area caused by incremental extensions to existing sites. In addition, if an existing site is not well located to the transport system the impacts could be exacerbated.

Aggregates

Recycled and Secondary Aggregates

3.7 The use of secondary and recycled aggregates in construction projects and highways development (sub-base for roads) contributes to more sustainable development. The substitution of part of the primary won aggregate by alternative products lessens the need for quarrying with the associated benefits of reduced social and environmental impacts and efficient use of a finite resource.

3.8 Recycled aggregates can comprise construction, demolition and excavation wastes, asphalt road planings and used railway ballast. The main source of alternative aggregates in Leicestershire arises from construction, demolition and excavated waste (often referred to as CD & E waste). 'Secondary aggregates' are by-products of other processes, and will not have been used previously as aggregates.

3.9 Whilst the bulk of aggregates required for the construction industry are likely to continue to be won from primary resources, the Council recognises that a sustainable minerals supply strategy should make provision for maximising the recovery and use of recycled and secondary materials.

3.10 The County Council will therefore support proposals for the recycling and reprocessing of materials for use as aggregates in appropriate locations. All new or expanded facilities for handling, recycling and distributing recycled and secondary aggregates will however need to be assessed against the locational policies for waste facilities contained in Section 4, Providing for Waste, together with a range of policy criteria, as set out in Section 5, Development Management Policies.

Sand and Gravel

3.11 There are two distinct types of sand and gravel deposit within the County, namely sub-alluvial and river terrace; and glaciofluvial. The sub-alluvial and river terrace deposits occur most notably in the valleys of the Rivers Trent, Soar and Wreake. Glaciofluvial deposits occur in a complex series of isolated deposits in areas to the south and west of Leicester. The full extent of this resource is unknown due to the extensive boulder clay and other drift deposits concealing potential resources.

3.12 There are 5 sites currently active in Leicestershire, at Brooksby, Cadeby, Husbands Bosworth, Lockington, and Shawell. Two of these sites involve the working of alluvial and river terrace deposits, while the remainder work glacial deposits. There is one further permitted site, at Slip Inn Quarry, Ashby Parva which is currently inactive.

3.13 Average sales for sand and gravel operations within Leicestershire over the last 10 years (2005-2014) were 1.12 million tonnes per annum. Sales of aggregate within the County remained fairly constant over the period 2005 to 2007, a period generally accepted as one of sustained economic growth, with levels of sand and gravel generally averaging around 1.32 million tonnes per annum. Sales for the period 2008 to 2013 show the effects of the economic recession as production slowed. During this period, sales of sand and gravel fell to an average of 0.96 million tonnes per annum. Sales for 2014 show signs of significant improvement, being some 31% higher than that experienced in 2013, and the highest since 2003.

3.14 Sand and gravel operations within Leicestershire tend to serve local markets. 57.8% of sales in 2014 were within Leicestershire/Rutland. The main destinations for material exported beyond the County were neighbouring areas located close to the County boundary, in particular the West Midlands and Northamptonshire. Local factors such as population forecasts, household projections, future house building, local economic objectives and major infrastructure projects suggest that a continued supply of sand and gravel from Leicestershire will be required.

3.15 The County Council recognises however that calculating estimates of demand are increasingly uncertain when considering the period to 2031. Whilst the level of demand is likely to be higher than that experienced in recent years, which have been heavily influenced by the economic recession, the scale of any increase will depend on the rate of economic growth and infrastructure investment both within the County and in neighbouring areas.

3.16 In the circumstances, it is considered appropriate to base the provision of sand and gravel in this plan on average sales over the last 10 years. The situation will however be carefully monitored as any increase in annual outputs very much depends on operational and economic factors outside the control of the County Council. If a higher production rate continues for an extended period, then the overall requirement will need to be re-evaluated.

3.17 Estimated permitted reserves of sand and gravel in Leicestershire as at the end of 2014 were around 8.09 million tonnes. This is only sufficient permitted material to last 7 years, based on the average rate of production over the last 10 years. During 2015, planning permission has been granted for extensions at Cadeby and Shawell Quarries, releasing a further 1.42 million tonnes of reserves.

3.18 Table 2 below provides a calculation of potential future requirements for sand and gravel within Leicestershire based on average sales over the last 10 years. The requirements are derived from the latest Local Aggregate Assessment produced by the County Council. The calculation is based on making provision for the period up to 2031. The calculations take account of the level of permitted reserves as at 31st December 2014 together with the additional reserves permitted in 2015. The table indicates that there would be a shortfall of sand and gravel reserves over the period to 2031 of some 9.5 million tonnes.

Table 2: Calculation of Sand and Gravel Provision 2015 – 2031.

Calculation		Million Tonnes
A	Annual Requirement	**1.12**
B	Total Requirement 2015-2031 (B = A x 17 years)	**19.04**
Reserves		
C	Total permitted reserves at 31/12/2014	**8.09**
D	Additional reserves permitted in 2015	**1.42**
Shortfall		
E(B-C+D)	Shortfall 2014 – 2031	**9.53**

Policy M1: Supply of Sand and Gravel Aggregate

The County Council will ensure a steady and adequate supply of sand and gravel for aggregate purposes by:

(i) making provision over the plan period (2015 to 2031) for the extraction of some 19 million tonnes of sand and gravel;

(ii) maintaining a landbank of at least 7 years based on the past 10 years average sales; and

(iii) giving priority to proposals for extraction to be worked as extensions to existing site operations.

Future location of sand and gravel operations

3.19 Mineral deposits can only be worked where they occur and so the options for a spatial strategy for future sand and gravel extraction and associated development are limited to a large extent by the geological distribution of resources within Leicestershire.

3.20 Workings have historically been closer to the Leicester Urban area in the Soar Valley north to Sileby and the Wreake Valley towards Melton. This area has however now been largely worked out. The lack of sites in the eastern part of the County reflects the general paucity of potential reserves and the low demand in these predominantly rural areas.

3.21 The existing sites are well located in proximity to Principal Urban Areas within Leicestershire and proposed urban growth areas, in particular those at Loughborough, Coalville, north-east Leicester and Hinckley, and represent a good distribution throughout the County. All of the existing operations are located in close proximity to the County's designated lorry route network; and the road traffic generated generally avoids residential areas and minor roads.

3.22 An approach of giving priority to proposals for sand and gravel extraction to be worked as extensions to existing site operations is considered to offer benefits due to reduced environmental disturbance (especially where access and mitigation measures are already in place), retention of existing employment and greater resource recovery. Its disadvantage is the potential cumulative impact that continued extraction could have on an area if successive extensions are permitted.

3.23 The existing active sites have a total potential production capacity of around 1.7 million tonnes per annum, which means that they would be more than capable of producing sufficient material to satisfy the level of provision based on average sales over the last 10 years. If future extraction were to be concentrated at these sites, then all of Leicestershire's sand and gravel needs in the immediate future could therefore be met without the establishment of new sand and gravel operations.

3.24 Existing sites would not however be able to meet the County's future requirements without the benefit of extensions to their currently permitted operations. This means that additional land for the extraction of sand and gravel needs to be identified in order to ensure continuity of production to 2031.

3.25 Extensions to sand and gravel extraction operations are proposed at 4 of the existing operational sites. The County Council considers that the proposed areas set out in Policy M2 would be environmentally acceptable, subject to particular issues having been satisfactorily addressed. For all sites, these include:

- an assessment of how the site would be developed and operated in such a way that the local community and environment are protected from significant adverse impacts;
- an ecological assessment of the designated sites, habitats, fauna and flora present on or adjacent to the site and/or potentially impacted by the site's development, and an evaluation of the impact of development upon species and habitats present on or adjacent to the site, and on the wider ecological network;

- an assessment of the effects of the development on the water environment;
- an assessment of the landscape and visual impact of the site including the provision of suitable landscaping measures;
- an assessment of the results of a pre-determination archaeological investigation of the site and protection from significant adverse impacts;
- a transportation assessment including an assessment of the existing access arrangements and the potential impact upon the Strategic Road Network; and
- an account of the mitigation and compensation measures required to address environmental impacts, and of the biodiversity enhancement opportunities arising from the development, including its restoration and aftercare.

In addition, issues have been identified as requiring specific assessment related to particular areas. Specific site planning requirements are set out in Appendix 1, accompanying Inset Plans showing the location of the proposed sites. These requirements are not exhaustive and do not preclude the County Council from requesting other information they consider pertinent to make a determination of a planning application.

3.26 The proposed extension areas in Policy M2 contain some 7.2 million tonnes (Mt) of potential reserves, namely 1.1Mt at Brooksby, 1.8Mt at Cadeby, 0.3Mt at Husbands Bosworth, and 4Mt at Shawell. The County Council recognises that this would not be sufficient to meet the shortfall identified in Table 2 above, but insufficient suitable areas for further sand and gravel extraction have been put forward for the Council's consideration.

Policy M2: Supply of Sand and Gravel Aggregate from Existing Sites

The County Council will make provision over the plan period (2015 to 2031) for the supply of sand and gravel for aggregate purposes from the following locations:

(i) the extraction of remaining permitted reserves at the following existing sites:

Brooksby

Cadeby

Husbands Bosworth

Lockington

Shawell

(ii) the following extensions to existing sites as shown on the Policies Map Insets, subject to the requirements set out in Boxes SA1-4:

Brooksby – Spinney Farm and south of the existing plant site

Cadeby – west of plant site; north of Brascote Lane; and east of Newbold Road

Husbands Bosworth - Butt Lane northern extension

Shawell – western extension adjacent to Lutterworth Road; land south of Gibbet Lane to the west of the plant site; land to the south west of Cotesbach village; and eastern extension adjacent to Lutterworth Road north of Shawell village.

Planning permission will be granted to extend a site subject to the extension area only being worked following cessation of mineral working within the previously permitted areas unless it has been demonstrated that there are operational reasons why this is not practicable.

3.27 In order to provide a degree of flexibility and reinforce the County Council's commitment to ensuring the delivery of a steady and adequate supply of sand and gravel for aggregate purposes, the ability to obtain planning permission during the plan period outside the areas identified in policy M2 (ii) is not ruled out. Thus, further proposals may come forward to extend existing operations in order to maintain their output throughout the plan period. In accordance with Policy M1, the Council's preference would be for proposals for extraction to be worked as extensions to existing site operations. There may also be instances where allocated sites cannot be developed or existing sites are lost through closure which would require the need for the release of additional reserves to be reassessed, particularly where this has led to a shortfall in the landbank. The landbank situation will be monitored annually and published in the County Council's

Local Aggregate Assessment and Annual Monitoring Report. Opportunities may also arise over the life of the plan to extract reserves outside the areas identified in Policy M2 which are more beneficial to local communities and/or the environment. Any proposals for extraction from unallocated sites will be considered against the criteria in Policy M3 and the development management policies in chapter 5.

Policy M3: Sand and Gravel Extraction (Unallocated Areas)

Planning permission will be granted for sand and gravel extraction for aggregate purposes outside allocated areas provided that the proposal:

(i) is an extension to an existing permitted sand and gravel site that is required to maintain production from that site or is needed to meet an identified shortfall in the landbank; or

(ii) is for a new quarry that is required to replace an existing permitted sand and gravel site that is nearing exhaustion where it has been demonstrated that there are no potential extensions to that site or that remaining sites cannot maintain the required level of provision;or

(iii) would offer significant environmental benefits as a result of the exchange or surrender of existing permissions or be significantly more acceptable overall than the allocated sites.

Crushed Rock

3.28 A number of small outcrops of Precambrian/Cambrian igneous rocks occur in Charnwood Forest and in south Leicestershire. Within Charnwood Forest, intrusions form two main groups: a southern group around Markfield, Bradgate and Groby; and a northern group, which extends towards Shepshed. Igneous rock intrusions also occur around Mountsorrel and at a number of locations to the south-west of Leicester, including Enderby, Earl Shilton, Huncote/Croft, Stoney Stanton and Sapcote. Precambrian volcanic lavas occur in exposed masses around Bardon Hill, High Sharpley and Pedlar Tor.

3.29 Carboniferous limestone appears at the surface in several small isolated inliers in north-west Leicestershire near to the Leicestershire/Derbyshire border. Limestone resources of Jurassic age also occur in East Leicestershire associated with deposits of ironstone. The Jurassic deposits produce lower quality products.

3.30 In England, rock resources suitable for road making and building purposes are generally absent south of a line between the Humber and Exe estuaries. Rock reserves within Leicestershire are the nearest to the

major market in the South-East of England which means that they are of significant national importance.

3.31 Igneous rock extraction is currently taking place at 4 sites: Bardon; Cliffe Hill; Croft; and Mountsorrel. Whitwick and Groby quarries are inactive although coating and concrete plants are maintained at Groby. Extraction at Charnwood Quarry has now ceased. Two carboniferous limestone quarries are operational at Breedon on the Hill and Cloud Hill.

3.32 Average annual sales of aggregate from crushed rock quarries within Leicestershire over the last 10 years (2005-2014) were 13.6 million tonnes. Sales of rock aggregate within the County have remained fairly constant over the period 2005 to 2008, a period generally accepted as one of sustained economic growth, with crushed rock sales averaging 15.4 million tonnes per annum. Sales between 2009 and 2012 show the effects of the economic recession as production slowed. During this period, sales of crushed rock have fallen to an average of 11.8 million tonnes per annum. Sales for 2013 and 2014 show signs of improvement, although they still remain below levels for the period 2005-08.

3.33 In recent years, the four active igneous rock quarries together have produced around 11 million tonnes per annum, accounting for a contribution of around 60% of the igneous rock output in England. These quarries supply crushed rock aggregate of varying types, ranging from general purpose aggregate suitable for a wide range of end-uses including concrete production, to higher specification end-uses such as rail ballast and skid-resistant road surfacing. High-specification aggregates are resistant to polishing, abrasion and fragmentation and are most commonly measured by reference to their Polished Stone Value (PSV). There are relatively few alternative sources of such High Specification Aggregate in England.

3.34 In 2014, 62% of Leicestershire's crushed rock sales were exported from the County. 13% of material was distributed to other areas within the East Midlands. The main destinations for material exported beyond the East Midlands were the East of England (17% of total sales); London and the South East (12%); and the West Midlands (11%).

3.35 In 2014, the amount of crushed rock transported by rail was 32.5%, around 4Mt. The main destinations for material exported by rail were the East of England (40% of rail-borne sales) and London and the South East (28%). All the material exported by rail came from the four active igneous rock quarries.

3.36 The importance and current distribution of Leicestershire's igneous rock means that it is likely that the County's quarries will continue to supply major infrastructure both in the East Midlands and elsewhere in England. The County Council recognises however that calculating estimates of demand are increasingly uncertain when considering the period to 2031.

The level of demand will depend on the rate of economic growth and infrastructure investment within the Country.

3.37 In the circumstances, it is considered appropriate to base the provision of crushed rock in this plan on average sales over the last 10 years. The situation will however be carefully monitored as any increase in annual outputs very much depends on operational and economic factors outside the control of the County Council. If a higher production rate continues for an extended period, then the overall requirement will need to be re-evaluated.

3.38 Table 3 below provides a calculation of potential future requirements for crushed rock within Leicestershire based on average sales over the last 10 years. The requirements are derived from the latest Local Aggregate Assessment produced by the County Council. The calculation is based on making provision for the period up to 2031. The calculations take account of the level of permitted reserves as at 31st December 2014 together with the additional reserves permitted in 2015. The table indicates that there would be a surplus of crushed rock reserves over the period to 2031 of some 200 million tonnes.

Table 3: Calculation of Crushed Rock (Aggregate) Provision 2015-2031

Calculation		Million Tonnes
A	Annual Requirement	**13.6**
B	Total Requirement 2015-2031 (B = A x 17 years)	**231.2**
Reserves		
C	Total permitted reserves, excluding reserves in dormant sites, at 31/12/2014	**412**
D	Additional reserves permitted in 2015	**20**
Surplus		
E(B-C+D)	Surplus 2015 – 2031	**200.8**

3.39 The level of permitted reserves for crushed rock in Leicestershire is sufficient for around 30 years based on average sales over the last 10 years. This is well in excess of the 10 year minimum landbank stipulated for crushed rock, and in theory would meet requirements to the end of the proposed plan period. This would suggest that there is no need for any additional provision to be made and, therefore, no justification for any allocation to be made in the plan for the extraction of crushed rock for aggregates.

3.40 Individual sites themselves however will not be able to maintain production over the plan period without the release of additional reserves. There are also a variety of circumstances under which proposals to extend existing sites may nevertheless come forward during the plan period.

This may be for operational reasons in terms of efficient use and recovery of resources; as a means of addressing any unforeseen circumstances affecting the landbank provision or production capacity; to enable the industry to maintain or secure productivity growth and levels of employment or to justify investment in associated infrastructure, and also to reflect the different types of crushed rock aggregates produced/supplied. Such extensions to existing quarries may be appropriate in order to ensure continuity of supply, provided that the effects of the proposed development on the environment and residential amenity can be made acceptable.

3.41 All of the permitted reserves for limestone are at active sites, but a significant proportion of the permitted igneous rock reserves are at inactive sites (21.5% in 2014). None of the inactive sites are now rail-connected nor is there any likely prospect of them being directly linked by rail. As at 2014, the four active igneous rock quarries (which are all rail connected) had total reserves of 278 million tonnes, a collective life of some 22 years based on average sales over the last 10 years.

3.42 The County Council granted planning permission for the extraction of 132 million tonnes of mineral from an area adjacent to Bardon Hill Quarry in August 2011. This has extended the life of this site by around 40 years. The stone quarried at the quarry has a high PSV (60), enabling the aggregates to be used more extensively in road surfacing applications, as well as in other asphalt products, concrete and other uses.

3.43 Planning permission was granted in October 2015 for the extraction of an additional 20 million tonnes of mineral from an extension to Mountsorrel Quarry. This has extended the life of the quarry to 2040.

3.44 Planning permission at the two other rail-linked sites at Croft and Cliffe Hill currently expire at the end of 2029 and 2032 respectively. Some 10 million tonnes of permitted reserves at Croft Quarry is constrained by structures and buildings, whilst not all of the permitted reserves at Old Cliffe Hill Quarry are under the control of the operator. Planning permission at the two operational limestone quarries at Breedon and Cloud Hill currently expire at the end of 2042 and 2025 respectively.

3.45 The nature of working is such that the costs of extraction rise considerably as these active quarries approach their planned maximum working depths. Other future constraints might include changing safe slope criteria or unforeseen geological factors which could reduce recovery of reserves. Limited information is available on potential rock resources within Leicestershire. The resources extend, and can be economic to extract, under thick cover from younger sediments. In the circumstances, it is not considered appropriate to identify specific areas for future rock extraction, but Policy M4 enables additional permissions to be granted in particular circumstances in order to maintain supply.

3.46 An approach of giving priority to proposals for crushed rock extraction to be worked as extensions to existing rail-linked site operations is considered to offer benefits due to reduced environmental disturbance (especially where access and mitigation measures are already in place), retention of existing employment and greater resource recovery. Options for the potential extension of existing sites are limited by geology, depth of overburden, bio-conservation, local amenity and other factors. Its disadvantage is the potential cumulative impact that continued extraction could have on an area if successive extensions are permitted.

3.47 Quarries producing rock aggregates generally will require a longer security of reserves to justify capital investment in, for example, crushing equipment. This factor coupled with the geological limitations mean that it is not considered appropriate at the current time to contemplate any new greenfield sites for rock extraction, given the potential impact that such large scale development would involve, particularly within attractive areas of the County where development is being strictly controlled.

Policy M4: Crushed Rock

The County Council will ensure a steady and adequate supply of crushed rock for aggregate purposes by:

(i) making provision over the plan period (2015 to 2031) for the extraction of some 231 million tonnes of crushed rock;

(ii) maintaining a landbank of at least 10 years based on the past 10 years average sales;

(iii) giving priority to proposals for extraction to be worked as extensions to existing rail-linked site operations where they are required to ensure sustainable supply; and

(iv) allowing proposals for new extraction sites where it has been demonstrated that the landbank and production capacity cannot be maintained from existing permitted sites.

Non-Aggregates

Brickclay

3.48 The important role that bricks and related products play in determining the appearance and quality of our built environment is widely recognised. The variety of brick products contributes significantly to the rich regional and local architectural heritage of mainland Britain as well as the repair of traditional brick built structures. Consumers are likely to continue to demand a wide choice of high quality, affordable bricks. In order to satisfy this demand, remain competitive and meet increasingly stringent

environmental controls, the industry requires continued access to a range of clay resources.

3.49 The Triassic Mercia Mudstone is the principal source of brickclay in Leicestershire. The resource occurs extensively within western Leicestershire. Presently there are 5 brickworks with adjacent clay pits, all within north western Leicestershire.

3.50 Modern brickmaking technology requires a high capital investment and is increasingly dependent, therefore, on raw materials with predictable and consistent firing characteristics in order to achieve high yields of saleable products.

3.51 The 5 brickworks in the County are at Desford, Ellistown, Ibstock, Measham and Shepshed. The current situation regarding the supply of clay to these brickworks is as follows:

Desford Brickworks: Hanson, who operate the site, indicated that 6.6 million tonnes of reserves remained in 2013, which would be sufficient until the end of 2030.

Ellistown Brickworks: the extraction of clay at Ellistown Quarry is allowed until 21st February 2042.

Ibstock Brickworks: the remaining clay reserves to be worked in accordance with the currently approved drawings and depth limit are sufficient to maintain production at the current rate for 26 years. Ibstock Brick has also identified other clay reserves within the current site which would provide reserves up to 2059.

Measham Brickworks: planning permission was granted in 2006 for an extension to Duckery Quarry which supplies material to the Brickworks. In 2006 it was anticipated that this would provide a lifespan of around 22 years.

Shepshed Brickworks: extraction operations at Shepshed Clay Quarry have now ceased. Michelmarsh Brick Holdings have indicated that all viable reserves within the main quarry area are exhausted and no substantial deposits exist within adjacent areas. The Company has indicated that future operations at Shepshed Brickworks will continue using imported material from elsewhere.

3.52 The brickworks at Heather were demolished in 2012, but permitted reserves of brick-making clay remain to be extracted from Odstone Hill Quarry, which had previously supplied the brickworks. It is estimated that the quarry contains a reserve of approximately 530,000 m^3 of brick-making clay within the remaining consented area. Planning permission was granted in February 2016 for the export of these clays to other brickworks.

3.53 Whilst the general picture indicates that an adequate supply of brickclay can be maintained over the plan period, there may be a need to release additional reserves to meet potential shortfalls in landbank provision for particular brickworks within the County during the plan period. Local supply is generally desirable in order to reduce costs and the

environmental and social impacts of transportation of clay from the pit(s) to the works, as well as to maintain the investment in the factory and local employment. It is therefore considered that additional brickclay resources should normally be released as close as practicable to the brickworks that is to be supplied.

Policy M5: Brickclay

The County Council will ensure a steady and adequate supply of brickclay by:

(i) allowing extensions to existing sites where they are required to maintain a landbank of at least 25 years of permitted reserves to support the level of investment required to maintain and improve existing brick-making plant and equipment;

(ii) giving priority to proposals for extraction to be worked as extensions to existing sites with associated brickworks; and

(iii) allowing new brickclay extraction sites where it can be demonstrated that production cannot be maintained from existing sites and appropriate extensions to existing sites.

Fireclay

3.54 A sequence of quality pottery, pipe and refractory clays is associated with the upper seams of the Middle Coal Measures of North West Leicestershire. Although restricted to a relatively small basin between Swadlincote and Moira, these deposits have been recognised as an important national source. Fireclays are used principally in the production of buff and pale-bodied engineering and building bricks, clay pipes and ceramics.

3.55 The principal source of fireclay in the County is currently the Donington Island clay stocking facility, which is located within Ashby Woulds to the south of Albert Village. The site contained around 1.3 million tonnes of clay in stockpiles at the end of 2014. Planning permission was granted in May 2015 to extend the use of the northern part of the site for clay stockpiling until the end of 2020 with the southern part retained until the end of 2032.

3.56 In order to maintain a sufficient supply to serve local manufacturing works during the plan period, provision of an area for continued clay stocking and blending beyond the current permitted life of the Donington Island site is proposed within the area of the current site. Any such proposal should provide for the further rationalisation of the current site and should allow for the restoration of adjacent land together with enhanced landscaping and other necessary improvements to minimise potential impacts on the environment and local residents. Specific site

planning requirements are set out in Appendix 1, accompanying Inset Map SA5 showing the location of the site.

3.57 The only other viable source of fireclay is likely to be in association with surface coal mining operations. The County Council will support the recovery of fireclays where surface coal mining takes place. This may potentially reduce the need for extraction elsewhere and prevent the unnecessary sterilisation of valuable mineral resources, whilst supplying local works with necessary raw materials. The satisfactory restoration of the overall scheme, including proposed time scales will however have to be acceptable where joint working is proposed.

Policy M6: Fireclay

The County Council will ensure a steady and adequate supply of fireclay by:

(i) allowing proposals for extraction where it can be demonstrated that the clays are required to meet a proven need, or particular qualities of clay are required that cannot be obtained from existing permitted reserves;

(ii) establishing a temporary stocking and blending facility within the Donington Island Site, subject to the requirements set out in Box SA5; and

(iii) supporting the recovery of fireclays associated with the extraction of surface coal.

Gypsum

3.58 Gypsum is mainly used in the manufacture of building products – plaster, plasterboard and cement. Demand is principally driven by activity in the construction sector. Natural gypsum is especially suitable for the manufacture of building plasters because it contains clays that improve the workability of the plaster, and is the preferred material for cement manufacture.

3.59 The reserves of gypsum within Leicestershire are of national importance. Gypsum occurs in north Leicestershire and is currently extracted from an underground mine at Barrow-upon-Soar, where bagged building plasters are also produced. Sufficient permitted gypsum reserves currently exist at the Barrow Mine to allow the continuation of operations at the adjacent Works for around 20 years. The existing planning permission effectively defines the viable deposit that can be extracted from the Barrow Mine.

3.60 The lead-in times for exploiting additional resources are between 5 and 10 years following the successful discovery of economically workable reserves. It may therefore be necessary to consider the release of

additional gypsum resources within Leicestershire within the next 20 years.

3.61 Potential exists for an extension of the Nottinghamshire Marblaegis Mine into Leicestershire, to the north and west of Wymeswold (as shown on Inset Plan SA6). Current permitted reserves at this mine within Nottinghamshire are sufficient until at least 2026, after which the only significant remaining option would be for the mine to extend into Leicestershire. Specific site planning requirements are set out in Appendix 1, accompanying Inset Plan SA6 showing the location of the proposed site.

Policy M7: Gypsum

The County Council will ensure a steady and adequate supply of gypsum by allowing proposals for new extraction sites and extensions to existing extraction areas where they are required to meet a proven need.

The County Council will make provision over the plan period (2015 to 2031) for the supply of gypsum from the following locations:

(i) the extraction of remaining reserves at the existing Barrow Mine; and

(ii) an extension to the existing Marblaegis Mine, subject to the requirements set out in Box SA6.

Building and Roofing Stone

3.62 Historically a wide range of indigenous stone has been used for building purposes in Leicestershire. The majority of the most important rock types found in the County have been used, including igneous rocks of the Charnwood area; metamorphic slates from Swithland; Carboniferous limestones and sandstones from north-west Leicestershire; and ironstones from east and north-east Leicestershire; but none of these sources are currently exploited solely for building stone.

3.63 Parts of the County have developed their own unique and locally distinctive character which in many respects depends upon locally available building materials. Stone selected for the repair of historic buildings and structures and for maintaining local distinctiveness in new buildings or alterations to existing buildings has to closely match the original stone to avoid differences in appearance. The availability of distinctive local building and roofing stone is of great importance in the restoration and repair to historic buildings within the County.

3.64 Building stone quarries have traditionally been significantly smaller than aggregate quarries in terms of scale of operation, and their levels of potential impacts such as noise, vehicle movements and dust, rate of

working and scale of impacts on people and the environment are generally considerably less.

3.65 The County Council does not have sufficient detailed knowledge of the nature and extent of suitable building stone resources to identify potentially workable materials. Historic England (formerly English Heritage) has carried out a major study of England's building and roofing stone resources (the Strategic Stone Study), working with the British Geological Survey and local geologists and historic buildings experts. A Building Stone Atlas of Leicestershire was published in April 2012. The study has established the most significant building stones in the County and identified, where possible, the original source of stone for particular buildings. In addition, the location of all quarries that produced these stones has been mapped.

3.66 The situation with building stone is not the same as for aggregates because there is no specific target output required. The issue with building/dimension stone is therefore not so much *where* it is extracted from as to the *quality* of the mineral and the likely end market. For this reason, the County Council intends to judge proposals on criteria related to the quality of the stone and intended markets. Policy M8 indicates the circumstances where proposals for the extraction of building and roofing stone would be acceptable.

3.67 Any building stone proposals will have to demonstrate that they are genuine building stone quarries. In general such proposals should demonstrate a specific need for the stone which cannot be met from existing quarries as well as reflecting the Government's view that such quarries should be small scale and of low impact. Proposals which are merely a means to extract aggregate will be discouraged.

Policy M8: Building and Roofing Stone

Planning permission for the extraction of natural building stone will be granted where it can be demonstrated that the material would primarily be used in the conservation and repair of historic buildings or structures built of the same or similar materials, or in new construction projects where use of the material is specified in order to maintain or enhance the character of the local area.

Energy Minerals

3.68 The Government's energy policy is to have a secure and diverse supply of energy sources. The Government does not consider it appropriate for planning policy to set targets for or limits on different technologies.

Coal

3.69 Coal deposits occur in north-west Leicestershire where they both crop out at the surface and are concealed, and in north-east Leicestershire where they are entirely concealed. Shallow coal reserves suitable for extraction by means of surface mining are situated in a relatively small area. Surface coal mining operations are currently being carried out at the Minorca site, near Measham.

3.70 The County Council does not have the technical or commercial information relating to the quality and extent of reserves to enable the identification of specific areas for future coal working. The Coal Authority produced plans in 2008 showing surface mining potential areas within Leicestershire. These illustrate the spatial area which contains coal resources which are capable of being extracted by surface mining methods. These surface coal resource areas have been derived from current information available to the Coal Authority and British Geological Survey. The Coal Authority has recommended that these plans be used as part of the robust evidence base by Mineral Planning Authorities when defining Mineral Safeguarding Areas in their policy strategies and as such represent the up to date economic and viable surface coal resource areas for planning purposes. This area is shown on Figure N1 of document S6/2015 – Mineral and Waste Safeguarding: North West Leicestershire District.

3.71 Proposals for the extraction of coal will be determined in accordance with the NPPF. This states that permission should not be given for the extraction of coal unless the proposal is environmentally acceptable, or can be made so by planning conditions or obligations; or, if not it provides national, local or community benefits which clearly outweigh the likely impacts to justify the grant of planning permission. Particular criteria against which individual proposals for coal extraction will be assessed include, amongst other matters, consideration of:

- any environmental improvements or other material planning benefits to the community likely to result from the proposals - proposals which bring about environmental improvements for example, by the restoration of previously derelict areas or by the stabilisation of unstable ground, or where landscape enhancement or a contribution to biodiversity can be achieved;

- the employment and other economic effects of the proposals;

- the avoidance of unplanned piecemeal working of deposits – proposals should facilitate the comprehensive working of the coal deposits in a locality, subject to planning and environmental constraints and the acceptability of individual proposals;

- the efficient and economic working of other mineral deposits on the site in an environmentally acceptable way - within Leicestershire, the occurrence of potential fireclays as usually thin, widely spaced beds in close association with coal seams means that surface coal mining operations provide one of the few viable sources of the clay.

Policy M9: Coal

In assessing proposals for the extraction of coal, particular regard will be had to:

(i) the employment and other economic benefits of the proposal;

(ii) any environmental improvements or other material planning benefits to the community likely to result from the proposal;

(iii) the contribution of the proposal towards the comprehensive reclamation of areas of derelict or contaminated land, or the remediation of coal mining legacy issues;

(iv) the avoidance of the sterilisation of mineral resources in advance of development;

(v) the avoidance of the piecemeal working of surface deposits; and

(vi) the need for fireclay.

Conventional and Unconventional Hydrocarbons (Oil and Gas)

3.72 Hydrocarbons [oil and gas] remain an important part of the UK's energy mix. Oil products provide around 33% of the primary energy used. Significant reductions in demand are not expected over the next 10-15 years because the transport sector, the main consumer of oil, will continue to be heavily dependent on it over this period.

3.73 There are three phases to oil and gas development: exploration; appraisal and production. Exploration activities involve drilling which is often the most intrusive part of the development through visual, lighting and noise disturbance and impacts on local roads. There will be a need for night time drilling to ensure the borehole does not close up during any break in drilling which would significantly extend the period the drilling rig remained on site. The limited duration of exploratory operations will be reflected in the nature of any planning permission that may be granted.

Appraisal takes the form of longer-term testing of an exploratory well. The long-term suitability of the site of appraisal wells will be taken into account since such wells may subsequently be required for production purposes. The production phase generally involves additional facilities such as pipelines, storage facilities and export terminals.

3.74 There is currently one Production Licence within Leicestershire, namely PL 220 which covers 2 well sites near Long Clawson operated by Island Gas Ltd. There are currently 3 Petroleum Exploration and Development Licences (PEDL) covering parts of Leicestershire, namely PEDL 201 which is located north east of Loughborough and held by Egdon Resources UK Limited; and PEDLs 204 and 208 located within the Vale of Belvoir and held by Hutton Energy UK Ltd. Planning permission for an exploration well near Burton on the Wolds within PEDL 201 was granted in 2013. The drilling did not confirm the presence of any hydrocarbons and no further work was carried out. Since then no interest has been shown in carrying out exploratory work in the county to search for oil or natural gas deposits.

3.75 In August 2015, the Oil & Gas Authority (OGA) – the UK's oil and gas regulator – announced that 27 onshore blocks from the 14th Onshore Oil and Gas Licensing Round will be formally offered to companies. Three of these blocks cover parts of Leicestershire, namely Block 43 (north of M1 Junction 24) offered to Warwick Energy Exploration Limited; Block 52a (north of Loughborough) offered to Egdon Resources UK limited; and Block 72a (north of Melton Mowbray) offered to Hutton Energy plc.

3.76 The spatial extent of the PL and PEDL licence areas together with the 3 onshore blocks from the 14th Onshore Oil and Gas Licensing Round are shown on the plan in Section 8 of the document.

3.77 Hydrocarbon resources can be broadly split into two categories: Conventional and Unconventional. 'Conventional' hydrocarbons are oil and gas where the reservoir is located in relatively porous rock formations such as sandstone or limestone. Conventional extraction methods generally involve drilling a borehole down to the porous rock where oil or gas has formed in a reservoir. The oil and gas resources are then pumped out of the ground using 'nodding donkeys' or electric pumps.

3.78 'Unconventional' hydrocarbons refer to oil and gas which comes from sources such as shale or coal seams which act as the reservoirs. Unconventional oil and gas resources require methods for extraction which are not normally necessary in the conventional extraction of hydrocarbons. Examples of unconventional hydrocarbons include Coal Bed Methane (CBM) and Shale Gas. The Government has indicated that there is a pressing need to establish – through exploratory drilling – whether or not there are sufficient recoverable quantities of unconventional hydrocarbons present to facilitate economically viable full scale production.

3.79 The Government's energy policy seeks to encourage the extraction of methane from deep coal beds as part of a strategy for clean coal technology. As the Leicestershire and South Derbyshire Coalfields have no working mines, there is no Coal Mine Methane potential in these areas. The prospects for Abandoned Mine Methane and Coal Bed Methane (CBM) in these Coalfields are also considered to be very poor. The north-east Leicestershire Coalfield is also not considered to have potential for CBM production.

3.80 Shale gas is methane found in rocks deep below the earth's surface. It is most commonly associated with hydraulic fracturing, which is the process of opening and/or extending existing narrow fractures or creating new ones in gas or oil-bearing rock in order to allow gas or oil to flow into wellbores to be captured. "Associated hydraulic fracturing" is defined in the Infrastructure Act 2015 as the hydraulic fracturing of shale or strata encased in shale which is carried out in connection with the use of the relevant well to search or bore for or get petroleum, and involves, or is expected to involve, the injection of more than 1,000 cubic metres of fluid at each stage, or expected stage, of the hydraulic fracturing, or more than 10,000 cubic metres of fluid in total. The Act prohibits associated hydraulic fracturing within protected groundwater source areas or other protected areas. A protected groundwater source area is any land at a depth of less than 1,200 metres beneath a relevant surface area. Other protected areas encompass land at a depth of less than 1,200 metres beneath a National Park; the Broads; an Area of Outstanding Natural Beauty; and a World Heritage Site. No such protected areas exist within Leicestershire.

3.81 Shale gas extraction does not currently take place in Leicestershire and it is not known if there is any potential within the County at this stage. A study conducted by the British Geological Survey related to the potential volume of shale gas in the Bowland Basin and beyond, which was published in June 2013, identifies a prospective area for gas in the lower Bowland-Holder unit within the Widmerpool basin to the northeast of Loughborough. Resource estimates for this unit have a high degree of uncertainty due to the paucity of well data so far and potentially less favourable rock formations. Until any exploratory wells are sought and drilled, the location and extent of any resource, and prospect for economic recovery in Leicestershire is unknown.

3.82 The regulatory process of obtaining consent to drill a well is the same whether the well is targeting conventional or unconventional hydrocarbons. The Department for Business, Energy and Industrial Strategy issues Petroleum Exploration and Development Licence's (PEDL) in competitive offerings (licence rounds) which grant exclusivity to operators who receive a licence in the area. PEDL licences do not give consent for drilling or any other operations. An operator must seek planning permission from the Minerals Planning Authority to drill and carry out operations. An operator can only seek planning permission in areas

covered by a licence. The operator must also negotiate access with affected landowners.

3.83 Policy M10 is a criteria-based policy which seeks to ensure that activities related to the exploration, appraisal and production of conventional and and unconventional hydrocarbons (oil and gas) take place in an environmentally acceptable manner. Applications for energy mineral development should contain sufficient information to adequately assess the environmental implications of the proposal including field development plans. An assessment of the reasoning for the selected location should be included in the application demonstrating that as far as practicable the least sensitive location of the potential options has been chosen. Conditions and legal agreements will be attached, if necessary, to planning permissions to ensure that the exploration, exploitation and production operations do not have unacceptable impacts on local residents or the environment. Permission for wells will be conditioned for the life of the well.

3.84 Other key regulators for hydrocarbon extraction are:

- the **Department for Business, Energy and Industrial Strategy** which issues Petroleum Licences, gives consent to drill under the Licence once other permissions and approvals are in place, and has responsibility for assessing risk of and monitoring seismic activity, as well as granting consent to flaring or venting;
- the **Environment Agency** which protects water resources (including groundwater aquifers), ensures appropriate treatment and disposal of mining waste, and manages any naturally occurring radioactive materials; and
- the **Health and Safety Executive** which regulates the safety aspects of all phases of extraction, in particular responsibility for ensuring the appropriate design and construction of a well casing for any borehole.

Policy M10: Conventional and Unconventional Hydrocarbons (Oil and Gas)

Planning permission will be granted for the **exploration** of conventional and unconventional hydrocarbons (oil and gas) provided that:

(i) the well site and associated facilities are sited in the least sensitive location from which the target reservoir can be accessed; and that

(ii) operations are for a temporary length of time.

Where hydrocarbons have been discovered, planning permission will be granted to **appraise**, drill and test the resource provided that the proposal adheres to requirements (i) and (ii) above, and is consistent with a scheme for the appraisal and delineation of the resource.

Planning permission will be granted for the **production** of conventional and unconventional hydrocarbons (oil and gas) provided that the proposal adheres to requirements (i) and (ii) above, and is consistent with a scheme which would facilitate the full development of the resource.

Particular consideration will be given to the location of hydrocarbon development involving **hydraulic fracturing** having regard to impacts on water resources, seismicity, local air quality, landscape, noise and lighting impacts. Planning permission will be granted for proposals which involve the process of "associated hydraulic fracturing" for shale gas, as defined in the Infrastructure Act 2015, provided that it can be demonstrated that the proposal can accord with the above requirements and that surface and underground operations will not be undertaken in "protected groundwater source areas", as defined in the Infrastructure Act 2015 and associated Regulations.

Other Minerals

3.85 Leicestershire contains deposits of **ironstone**. From the late nineteenth century to the 1970s, it was extensively worked both by underground and opencast methods. There are substantial areas of land with planning permission for ironstone working in the east of the county but these areas are all dormant. Because of the decline of the steel industry in the UK and the low grade quality of the ironstone in Leicestershire, it is considered unlikely that ironstone working will take place in the foreseeable future, other than as a source of building stone.

3.86 Any proposals for the extraction of ironstone together with any other minerals not currently worked in Leicestershire will be considered on their merits, judged against the policies set out in Section 5, Development Management.

Minerals Safeguarding

Safeguarding Mineral Resources

3.87 Mineral resources of local and national importance should not be needlessly sterilised by non-mineral development. The main purpose of Mineral Safeguarding Areas (MSA) is to protect a mineral resource for the long term for future generations. An MSA is not a proposed area of extraction and does not mean that mineral extraction proposals will be permitted within the area. It should also be borne in mind that just because there may be no economic need for the minerals now that may not be the case in the future.

3.88 The County Council has used work carried out by the British Geological Survey (BGS) for the County Council in 2004 to assess which mineral deposits are of economic importance and where they are located. This work provided broad geological resource information for mineral resources within Leicestershire based on a combination of expert geological opinion and knowledge on the extent of mineral resources, and consultation with the minerals industry.

3.89 The County Council has concluded that deposits of sand and gravel, limestone, igneous rock, shallow coal, fireclay, brickclay and gypsum in Leicestershire are of current or future economic importance. The boundaries of the proposed Mineral Safeguarding Areas within the County are shown on figures B1, C1, H1, HK1, M1, M2, N1 and O1 contained within the Mineral and Waste Safeguarding documents produced for each district/borough (references S1/2015 to S7/2015).

3.90 Brickclay resources in Leicestershire are extensive and it is not considered that it is justified to safeguard large areas of the outcrop. MSAs have therefore been drawn around existing sites taking account of the resource and existing infrastructure and using clear physical boundaries wherever possible.

3.91 The County Council does not have sufficient detailed knowledge of the nature and extent of suitable building stone resources to identify potentially workable materials. The quality of stone and suitability for working as building stone is very variable. The Strategic Stone Study mentioned in paragraph 3.65 above did not assess the extent of potential future building resources within the County. It would therefore be difficult to identify potentially workable building stone resources for safeguarding. In any event, building stone resources mainly occur in countryside locations where the risk of sterilisation by other development is low.

3.92 Ironstone deposits in the county are not considered to have any future economic significance as a source of iron, given the decline of the steel industry in the UK and their low grade quality. Whilst they could be

worked as a source of building stone or low quality aggregate, they are not considered to be of current or future economic importance.

3.93 It is not proposed to define MSAs for hydrocarbons as prospects can only be identified after extensive exploration activity. In any event, oil and gas deposits are found at much greater depths than other minerals exploited within the County and are therefore less threatened by surface development.

3.94 Incompatible development close to a MSA may lead to sterilisation of part of the resource. The County Council proposes to extend the boundary of MSAs beyond the area of the resource to prevent residential development encroaching on a mineral extraction site or future extraction area to the extent that the amenity of residents could be affected by noise, visual intrusion or blast vibration. The proposed MSAs include a buffer zone of 200 metres around sand and gravel resources and 500 metres around limestone resources to ensure an adequate safeguarding margin. Site specific margins are provided for brickclay and igneous rock based on consultation with the minerals industry. The MSA for coal is based on plans produced by the Coal Authority in 2008 showing surface mining potential areas. The MSAs for gypsum cover the existing underground mining permission at the Barrow Mine together with the potential area for an extension to the Nottinghamshire Marblaegis Mine.

3.95 The prior extraction of minerals will be supported where it is necessary for non-mineral development to take place and where it can be done in an environmentally acceptable manner. In Leicestershire, such opportunities are probably limited to surface mined coal provided that operations can be completed relatively quickly and extraction and restoration are completed within a reasonable timescale, although the amount of coal that is ever likely to be won under these circumstances will probably be small scale. Other mineral resources that are present do not generally lend themselves to prior extraction in built-up areas because of the nature of their extraction methods, and the possibility of such circumstances arising seems too slim to warrant safeguarding. The proposed MSAs consequently exclude mineral deposits other than surface coal within settlements with a population in excess of 1000 and a minimum area of 20 hectares.

3.96 In two-tier planning areas such as Leicestershire, safeguarding of mineral resources can be achieved only through county and district planning authorities co-operating in the exercise of their respective planning functions over land with potential for mineral extraction. This can be facilitated by defining Minerals Consultation Areas (MCA). This will provide the mechanism for district planning authorities to consult the County Council before granting planning permission, on any planning applications they receive for non-mineral developments which fall within the boundary of an MCA, and which would be likely to affect the winning and working of minerals.

3.97 The County will therefore define Minerals Consultation Areas (MCA) covering the resources within the Mineral Safeguarding Areas. The MCA will also cover the safeguarding of mineral sites and associated infrastructure (Policy M11). District Planning Authorities within the County will be supplied with a copy of the MCA along with the development criteria that the County Council wish to be consulted on. It will be the responsibility of the District Planning Authorities to ensure that the MCA is used when considering planning applications or proposed developments in a development plan and that the County Council is consulted on developments located within the MCA.

3.98 The County Council may advise the District Planning Authority that any development on or near mineral reserves should not proceed before the mineral is extracted, or that steps are taken to avoid sterilisation of the deposit. A realistic judgment about the likelihood of the mineral being worked in an environmentally acceptable manner will be made, and the County Council will not seek to prevent development where it is unlikely that extraction of the mineral would occur in the future. Where mineral deposits are believed to exist but detailed geological information is not available, the existence or otherwise of potentially workable reserves may need to be established by the developer before any application for development that might sterilise the potential deposit is determined.

Table 4: Types of development exempt from safeguarding

Types of development exempt from safeguarding	
(a)	applications for householder development;
(b)	applications for alterations and extensions to existing buildings and for change of use of existing development, unless intensifying activity on site;
(c)	applications that are in accordance with the development plan where the plan took account of the prevention of unnecessary mineral sterilisation and determined that prior extraction should not be considered when development applications came forward;
(d)	applications for advertisement or listed building consent;
(e)	applications for reserved matters including subsequent applications after outline consent has been granted;
(f)	prior notifications (telecoms, forestry, agriculture, demolition);
(g)	Certificates of Lawfulness of Existing Use or Development (CLEUD) and Certificates of Lawfulness of Proposed Use or Development (CLOPUD);
(h)	applications for works to trees; or

(i) development types already specified in a DPD (Development Plan Document) as exempt from the need for consideration on safeguarding grounds.

Policy M11: Safeguarding of Mineral Resources

Sand and gravel, limestone, igneous rock, surface coal, fireclay, brickclay and gypsum resources within the Minerals Safeguarding Areas shown on the figures contained within the Mineral and Waste Safeguarding documents, will be protected from permanent sterilisation by other development.

Planning permission will be granted for development that is incompatible with safeguarding mineral within a Mineral Safeguarding Area if:

(i) the applicant can demonstrate that the mineral concerned is no longer of any value or potential value; or

(ii) the mineral can be extracted satisfactorily prior to the incompatible development taking place; or

(iii) the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or

(iv) there is an overriding need for the incompatible development; or

(v) the development comprises one of the types of development listed in Table 4.

Planning applications for non-mineral development within a Mineral Safeguarding Area should be accompanied by a Mineral Assessment of the effect of the proposed development on the mineral resource beneath or adjacent to it.

Planning permission for mineral extraction that is in advance of approved surface development will be granted where the reserves would otherwise be permanently sterilised provided that operations are only for a temporary period. Where planning permission is granted, conditions will be imposed to ensure that the site can be adequately restored to a satisfactory after-use should the main development be delayed or not implemented.

Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure

3.99 The future use of mineral sites and associated infrastructure could be constrained if sensitive developments such as housing are permitted nearby. In order to ensure that the supply of minerals is not interrupted,

the County Council therefore considers that mineral sites and their associated infrastructure should be safeguarded.

3.100 The work carried out for the County Council by the BGS adopted a different approach to the identification of safeguarding areas for each mineral, reflecting not only their different geology but also associated infrastructure. In particular, account has been taken of the extensive infrastructure, including rail links, associated with the County's igneous rock quarries and the existing infrastructure associated with the County's brickclay operations. However, hydrocarbon developments and freestanding concrete batching plants were not included.

3.101 The sites and facilities to be safeguarded are identified in the Mineral and Waste Safeguarding documents produced for each district/borough (references S1/2015 to S7/2015). This includes hydrocarbon developments. Most of the concrete batching plants and other associated minerals infrastructure are co-located at quarries or producers of recycled aggregates. The safeguarded list includes those sites which carry out these activities.

3.102 The MCA to be issued by the County Council (see paragraph 3.97 above) will include the mineral sites and associated infrastructure safeguarded by Policy M12. Local planning authorities will be expected to consult the County Council on proposals for non-minerals development which could affect the use of such sites and facilities. The County Council may advise that development should not be permitted if it would constrain the effective operation of existing sites, or future use of land or associated infrastructure identified for mineral use.

Policy M12: Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure

Significant infrastructure that supports the supply of minerals in the County will be safeguarded against development that would adversely affect operations at an existing mineral site and the use of associated mineral infrastructure by creating incompatible land uses nearby.

Other Mineral Developments

Associated Industrial Development

3.103 In addition to the plant, machinery and buildings directly associated with the working of the mineral, there are certain industrial activities which are sometimes located at mineral extraction sites. A limited range of development is permitted under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) without the prior approval of the Mineral Planning Authority (MPA), although this may only be carried out on land that is used as a mine. It must be for purposes principally in connection with the winning and working of minerals from the mine, and includes the treatment, storage or removal of minerals and derived wastes. A wider range of development, including secondary industry is also permitted under the GPDO but subject to the prior approval of the MPA.

3.104 There may be benefits for certain industrial development directly associated with the processing of minerals to be located in close proximity to areas of mineral extraction, e.g. asphalt and ready mixed concrete plants, concrete products and brick manufacture. Policy M13 deals with proposals for ancillary industrial development that are beyond the scope of the GPDO. Such development will only be approved where it can be demonstrated that it is directly associated with the mineral extraction and there are clear environmental benefits in providing a close link between the industrial activities and associated mineral operation. In particular, regard will be taken of environmental effects, transportation implications, visual amenity and proposed timescales. Where planning permission is granted, conditions will be imposed to ensure that minerals supplying the development are sourced principally from the adjacent extraction site and that, upon cessation of mineral extraction, the development will be removed and the site restored unless there are overriding reasons for its retention.

Policy M13: Associated Industrial Development

Planning permission for ancillary industrial development within or in close proximity to mineral sites will be granted provided that it is demonstrated that there is a close association with the mineral site and there are environmental benefits in providing a close link with the extraction site. Where permission is granted, the operation and retention of the development will be limited to the life of the permitted reserves.

Borrow Pits

3.105 Borrow pits are temporary mineral workings sited adjacent to major construction projects, particularly new road schemes, and are used solely to supply aggregates for this purpose. Where possible, the void created by the extraction can be used for the disposal of unsuitable and/or surplus materials arising from the project. In certain circumstances they can have advantages over established sites by reducing the impact of concentrated flows of heavy goods traffic on the public highway and meeting peaks of demand without disrupting supplies elsewhere. They may also assist in the sustainable use of minerals by conserving resources of higher quality aggregates through the use of locally sourced materials and thereby reducing the need to make additional provision.

3.106 Borrow pit proposals must demonstrate that a balance can be struck between the need for the mineral and the impact on the environment and any local communities, ensuring that adequate mitigation or compensation is provided for the effects of the proposed development. It will also be necessary to demonstrate that, in overall terms, the borrow pit would result in environmental benefits over alternative sources of supply.

Policy M14: Borrow Pits

Planning permission will be granted for borrow pits to supply materials for major construction projects where:

(i) there is a need for a particular type of mineral which cannot reasonably be supplied from existing sites, including alternative materials, or where the transport of mineral to the construction project from existing sites would be seriously detrimental to the environment and local amenities because of the scale, location and timing of the operations;

(ii) the site is in close proximity to the proposed construction project it is to serve so that mineral can be transported to the point of use without leading to harmful conditions on a public highway; and

(iii) the site can be restored to a satisfactory after-use without the need to import material other than that generated by the construction project itself and which can be brought to the site without leading to harmful conditions on a public highway.

Where planning permission is granted, conditions will be imposed to ensure that operations are time-limited and that all mineral extracted is used only for the specified project.

Mineral Waste

3.107 Mineral extraction and processing can produce substantial amounts of waste. The Local Plan encourages the reuse of these wastes. Reuse can help conserve mineral resources. In respect of sites for the disposal of mineral waste, the County Council, where applicable, will request details of the manner in which waste is to be deposited; soil stripping and storage; and the restoration and aftercare of the site.

3.108 In assessing remote sites for mineral waste disposal, regard for present and future uses of the land and adjoining areas will be taken into account, together with the practicalities of providing a beneficial use for the waste. In particular, the effects of the disposal on local environmental features, other adjacent sensitive land uses, and local communities will be assessed. The effects on any known mineral resources will also be considered in conjunction with the design and final treatment of the proposed disposal site. Any specific proposals for the disposal of or reworking of mineral waste requiring planning permission will be treated as mineral development, and will be judged against all relevant policies in the Local Plan.

Policy M15: Mineral Waste

Planning permission will be granted for new sites for the disposal of mineral wastes where:

(i) it is not feasible to retain the waste materials on the extraction site; and

(ii) it is demonstrated that the re-use of the material to be disposed of is not practicable.

Planning permission for the reworking of mineral waste will be granted where an environmental improvement results.

Mineral Exploration

3.109 The majority of mineral exploration activities are small-scale, temporary operations which give rise to minimal effects on adjacent land uses and the environment. Under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO), the drilling of boreholes (except for oil and gas exploration), small-scale excavations and seismic surveys and related ancillary development are all permitted operations. Other exploration activities are not permitted by the GPDO and require a specific planning permission.

Policy M16: Mineral Exploration

Planning permission for mineral exploration will be granted provided that operations are only for a temporary period. Where planning permission is granted, conditions will be imposed to ensure that the site is restored to a satisfactory after-use.

Incidental Mineral Extraction

3.110 Occasionally mineral extraction can arise away from established sites, occurring as a secondary activity to other development proposals that involve excavations. These may include the creation of water bodies but could relate to major construction projects or the extraction of other minerals. Generally the recovery of such minerals accords with the sustainable objectives for mineral development through the efficient use of minerals and preventing unnecessary sterilisation, providing that their recovery can be achieved in an acceptable manner.

Policy M17: Incidental Mineral Extraction

Planning permission for mineral extraction that forms a subordinate and ancillary element of other development will be granted provided that operations are only for a temporary period. Where planning permission is granted, conditions will be imposed to ensure that the site can be adequately restored to a satisfactory after-use should the main development be delayed or not implemented.

4. PROVIDING FOR WASTE

The Need for New Waste Management Capacity

4.1 It is the objective of the Minerals and Waste Local Plan to enable the delivery of sufficient new waste management capacity equal to the waste arising in Leicestershire to support the delivery of the Leicestershire Municipal Waste Management Strategy (LMWMS) targets and to allow waste management in the County to move greater amounts of waste away from disposal. The following estimated capacity requirements are derived from the latest Waste Needs Assessment produced by the County Council. It is estimated that there is some 2.5 million tonnes of waste from Leicestershire that needs managing at specialist waste facilities each year.

Local Authority Collected Waste (LACW) and Commercial & Industrial (C&I) wastes

4.2 Local authority collected waste (LACW) and Commercial and Industrial (C&I) wastes are managed similarly and as such it is assumed that facilities can deal with both waste streams. For the recycling (and composting) of LACW the target of achieving 58% by 2017 has been used, as set by the LMWMS. The prediction is that there is sufficient capacity to enable this target to be achieved. For C&I waste the intent is to increase recycling to 54% by 2030/1. Table 5 indicates that 3 new mid-scale recycling sites are required by 2030/31 or one large facility. Currently, two sites have extant planning permission for some 89,000tpa of recycling capacity which could accommodate the shortfalls presented in Table 5.

Table 5: Indicative scale (tonnes per annum [tpa]) and number of facilities required for the recycling of commercial & industrial waste, based on operational capacity.

Year	Gross Requirement (tpa)	Capacity (tpa)	Shortfall/ Surplus (tpa)	New facilities required (no. & tpa)
2020/21	417,273	411,000	-6,273	1 of 6,000[1]
2025/26	439,591	417,000[2]	-22,591	1 of 25,000[1]
2030/31	462,532	442,000[3]	-20,532	1 of 20,000[1]
Plan Period	462,532	411,000	-51,532	1 of 51,000

[1] Each site 1-2 hectares in size.
[2] Assumes 6,000 tonnes per annum (tpa) of capacity added in response to the 2020/21 requirement.
[3] Assumes 25,000 tpa of capacity added in response to the 2025/26 requirement.

4.3 The amount of land required to cater for these facilities by 2030/31 could be in the order of 6 ha.[1] Notwithstanding the indicative numbers of sites set out in Table 5, provision may be achieved through any combination of differently sized sites. The tables provided in this section are to be used as a guide to assist in the planning for new waste management facilities. Whilst they are based on the best available information at the time they should not be seen as setting absolute requirements.

4.4 Once the recycling targets are reached there remains an element of LACW and C&I waste which should be diverted away from landfill. Diversion of waste from landfill after recycling can be attained by a variety of methods but principally these are anaerobic digestion, mechanical-biological treatment, autoclave or some form of thermal treatment or a combination of these. These types of processes, known as recovery, are described in detail in paragraphs 4.32, 4.43, 4.44 and 4.45 below. The requirements for the recovery of LACW and C&I wastes are displayed in Table 6. With a current operational capacity of 109,000 tonnes per annum (tpa) and a gross requirement of 207,448 tpa there is a total recovery shortfall of some 109,948 tpa to be found by 2030/31.

4.5 Table 6 shows the size and number of additional facilities that may be needed. At present, there are two extant planning permissions granted for the recovery of 35,000 tonnes per annum (tpa) of food waste and 350,000 tonnes of residual non-inert non-hazardous wastes, although neither is yet operational. Although sufficient capacity has been approved to accommodate the shortfall set out below, the County Council will keep provision under review and if by 2020/21 these facilities (in particular the 350,000tpa) are not operational, and no further capacity has come forward, the Council will review the Local Plan.

Table 6: Indicative scale (tonnes per annum [tpa]) and number of facilities required for the recovery of local authority collected waste and commercial & industrial waste, based on operational capacity.

Year	Gross Requirement (tpa)	Capacity (tpa)	Shortfall/ Surplus (tpa)	New facilities required (no. & tpa)
2020/21	160,295	109,000	-51,295	1 of 55,000[1]
2025/26	183,449	164,000[2]	-19,449	1 of 20,000[1]
2030/31	207,448	184,000[3]	-23,448	1 of 25,000[1]
Plan Period	207,448	109,000	-98,448	1 of 100,000

[1] Each site 1.5 hectares in size (or one 80,000tpa facility of 4 hectares in size).
[2] Assumes 55,000 tonnes per annum (tpa) of capacity added in response to the 2020/21 requirement.
[3] Assumes 20,000 tpa of capacity added in response to the 2025/26 requirement.

[1] Land area for potential facilities are based on 'Planning for Waste Management Facilities: A Research Study' ODPM 2004.

4.6 Once recycling, composting and recovery requirements have been met, an amount of residual LACW and C&I waste will remain requiring disposal. It is estimated that by 2030/31 around 360,000 tpa (355,021tpa) of this waste will need to be disposed of. Table 7 shows the indicative scale of new facilities that may be required. The minimum requirement for new landfill capacity of non inert waste, taking into account existing permitted non inert landfill capacity, is 140,000 tonnes per annum by 2020/21 and onwards. This assumes that only the minimum recovery capacity to fulfil the shortfalls of Table 6 and the minimum recycling rates of Table 5 become operational. If the permitted recovery capacity set out in paragraph 4.5 becomes operational then no further capacity is required for LACW and C&I waste.

Table 7: Indicative scale (tonnes per annum [tpa]) and number of facilities required for the landfilling of local authority collected waste and commercial & industrial waste, based on operational capacity.

Year	Gross Requirement (tpa)	Capacity (tpa)	Shortfall/ Surplus (tpa)	New facilities required (no. & tpa)
2020/21	408,656	268,505	-140,151	1 of 140,000
2025/26	381,974	408,505[1]	+26,531	0
2030/31	355,021	408,505[1]	+53,484	0

[1] Assumes 140,000 tonnes per annum (tpa) of capacity added in response to the 2020/21 requirement.

C&D wastes

4.7 For Construction and Demolition (C&D) waste, existing operational recycling capacity together with sites permitted for C&D recycling but not yet operational, would be sufficient to meet off-site recycling requirements throughout the plan period assuming that there will be no growth in arisings. The average amount of C&D waste going to landfill between 2008 and 2014 was 580,000 tonnes per annum. Allowing for a 70% recovery rate for C&D waste other than excavated soils, it is estimated that some 530,000tpa of inert landfill capacity is needed. Based on inert landfill capacity that is currently available, there will be a shortfall at key years of 85,000 tonnes at 2020/21, 290,000 tonnes at 2025/26, and 440,000 tonnes at 2030/31 (see Table 8).

4.8 The above assumes that infilling occurs at each site at the current average input rate, and none of these landfills are given either an extension in time or a physical extension. In view of the identified shortfalls, provision is made in the plan for additional inert waste disposal at three sites (see Policy W8). These allocations have the potential to provide additional landfill capacity of up to 600,000tpa. Depending on the phasing of operations and actual input rates, these sites could enable the predicted shortfalls to be met. However, there is also the possibility of a

shortfall of inert waste disposal capacity by 2030/31 of some 190,00tpa in which case an additional inert waste disposal site beyond those allocated and permitted would be needed.

Table 8: Indicative scale (tonnes per annum [tpa]) and number of facilities required for the landfilling of construction & demolition (inert) waste, based on operational capacity.

Year	Gross Requirement (tpa)	Capacity (tpa)	Shortfall/ Surplus (tpa)	New facilities required (no. & tpa)
2020/21	530,000	445,000	-85,000	1 of 100,000
2025/26	530,000	240,000	-290,000	3 of 100,000
2030/31	530,000	90,000	-440,000	4 of 100,000

Hazardous Waste

4.9 Hazardous waste is produced within all three major waste streams (LACW, C&I and C&D) and includes substances such as asbestos and oil but also more everyday items such as TVs, fridges and batteries. Data from the Environment Agency allows the quantity of hazardous waste arising in Leicestershire and being managed in Leicestershire to be ascertained. These data show more hazardous waste being created than being managed in Leicestershire and that, generally, the County is a net exporter of this waste. To move towards self-sufficiency Table 9 shows the need for a new site of some 2,000tpa. With the variety and complexity of much hazardous waste a number of smaller scale sites may be a more appropriate solution to the shortfall. The form the management of this waste might take is not prescribed but as with all waste streams the desire is to move away from disposal. Therefore, such new capacity should be either for the recycling and/or recovery of this waste stream.

Table 9: Indicative scale (tonnes per annum [tpa]) and number of facilities required for the management of hazardous waste, based on operational capacity.

Year	Gross Requirement (tpa)	Capacity (tpa)	Shortfall/ Surplus (tpa)	New facilities required (no. & tpa)
2020/21	25,750	25,360	-390	1 of 500
2025/26	26,492	25,860[1]	-632	1 of 1,000
2030/31	27,256	26,860[2]	-396	1 of 500
Plan Period	27,256	25,360	-1,896	1 of 2,000

[1] Assumes 500 tonnes per annum (tpa) of capacity added in response to the 2020/21 requirement.
[2] Assumes 1000 tonnes per annum (tpa) of capacity added in response to the 2025/26 requirement.

Agricultural Waste

4.10 The vast majority of agricultural waste is animal matter and plant waste which is dealt with on site (often via exemptions from the Environment Agency). Only a small percentage (0.57% of the total) needs to be transferred off site for management at specialist waste facilities. Table 10 displays the estimated shortfall, however, the tonnes required may be of such a small scale that they would not justify the existence of a new specialised facility. The shortfall could be taken up by existing waste facilities, but a small scale recycling or recovery facility well located to managing agricultural wastes may be a more sustainable option than relying upon existing facilities.

Table 10: Indicative scale (tonnes per annum [tpa]) and number of facilities required for the management of agricultural waste, based on operational capacity.

Year	Gross Requirement (tpa)	Capacity (tpa)	Shortfall/ Surplus (tpa)	New facilities required (no. & tpa)
2020/21	6,477	6,224	-253	1 of 300
2025/26	6,664	6,524[1]	-140	1 of 150
2030/31	6,856	6,674[2]	-182	1 of 200
Plan Period	6,856	6,224	-632	1 of 650

[1] Assumes 300 tonnes per annum (tpa) of capacity added in response to the 2020/21 requirement.
[2] Assumes 150 tonnes per annum (tpa) of capacity added in response to the 2025/26 requirement.

Permitted Waste Facilities

4.11 Tables 5 to 10 and associated text set out the predicted shortfalls that may arise during the timescales of this Local Plan and predict that, in the main, sufficient capacity has already been permitted to handle the waste

requiring management. The sites with planning permission that are not yet operational and would contribute to identified shortfalls are as follows:

- Coventry Road, Narborough – 75,000tpa C&I recycling;
- Newhurst Quarry, Shepshed – 350,000tpa C&I & LACW recovery;
- Sutton Lodge Farm – 35,000tpa C&I and LACW recovery; and
- Wymeswold Airfield – 14,000tpa C&I recycling.

Policy W1: Waste Management Capacity

The County Council will make provision for a sufficient range of waste facilities within the County of Leicestershire to manage the equivalent of the predicted arisings for the County up to and including 2031 and to meet the recycling, composting and recovery targets as a minimum as presented in Tables 5, 6, 7, 8, 9 and 10 at 2020/21, 2025/26 and 2030/31 subject to any new arisings forecasts published in the Council's Annual Monitoring Reports.

Low Level Radioactive Waste

4.12 Low level radioactive waste comes from two sources, the non-nuclear industry and the nuclear industry. Non-nuclear radioactive waste contains mainly anthropogenic radionuclides (i.e. radioactive atoms derived from human activities) and is principally from hospitals and universities. The 2008 publication *Data Collection on Solid LLW from the Non-Nuclear Sector: Final Report* indicated that Leicestershire produced 23.15m^3 (155kg) of low level non-nuclear radioactive waste. The predicted trend is for amounts to fall. The report produced a list of incineration and landfill facilities which accept this waste of which none is located in Leicestershire. Therefore, all of this waste is managed outside of the County.

4.13 As to low level radioactive nuclear waste Leicestershire is not a source of this waste and the emphasis for managing this waste is for it to be managed as close to its source as possible. Whilst there is no indication that Leicestershire is a suitable location for managing this waste, the Plan should address this waste stream to ensure that all potential wastes are catered for. Any proposal for managing low level radioactive waste should be accompanied with a justification for its need in Leicestershire and demonstrate that the waste stream can be safely managed without any harm to those living, working and/or undertaking leisure activities in proximity to the proposed waste facility, and to the natural environment.

Policy W2: Low Level Radioactive Waste

Planning permission will be granted for low level radioactive waste management facilities where it is demonstrated that the County of Leicestershire is a sustainable location for managing such waste.

Distribution and Location of New Waste Management Facilities

4.14 The Minerals and Waste Local Plan will guide the development of new waste management facilities to the most sustainable locations within the County. By sustainable locations the County Council means locating the majority of new recycling and recovery waste facilities in the major urban areas of the County.

4.15 The Waste Core Strategy sought to change the historic pattern of waste management facilities based on disposal at landfill sites in countryside locations. The strategy was to locate large scale recovery facilities (strategic facilities) in the main urban areas of the County and City. This Local Plan does not include Leicester City and, therefore, the new spatial strategy only applies to the County.

4.16 The principal study used to identify suitable locations for a large scale residual treatment facility or facilities was that undertaken by Entec for Leicestershire County Council in 2007. This study modelled a number of scenarios, excluding Leicester City, using logistics and vehicle mileage. Of these scenarios the mapped outputs showed that the optimal locations (i.e. those with the lowest mileages) were Loughborough and west/south-west of the City near to the County's highest centres of population and in close proximity to the major highway network (predominantly the M1 motorway). This study remains a good starting point for assessing the best locations for large scale waste facilities.

4.17 Appraisal of household data for the County confirms that the Entec study identified the two largest urban conurbations in the County - Loughborough and those settlements adjoining Leicester City which help form the Leicester Principal Urban Area (LPUA). These two areas also form the focus of much of the planned residential development for the administrative areas of Blaby and Charnwood, i.e. Lubbesthorpe, Birstall, Thurmaston and Loughborough/Shepshed. However, there are other urban areas within the County which have good transport links to major road networks and would be of sufficient scale to accommodate a facility of a strategic scale. Household numbers data show that Hinckley (and Burbage) and the Coalville urban area are the third and fourth largest

urban areas in the County, respectively. Hinckley has excellent direct access to the M69 and A5, whereas Coalville is well located to the M1, and the A42. Both settlements are planned to accept significant levels of new residential developments to reach households numbers of approximately 21,000 in Hinckley and 19,000 in Coalville by circa 2031.

4.18 Although the quantity of waste from households and the total waste collected by local authorities in Leicestershire is relatively small compared to other waste streams it can be strategically important. To the waste industry the management of local authority collected waste (LACW) offers the opportunity for reliable long term contracts; these contracts enable new facilities to be built which the market for the management of other waste streams, particularly commercial & industrial waste and construction & demolition waste, may not offer.

4.19 In addition to household numbers, the large urban areas of the County are also the locations for the County's principal retail and commercial areas. Similarly, the County's employment areas are also concentrated in the large urban areas, namely around Leicester, and in and around Loughborough/Shepshed, Hinckley/Burbage, and Coalville. Major new employment areas are proposed in these urban areas in existing and emerging development plans in Leicestershire, including almost 100 hectares adjacent to the Leicester Principal Urban Area, almost 100 hectares at Loughborough/Shepshed, 60 hectares mainly at Coalville and 20 hectares at Hinckley/Burbage. These new employment areas will strengthen these areas as the dominant employment areas of the County. Therefore, the main urban areas are both the main sources of both commercial and industrial wastes and the areas with the greatest opportunity to accept new waste management facilities in sustainable locations.

4.20 Furthermore, a benefit of locating energy recovery facilities in the main urban areas is that they are near a greater number of potential users than outside of the urban areas. The Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands: Final Report published in March 2011 not only shows that the urban districts of Leicestershire have the greatest potential for electricity generation from waste but also that heat demand coincides with the main urban areas.

Strategic Facilities

4.21 The aim of the Local Plan strategy is to locate the largest waste management recycling and recovery facilities in close proximity to the largest arisings, i.e. urban concentrations with populations above 30,000 around Leicester, and in and around Loughborough/Shepshed, Hinckley/Burbage, and Coalville. 'Around Leicester' relates to the urban areas within the administrative boundaries of the County Council and

within the LPUA as defined in the 2014 Strategic Housing Market Area Assessment, including the planned extensions at Narborough and Whetstone. Coalville is defined by North West Leicestershire District Council as the Coalville Urban Area. The Key Diagram towards the rear of this document indicates the areas that are deemed to be acceptable for the locating of strategic facilities.

4.22 The National Planning Practice Guidance offers indicative values for determining significant effects and whether an Environmental Impact Assessment is required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The Guidance states that waste facilities that would recover at least 50,000tpa of C&I waste and LACW would be more likely to have significant effects and require an Environmental Statement. Strategic facilities are those which will divert a significant proportion of the County's waste away from landfill either by recycling and/or recovery. The County Council is not seeking to rigidly define what a significant level of landfill diversion is but facilities of approximately 50,000tpa capacity or more are more likely to be strategic in nature. However, some smaller facilities may have a very specialist nature that gives them an important strategic function.

4.23 A strategic facility in its simplest form is a single large scale development. However, facilities can become of strategic importance either through an extension to an existing operation or through an agglomeration of a number of non-strategic developments upon a large scale site. Proposals that would lead to either of the two situations occurring would be assessed against the Strategic Waste Facilities policy.

4.24 Facilities will be considered as strategic where they have all of the following characteristics:

A. facilities which have the capacity to make a significant contribution to LACW or C&I waste recovery by reducing the amount of residual waste going to landfill or are of a very specialist nature;

B. facilities that offer potential for the co-location of complimentary waste facilities and/or end users of recovered materials or energy;

C. facilities which have potential to deal with LACW and/or C&I waste; and

D. facilities of sufficient area and characteristics to deliver a strategic function.

Policy W3: Strategic Waste Facilities

Planning permission will be granted for new strategic waste facilities, including extensions to existing waste facilities which would in combination with the existing use(s) create a strategic facility, provided that they are within the Broad Locations for Strategic Waste Facilities indicated on the Key Diagram, namely in or close to the urban areas of Loughborough/Shepshed, Hinckley/Burbage and Coalville and close to the urban area of Leicester, taking into account the principles set out in Policy W5.

Non-strategic Waste Facilities

4.25 Notwithstanding the strategy to site the largest recycling and recovery facilities in the largest urban areas a range of medium and small scale facilities is required to allow for the sustainable management of waste within the County. Such smaller non-strategic waste facilities will be sought in the first instance within the Broad Locations for strategic waste facilities but also in other key urban areas within the County - Melton Mowbray and Market Harborough; both urban areas are seeking to accommodate over 3,000 further homes and will be the focus for new employment areas within the district/borough. The principal urban areas of the County are at the heart of the planned growth for the County; major growth areas, previously referred to as sustainable urban extensions (SUEs), adjoining these principal urban areas will meet much of the development needs of the County. Thus, most major growth areas will either be within the Broad Locations for strategic waste sites or adjacent to Melton Mowbray or Market Harborough; the exception being the planned growth for Barwell and Earl Shilton. Given the scale of the development set to occur at these locations and the inclusion of new employment land they would also be suitable for the location of new waste facilities.

4.26 Not all waste management facilities can or should be located in the largest urban areas. Some facilities, such as the biological treatment of waste, sewage treatment works and landfills subject to conformity with the rest of the Local Plan would be acceptable in more rural areas. Notwithstanding this, there may still be a need for waste facilities in the smaller settlements of the County (e.g. Ashby and Lutterworth) to serve a local need. The need for such a facility would have to be overriding and more sustainable than it being met in the main urban areas, justifying a more dispersed location.

Policy W4: Non-strategic Waste Facilities

Planning permission will be granted for new non-strategic waste facilities, including extensions to existing waste facilities, within the following areas taking into account the principles set out in Policy W5:

(i) the Broad Locations for Strategic Waste Facilities, that is, in or close to the urban areas of Loughborough/Shepshed, Hinckley/Burbage and Coalville and close to the urban area of Leicester;

(ii) in or close to the main urban areas of Melton Mowbray and Market Harborough; and

(iii) within major growth areas.

Proposals for new waste facilities, including extensions to existing waste facilities, outside the above areas will only be granted where they are:

(a) facilities for the biological treatment of waste including anaerobic digestion and open-air windrow composting;

(b) the treatment of waste water and sewage;

(c) landfilling of waste; or

(d) facilities that require a more dispersed location to provide a clear link between the proposed location and the waste managed which would result in transport, operational and environmental benefits subject to the principles set out in Policy W5. Such a proposal must demonstrate there is an overriding need for the development and that this cannot be met within the urban areas set out above in (i) to (iii).

Locating Waste Facilities

4.27 Waste management provision will be achieved in accordance with the spatial strategy for strategic and non-strategic facilities as expressed above. Land with an existing waste management use may be the most appropriate for extension or the siting of new facilities. Opportunities for integrated waste management will be encouraged, where various waste management options can be co-located to reduce transport requirements and assist improved levels of waste recovery within the main urban areas.

4.28 Certain types of modern waste management development such as waste recycling and recovery involves purpose designed buildings and structures which in most instances are suited to industrial areas. The waste industry is moving more towards utilizing and operating within existing industrial buildings. Therefore, locating new waste facilities in major existing or

new areas of development (such as sustainable urban extensions and large areas allocated for new employment) would be acceptable.

4.29 New waste facilities will also be acceptable on previously developed, contaminated or derelict land, with good transport connections either within urban areas or on the urban fringe but still close to waste sources.

4.30 Some existing mineral extraction sites may offer a good location for siting of some waste management operations due to existing infrastructure and the potential benefits of co-location. However, such sites would still have to be well located to waste arisings. Mineral sites, because they are temporary operations and will be restored after they have ceased, are classed as greenfield sites. They are typically in rural locations and as such are less favoured as locations for waste facilities as set out in Policy W4. Therefore, any new waste facilities that may be acceptable at mineral sites would only be acceptable at such mineral sites for the duration of the mineral operations.

4.31 In meeting the objective of achieving sustainable waste management and the wider environmental and economic benefits this brings, greenfield land should not be precluded. Greenfield land is not a preferred land use but to ensure sufficient provision is made and where it meets the intentions of other policies, in particular those intended to protect such land, development may be acceptable on greenfield land.

Policy W5: Locating Waste Facilities

Planning permission will be granted for waste facilities in accordance with the objectives of Policies W3 and W4 upon the following land:

(i) on land with an existing waste management use, where transport, operational and environmental benefits can be demonstrated either as a consequence of proximity to the existing waste management uses or the co-location of waste management facilities;

(ii) on existing or planned industrial/employment land;

(iii) on previously developed, contaminated and/or derelict land; and

(iv) on existing mineral working sites.

Land not included in (i)-(iv) above will be considered where there is a clear link between the proposed location and the waste managed which would result in transport, operational and environmental benefits, and there is an overriding need for the development which cannot be met within the urban areas set out in (i)-(iii) of Policy W4.

Biological Treatment of Waste

4.32 Biological treatment of biodegradable organic waste is the process by which micro-organisms are used to convert waste organic matter into, amongst other things, a liquid and/or solid to be used as a soil conditioner.

4.33 Composting is undertaken in the presence of oxygen, producing the by-products of carbon dioxide and water vapour and a soil conditioner. Frequently, it takes place in the open air on concrete pads and is typically located in rural or urban fringe sites. Waste taken to these sites is mainly that collected at civic amenity sites and source-segregated kerbside collected garden waste.

4.34 Anaerobic digestion differs from composting in that it is the biological treatment of biodegradable organic waste in the absence of oxygen. By its nature this has to be done in a controlled environment, i.e. a sealed vessel. Anaerobic digestion results in the generation of:

- **Biogas**, which is rich in methane and can be used to generate heat and/or renewable electricity;
- **Fibre**, (or digestate) which is nutrient rich and can potentially be used as a soil conditioner; and
- **Liquor**, which can potentially be used as a liquid fertiliser.

4.35 Much of the waste for these processes can arise from urban areas and, locating these sites away from these areas is less sustainable in transport terms (i.e. waste may need to travel further to be treated). However, it does provide an opportunity for agricultural wastes to be treated alongside other wastes. For example, anaerobic digestion can take poultry and bovine manures and produce a digestate which is less odorous and more readily available to plants than the untreated, raw manure. A more rural location also allows the end product, i.e. the soil improver, to be applied to land in the vicinity of the waste site thereby reducing the distance travelled by the resultant product. It is expected that proposals in rural areas will need to justify the selection of the site in terms of the opportunities for treating agricultural wastes and the spreading of the end product on adjacent land. Where operations include the spreading of compost or other residues over land, the material spread must meet the recognised quality standards to be no longer regarded as waste (BSI PAS 100 for compost and BSI PAS 110 for digestate from anaerobic digesters).

Policy W6: Biological Treatment of Waste Including Anaerobic Digestion and Open Air Windrow Composting

Planning permission will be granted for waste facilities for anaerobic digestion, open air composting, and other forms of biological treatment outside of those areas set out in (i)-(iii) of Policy W4 where the proposal is an appropriate distance from any sensitive receptors and is located on either:

(i) land meeting the requirements of (i)-(iv) of Policy W5, or

(ii) land associated with an existing agricultural, livestock, or food processing use where it is demonstrated that there are close links with that use.

Waste Reuse, Recycling, and Composting

Waste Reuse

4.36 After waste prevention, the next preferred means of managing waste in the hierarchy is reuse. This involves putting used products or materials without alteration or processing to the same use again or for a different purpose. It can result in added value and utility before final disposal. The waste stream where there is the most potential for reuse is construction & demolition (C&D) waste. Road planings can be reused without further processing and some excavated materials can be directly reused as fill in construction projects or as a site engineering material.

Waste Recycling

4.37 The next step down on the hierarchy is recycling (and composting). Recycling involves the separation of waste materials to put them through a process so that they can be used again either for the same or an alternative purpose. Materials commonly recycled include paper, cardboard, glass, cans, some plastics, textiles, wood, metal, brick, stone, concrete, soils and food and garden waste (by composting). In fact most things can be recycled although markets for some recycled products can be unreliable.

Waste Transfer and Materials Recovery Facilities

4.38 Materials Recovery Facilities (MRF) take waste and sort it either by a "dry" or a "wet" system, usually within a building. A dry MRF is dependent upon a segregated waste collection system, whereas wet MRFs are not. Both types of MRF sort and grade waste either manually or mechanically. The separated materials are then sent elsewhere for reuse, recycling, or

energy recovery. A large building is usually required with some outdoor storage space.

4.39 The purpose of waste transfer stations is essentially to bulk up wastes and reduce the overall transport requirements of waste collection. However, they increasingly involve an element of sorting to separate materials for recycling, recovery or treatment. Similarly recycling and household waste sites (RHWSs) operate as reception centres for the public to take their waste, but also aim to recycle as much of this as possible. These centres have successfully increased the amount of materials recycled.

4.40 There is a good distribution of these transfer facilities and MRFs throughout the County. However, there may be potential to extend such facilities and there is a need to keep the provision under review. It would be consistent with the aims of sustainable waste management and the need to deal with waste as close to its source as possible, to promote a widespread distribution of waste transfer stations and RHWSs to minimise transportation of waste and encourage further recycling, subject to environmental and amenity considerations.

Waste Composting

4.41 There are two forms of composting: open-windrow and in-vessel. With open-windrow, green waste is shredded and placed outdoors in elongated heaps, which are kept at specific moisture and oxygen levels. The windrows are turned and re-mixed on a regular basis to maintain their aerobic state, until the active composting period is finished and the final product is ready.

4.42 In-vessel composting refers to a group of composting systems ranging from closed halls to containers, which aim to achieve a higher degree of control over and accelerate the process. In-vessel composting can take wastes other than green waste such as food. It often also requires some form of outdoor maturation.

Energy and Value Recovery from Waste

4.43 Energy and value recovery is used to describe those processes which either directly burn waste to recover energy value, including heat, or produce a floc which could be used as a fuel. These processes must not be confused with recycling facilities which only recover value. There are a number of different technologies that involve some form of energy recovery from waste. Some of these are fairly well established; whilst others are new and further technologies continue to emerge. In addition to recovering energy from waste these processes often create other by-products from the waste, which have an intrinsic commercial value, or from which value can be recovered through further treatment. In general, however, they provide a sustainable energy source.

4.44 Mechanical-biological treatment (MBT) involves recovering recyclable materials from waste, then treating the remainder to create a fuel. The organic element is extracted to be treated separately, for example by anaerobic digestion, or by composting.

4.45 Mechanical heat treatment (autoclave) works like a pressure cooker, using high temperature steam to cook and sanitise the waste. Items such as glass and cans are cleaned by the process and can be easily sorted out for recycling. The remaining fibrous material can be used as a form of fuel or in building materials.

4.46 Advanced thermal treatment is the general term for combustion of waste in a controlled environment. It includes the processes of gasification and pyrolysis. Gasification is the heating of waste with air, steam or oxygen to create a gas. The process also creates ash and tar. With pyrolysis waste is heated to a high temperature in the absence of oxygen. It produces combustible gases, a combustible char and a mixture of solids and liquid effluent.

4.47 There are currently no major waste incinerators in the County. All clinical waste is taken for incineration outside of the County. Historically, it has tended to be local authority collected waste that is burnt in incinerators, however, increasingly more commercial and industrial (C&I) waste is managed in this manner. In achieving a sustainable waste management system, energy recovery will need to play a full and integrated part in local solutions. Where waste cannot be reused, recycled or composted, using it as a fuel incorporating combined heat and power (CHP) technology should be considered. CHP facilities use the hot water left over from producing electricity to provide heating to local communities or industries.

4.48 Notwithstanding the desire to treat more waste through recovery, the recovery of energy from waste must be considered in the context of an integrated approach to waste management which encourages waste prevention, reuse and recycling. Appropriately sited, designed and managed recovery facilities can help divert waste away from landfill, and may help the County manage more of its own hazardous waste. Furthermore, the technologies available for managing the recovery of waste are developing and new ways to recover waste should not be precluded from becoming established in Leicestershire. Such new or emerging recovery technologies will be expected to result in the more efficient and sustainable management of waste.

Policy W7: Facilities for Energy and Value Recovery from Waste

Planning permission will be granted for waste management facilities that would provide for energy or value recovery from waste, provided that:

i) pre-sorting is carried out ensuring that residual waste (i.e. that which cannot be reused, recycled or composted) is recovered;

ii) value recovery from by-products of the process is maximised;

iii) energy recovery is maximised, where possible utilising combined heat and power (CHP); and

iv) any residue of the process can be satisfactorily managed and or made use of.

Planning permission will be granted for waste management facilities making use of new or emerging technologies where this will lead to the more efficient and sustainable management, through recovery, of waste.

Waste Disposal

4.49 At the time of writing the extant Waste Core Strategy the majority of waste generated was disposed of to landfill. The increase in capacity of other types of waste management facilities has resulted in the majority of the three main waste streams of the County (LACW, C&I and C&D) now being recycled or recovered and not being sent to landfill. Disposal is the least preferred option for managing waste and includes landraise and incineration without energy recovery, as well as landfill.

4.50 Notwithstanding the reduced reliance on landfill it is still likely to be needed for the foreseeable future, whilst further new alternative waste management facilities become established, and in the longer term for waste that is left over after a treatment process. Landfill largely takes place in holes that result from mineral extraction and is an important method of restoring mineral workings back to a beneficial use, such as agriculture, leisure, woodland or nature conservation.

4.51 Landfills are classified into three types: non-hazardous; hazardous; and inert. Landfill sites have to be engineered to control landfill gas and leachate, which are produced as the waste breaks down over time. Part of the process involves lining and capping individual phases of tipping within the site to seal them with impermeable material. These sealed areas are called cells and the material used is either clay or an artificial barrier or both. Such engineering systems are expensive and consequently new sites, particularly those taking non-inert waste, are likely to be large scale to be cost effective. All sites take a quantity of inert waste that is used for such purposes as construction of the cells, daily cover and in restoration. The County has a number of large scale

landfills dealing with solely inert and other wastes, and these will provide the mainstay of any capacity for waste disposal.

4.52 Nevertheless, small-scale proposals will continue to arise, such as landscaping proposals and construction fill. These schemes will need to be considered on their merits at the time and not be to the detriment of existing waste disposal sites. There may also be occasions where major construction works such as road projects generate large volumes of waste. In these circumstances appropriate disposal of the surplus materials near to the road line without having to transport it on the public highway, may have the advantage of preventing an otherwise significant traffic impact. Such proposals would need to demonstrate, however, that there is no viable alternative beneficial use for the surplus materials.

4.53 The waste needs assessment shows that there will be a need to provide further inert landfill capacity beyond that provided by existing facilities, and the development of permitted but not operational capacity (see Table 8 above). It is therefore proposed to make provision for additional inert waste capacity at 3 sites. The County Council considers that the proposed areas set out in Policy W8 would be environmentally acceptable, subject to particular issues having been satisfactorily addressed as set out in Appendix 1, accompanying Inset Plans showing the location of the proposed sites. It may also be appropriate to allow sites to be permitted where the need can be demonstrated and there is an environmental benefit to be achieved, for example in securing appropriate restoration of a mineral working, or where the development is part of an integrated waste management development proposal.

4.54 All waste disposal proposals will need to demonstrate it is the most sustainable option, that the development would produce an environmental benefit and it would not delay the restoration of already permitted waste disposal sites; including in particular the infilling of mineral extraction sites with waste to achieve restoration.

Policy W8: Waste Disposal

Planning permission will be granted for new or extended waste disposal facilities where:

i) it is demonstrated that the waste cannot be managed in a more sustainable way;

ii) environmental benefits will be secured by the development;

iii) there is an overriding need for the development; and

iv) the development does not delay the final restoration of existing landfill or landraise sites.

The County Council will make provision over the plan period (2015 to 2031) for the disposal of inert waste at the following locations:

(i) the remaining permitted capacity available at the following existing landfill operations: Brooksby; Ellistown; Huncote; Husbands Bosworth; Lockington; New Albion; Shawell; and Slip Inn

(ii) the following additional landfill areas as shown on the Policies Map Insets, subject to the requirements set out in Boxes SA1, SA3 and SA7: Brooksby Quarry; Husbands Bosworth Quarry; and Ibstock Quarry."

Other Forms of Waste Management Development

4.55 Landfill gas produced at non-inert landfill sites is a methane rich biogas (typically 65% methane and 35% carbon dioxide) and can be used to produce energy such as electricity. Even with a level of impurities it can be used to fuel engines or turbines and as a vehicle fuel. Methane is a powerful greenhouse gas, which landfill operators are obliged to collect and at least treat by flaring. Capturing and utilising the energy potential of this gas supports a sustainable approach to waste disposal. The quality and quantity of landfill gas varies depending on the degree of decomposition and age of the site. Landfill gas plants should be located away from residential areas and other sensitive land-uses for reasons of safety and other amenity issues. Careful consideration should also be given to siting of the plant to limit visual impact.

4.56 Sewage undertakers have extensive rights to carry out development without the need to obtain planning permission under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). Considerable development, involving large items of plant and machinery, can be carried out within existing operational sites without the submission and approval of a planning application. New sewage treatment works will, however, require planning permission and in some instances Environmental Impact Assessment will be required, depending on the size, nature and location of the development proposed. Given potential impacts from odour, noise and flies, in particular, they need to be relatively remote from residential areas and located on the edge of settlements.

4.57 The County Council will allow other forms of waste management not covered by specific policies, provided that the proposal does not cause unacceptable harm to the environment or communities when assessed against the relevant policies of the Development Plan.

Safeguarding Waste Management Facilities

4.58 Waste facilities are an important element of a community's infrastructure, ensuring that waste is managed without harm to the environment or the communities in which they are located. Therefore, it is important that where a waste permission has been granted that this use of the land is not prejudiced by other future land uses. The National Planning Policy for Waste directs all planning authorities, where relevant, to ensure that the

likely impact of proposed, non-waste related, development on existing waste management facilities, and on sites and areas allocated for waste management is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities.

4.59 Consideration of the effects of new development upon existing waste management sites should be twofold: to ensure that there is regard to the need for a waste facility that may be lost through redevelopment; and to ensure that the operation of a waste facility is not affected by new development in the vicinity of the waste facility, for example, housing. Safeguarding of an existing operational waste site would only be for those activities operating lawfully.

4.60 In two-tier planning areas such as Leicestershire, the safeguarding of waste sites can only be achieved through county and district councils co-operating in the exercise of their respective planning powers. District Councils would be provided with details of the waste sites in the County and it would be the responsibility of the District Councils to consult the County Council as part of the determination of planning applications within or near to the boundary of a waste site. Lists of the current waste sites which could be safeguarded are included in the Mineral and Waste Safeguarding documents produced for each district/borough (references S1/2015 to S7/2015). The list will be regularly updated as sites move on and off the list, for example, sites with temporary permissions would be removed from safeguarding once restored.

Policy W9: Safeguarding Waste Management Facilities

Planning permission will be granted for the redevelopment of existing and permitted waste management facilities to a non-waste use where it is demonstrated that the loss of the facility does not prejudice the County's implementation of the waste hierarchy either through the provision of a new waste facility in the vicinity of that to be lost or that there is no longer a need for the waste facility at that location.

Planning permission will be granted for development which adjoins, is adjacent to or would locate a potentially sensitive receptor in closer proximity to an existing or permitted waste management facility where it is demonstrated that there would be no adverse effect upon amenity and the development would not prejudice the current and future operation of the facility.

5. DEVELOPMENT MANAGEMENT

The Development Management Process

5.1 Development management is the process of determining planning applications and monitoring and enforcing compliance with planning law. Planning applications should explain the purpose of the development, and provide details of how the operations will be managed, and any measures proposed to reduce or remove adverse effects. The County Planning Authority will consider all the community, economic and environmental issues that are relevant to each planning decision.

5.2 Sufficient information must be provided with planning applications to enable the likely effects of the development together with proposals for appropriate control or mitigation to be assessed. In some cases, detailed assessments of particular issues may be required.

5.3 Applicants need to have regard to the Council's local list of information requirements for the validation of planning applications and are encouraged to discuss their proposals with the County Planning Authority before submitting a planning application. Early discussion will help to identify potential impacts of proposals and potential measures to avoid or minimise them. Applicants will also be advised if their proposals are unlikely to be acceptable. The County Planning Authority may suggest that applicants seek advice from statutory consultees or other bodies about the need to carry out detailed assessment work. Pre-application consultation with such bodies together with the local community and local interest groups will help to establish potential impacts of a proposed development and improve the quality of decisions on planning applications. The Statement of Community Involvement provides information on how consultation on planning applications will be carried out.

5.4 If planning permission is granted, conditions will usually be attached to regulate the operation of the development. These can be used to agree the specific details about parts of the proposal (such as a landscape scheme) or to ensure that the effects on local communities or the environment are reduced (such as control of working hours).

5.5 The County Council will also seek to conclude legal agreements, known as planning obligations, where appropriate to achieve suitable control over and to mitigate and/or compensate for the effects of minerals and waste development where such objectives cannot be achieved by planning conditions. Matters to be covered by such planning obligations may include:

- highways and access improvements;
- traffic management measures including the regulation of lorry traffic;

- long-term site management provision to establish beneficial after-use;
- improvement of the rights of way network;
- financial guarantees to ensure restoration is undertaken;
- measures for environmental, recreational, economic and community gain in mitigation or compensation for the effects of the development.

Environmental Impact Assessment

5.6 Environmental Impact Assessment (EIA) is often required for major developments that are likely to have significant impacts on the environment. Most proposals for large scale mineral extraction and waste developments are likely to fall within this category. An EIA will identify the likelihood of significant impacts occurring as a result of a development, how these could be mitigated, and alternative ways in which the development could be carried out.

5.7 All mineral and waste planning applications that meet the appropriate thresholds and criteria set out in the EIA Regulations (2017) will be screened to determine whether or not they require an EIA. Applicants can formally request such a screening opinion. The screening process determines whether the proposal is likely to have significant environmental effects. If requested, the County Council will provide a scoping opinion which sets out the issues which the EIA assessment should address. An Environmental Statement must accompany a planning application for EIA development.

Review of Mineral Permissions

5.8 Mineral planning permissions are subject to review in accordance with the legislative requirements of the Planning and Compensation Act 1991 and the Environment Act 1995. Such reviews provide an opportunity for the County Council to ensure mineral sites continue to work under modern conditions which reflect sustainability aspirations and offer appropriate environmental protection.

5.9 Subject to certain legal provisions, the review determination process is conducted in a similar way to the processing of a planning application, and may be subject to Environmental Impact Assessment in the same way as a planning application. However, review submissions cannot be refused, and compensation liabilities can arise if working rights are unreasonably affected. Applicants submitting review schemes should have regard to the requirements of policies contained in this document, and ensure that all the environmental issues are satisfactorily addressed.

Material Considerations

5.10 Every planning application for development is decided on its merits, and should be determined in accordance with the Development Plan unless material considerations indicate otherwise. When planning applications are determined, all the relevant policies in the Development Plan will be taken into account, and used as the basis for decision-making.

5.11 Material considerations include issues such as the impacts on local communities, national planning policy/guidance, and the need for the development. There are no firm rules about the range and type of material considerations, or about the weight that should be attached to them in individual decisions. This is because:

- material considerations are subject to change in the light of government guidance and court judgements;
- the Development Plan cannot explain which considerations will be material to a particular planning decision because the circumstances of each application will be different; and
- the weight given to material considerations when making decisions on planning applications will be affected by individual circumstances.

Monitoring and Enforcement

5.12 The effective monitoring of operational sites to ensure compliance with planning permissions and conditions is very important. Requirements for the monitoring of impacts such as noise and dust may be imposed on the site operator through planning conditions. However, there is an important role for the County Council to monitor its permissions and, where appropriate, enforce planning requirements. The County Council will need to work closely with other regulators and statutory bodies, such as the Environment Agency, in monitoring and exercising appropriate control over mineral and waste sites. Efficient and effective monitoring and enforcement can often identify potential problems early, before they are perceptible to local residents, and ensure that they are resolved satisfactorily. In undertaking its monitoring and enforcement responsibilities, the County Council will have regard to the Minerals and Waste Local Plan and its Enforcement Plan.

Sustainable Development

5.13 Sustainable development is development that seeks to improve the economic, social and environmental status of Leicestershire, and beyond without compromising the ability of future generations to meet their own needs. This includes the prudent use of extracted minerals, minimising waste creation and locating new development in the right places. Waste

and minerals industries contribute significantly to the Leicestershire economy and their growth and innovation ensures local jobs creation and diversification. Development should however be well designed and create a high quality built environment avoiding unsustainable impact upon finite and vulnerable natural and historic resources. Opportunities to enhance biodiversity and contribute towards the objectives of the local Biodiversity Action Plan should be taken.

5.14 Sustainable development is also about moving to a low carbon economy and safeguarding the County from the effects of climate change, through mitigation and adaptation. The emission of greenhouse gases from activities undertaken in Leicestershire contributes to climate change. Therefore, curbing such emissions and maximising the use of renewable energy sources will reduce the County's carbon footprint. Transportation of minerals and waste is a significant source of carbon emissions so to help achieve sustainable development new mineral extraction and waste management facilities should be located in close proximity to markets for mineral materials and waste arisings in order to minimise the need to transport minerals and waste; and where possible rail/water transport should be secured for the movement of minerals and waste in order to maximise the potential use of alternative means to road transport.

5.15 Waste management can reduce greenhouse gas emissions through the diversion of waste from landfill and the production of energy from renewable or low carbon sources. New waste and minerals developments should be designed so that greenhouse gas emissions are reduced, and water, energy and material consumption is minimised.

5.16 The Plan is based on the principle of delivering sustainable minerals and waste development in Leicestershire and is subject to a separate sustainability appraisal. Therefore, any development that accords with the Plan is sustainable and the County Council will aim to progress it without delay. Development management will be the main means by which the Plan will deliver sustainable minerals and waste development in Leicestershire.

Policy DM1: Sustainable Development

When considering proposals for minerals and waste development Leicestershire County Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Proposals should contribute to the three dimensions (economic, environmental and social) of sustainable development, as well as providing clear evidence of how a proposal would make a positive contribution to reducing its effects on climate change. The County Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the County of Leicestershire.

Planning applications that accord with the policies in this Minerals and Waste Local Plan will be approved unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the County Council will grant permission unless material considerations indicate otherwise – taking into account whether:

(i) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

(ii) Specific policies in the National Planning Policy Framework indicate that development should be restricted.

Managing Impacts on the Local Environment and Communities

Local Environment and Community Protection

Health and Amenity

5.17 Minerals extraction and waste management facilities by their nature are likely to have some negative effects on local communities. Minerals can only be worked where they exist and this can lead to the development of quarries in close proximity to communities. The Council's waste strategy is to locate most waste sites near to the largest concentrations of population to maximise sustainability potential and the principles of

proximity and self-sufficiency. It will consequently be necessary to overcome unacceptable impacts on the local communities affected through appropriate mitigation measures.

5.18 Proposals which may give rise to pollution and health issues should be submitted with details of these issues, and where applicable the relevant health and pollution control authorities will be consulted. Likewise, amenity issues will be addressed in consultation with the local authority environmental health officer (EHO) and other appropriate advisers. Pollution control authorities such as the Environment Agency and local Environmental Health authorities are responsible for regulating and controlling polluting processes and not the planning authority. However, pollution and health issues are a legitimate planning consideration, which can be taken into account when considering development proposals. As such, proposals should include appropriate measures to protect against any detrimental impacts on the amenity and health of people and the environment.

5.19 Possible impacts include: noise and vibrations from minerals/waste traffic, processing plant and site activity; visual intrusion; dust during dry periods; debris on the roads & litter; odour; run off from sites to controlled waters; and the impact of Heavy Goods Vehicles (HGVs). Such impacts can cause understandable concern from communities living near these types of development. It is important to ensure that measures are taken to protect against unacceptable impacts.

5.20 It is possible for mineral and waste operators to take measures that can lessen the impact on those living near a mineral/waste site, for example, by using well designed landscaping to create bunds making the most of natural landscape character, topography and vegetation that may help in visually screening the activities and reduce noise. There are also various controls that can be used to manage dust, litter and odour impacts. Wheel washing and sheeting of lorries can prevent debris from being deposited on the road network. Where adverse effects cannot be adequately controlled or prevented, planning permission will not be granted.

Air Safeguarding

5.21 Buildings and structures which exceed certain heights might endanger the safety of aircraft. Because of its nature or location, a building or structure can interfere with the operation of navigational aids, radio aids and telecommunication systems. The lighting elements of development also have the potential to distract or confuse pilots.

5.22 Mineral extraction (especially where water areas form part of the restoration proposals) together with facilities for the handling, compaction, treatment and disposal of household or commercial wastes, and sewage disposal and treatment plant can also attract a variety of bird species and can create a bird strike hazard on or near aerodromes, including bird

flightlines across aircraft flightpaths. It may be possible however to overcome bird strike issues through careful and considered design of the development.

5.23 Air safeguarding is a particularly important issue for minerals and waste sites in proximity to East Midlands Airport. In the event that, following consultation with the appropriate authorities, the nature of the proposal is considered to give rise to new or increased risks to aircraft, planning permission should not be granted.

Flooding

5.24 Rivers and floodplains are very important features within the overall water environment. Minerals and waste development proposals should be designed to avoid and wherever possible reduce the risk of flooding both during and following the completion of operations. However, mineral working in floodplain areas can have both beneficial and detrimental effects. For instance, although there may be some flood risk during operations, subsequent restoration and use of the land may help to provide flood alleviation. Therefore, both short and long term impacts will be considered in the determination of planning applications.

5.25 Applications for planning permission for proposals with an area greater than 1 hectare, or within Flood Zones 2 and 3, have to be accompanied by a Flood Risk Assessment. Flood Risk Assessments will be considered as part of the determination of the application and the advice of the Environment Agency and the Local Lead Flood Authority will be sought as appropriate. Failure to submit a Flood Risk Assessment, where one is required, will usually result in the application not being validated. The assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

5.26 The aim of the County Council is to locate new development in areas with the lowest probability of flooding (Flood Zone 1). Mineral working and waste treatment (except landfill and hazardous waste facilities) are classified as ‘‘less vulnerable’’ and are consequently considered appropriate in Flood Zones 1, 2 and 3a. Sand and gravel working is classified as a ‘’water-compatible’’ use and is acceptable within the functional floodplain (Flood Zone 3b) provided that the operation is designed and constructed to remain operational and safe for users in times of flood; results in no net loss of floodplain storage; does not impede water flows; and does not increase flood risk elsewhere. Where flood risk is identified, proposals will only be approved in exceptional circumstances subject to meeting the Exception Test in the National Planning Policy Guidance (NPPG). Where it is considered acceptable for development to take place within a flood risk area, any buildings should be designed to be flood resilient in order to reduce the consequences of flooding and facilitate recovery from the effects of flooding.

5.27 Proposals should include appropriate measures to mitigate fully against any increase in flood risk. Increased risks of flooding associated with mineral workings and waste management developments can be avoided through a number of measures, which include:

- locating all buildings on land at a lower risk of flooding within the site;
- locating site bunds, ancillary structures and stockpiles of materials so as not to prevent flood water flowing through the site or prevent water flowing on the functional floodplain;
- ensure that de-watering and surface water disposal will not increase the risk of flooding;
- providing additional flood water storage areas, reducing flood risk in the surrounding area; and
- the use of "sustainable drainage systems" (SuDS) including the need to conserve water resources.

5.28 The flood risk vulnerability of mineral and waste management sites as indicated in the NPPG has been taken into account in allocating land within this plan and will be taken into account in determining planning applications for development outside Flood Zone 1.

Separation Distances

5.29 In some circumstances, proposals for new or extended minerals and waste sites close to residential or other sensitive property may not provide adequate protection to its amenity. In such cases, it may be justified to consider adequate separation distances. Any such distance should be effective but reasonable, taking into account:

- the nature of the mineral/waste activity (including its duration);
- the need to avoid undue sterilisation of mineral resources;
- location and topography;
- the characteristics of the various environmental effects likely to arise; and
- the various amelioration measures that can be applied.

Notwithstanding this, operations in proximity to residential property may be necessary where there are clear, specific achievable objectives such as the removal of instability and preparing land for subsequent development. Such operations should be for a limited and specified period, without scope for extension.

5.30 Other land uses apart from residential areas may also be affected by mineral and waste operations such as hospitals, schools, farms and other places of employment. In such cases, it may also be appropriate to consider the use of separation distances depending on the sensitivity of the use or facility affected.

Policy DM2: Local Environment and Community Protection

Planning permission will be granted for minerals and waste development where it is demonstrated that the potential effects from birdstrikes, dust, emissions, flooding, illumination, noise, odour, run-off, traffic, vibration, or visual intrusion to adjoining land uses and users and those in close proximity to the proposal would be acceptable. Where appropriate, separation distances between a development and other land uses will be applied.

Strategic Green Infrastructure

5.31 A Green Infrastructure Strategy for the 6C's area (The Counties of Leicestershire, Derbyshire and Nottinghamshire and the Cities of Leicester, Derby and Nottingham) was launched in July 2010. The 6Cs Green Infrastructure Strategy is a long term vision to protect, enhance and extend networks of green spaces and natural elements in and around the three cities, connecting with their surrounding towns and villages.

5.32 The Strategy identifies important green infrastructure corridors, encompassing Strategic River Corridors, Forests and Woodlands, and Regional Parks. Within Leicestershire, the following specific corridors are identified:

- Trent Strategic River Corridor and River Leen, Grantham Canal, Trent & Mersey Canal and Beeston Canal;
- National Forest and Charnwood Forest;
- Soar Strategic River Corridor;
- Wreake Strategic River Corridor;
- Sence Strategic River Corridor and Grand Union Canal;
- Leighfield Forest; and
- Welland Strategic River Corridor.

Charnwood Forest

5.33 The landscape of **Charnwood Forest** is of special quality because of the combination of its ecology, geology, archaeology and visual appearance. It is highly valued in particular for its scenic beauty and has been identified as a priority area for protection and enhancement of natural and heritage landscape assets. The underlying rocks have resulted in a varied, hilly landform with exposed crags and rocky knolls and fast-flowing

streams. It is the most wooded part of the County and has a high concentration of mixed deciduous and coniferous woodland, including many ancient woodland sites and a significant proportion of the County's wet woodland habitat. The area is attractive to visitors and has 3 country parks.

5.34 The 6Cs Green Infrastructure Strategy identifies Charnwood Forest as being of significant biodiversity, cultural, recreational and landscape value. The County Council is working with a range of local partners to manage and promote the unique cultural and heritage features of Charnwood Forest, through the Charnwood Forest Regional Park. The distinctive landscape character of Charnwood Forest is identified in the Leicestershire Leicester and Rutland Landscape and Woodland Strategy. The aim will be to control development strictly within Charnwood Forest, with proposals needing to prove that they will either conserve or enhance its character and that in terms of siting, scale and design they complement the surrounding landscape. The Leicestershire and Rutland Wildlife Trust has been developing, in partnership with Aggregate Industries, a landscape-scale nature conservation initiative over the last few years, known as the Charnwood Forest Living Landscape Project. This aims to conserve and enhance the unique wildlife, geology and character of Charnwood Forest.

5.35 The boundary of the Charnwood Forest area indicated on the Key Diagram is based on the landscape character area boundary recommended by the Charnwood Forest Landscape and Settlement Character Assessment (2008) which has subsequently been agreed as the working boundary for the Charnwood Forest Regional Park. The boundary of Charnwood Forest will be defined as part of the preparation of Local Plans for Charnwood Borough, North West Leicestershire District and Hinckley & Bosworth Borough Councils.

National Forest

5.36 In 1987, the Countryside Commission announced proposals for a long-term project to create a new **National Forest** in lowland England. In 1990, an area of 200 square miles was chosen spanning Leicestershire, Derbyshire and Staffordshire. Linking the ancient forests of Needwood and Charnwood, it is an area that at the outset possessed only 6% tree cover and included tracts of land that had been stripped bare by mining and clay working, leaving dereliction and economic decline.

5.37 The ultimate goal for the National Forest is to achieve the overall vision of the National Forest Strategy, which sets an overarching aim for a third of all land to be wooded. As of 2015, 20% of the land within the National Forest boundary was covered by woodland. Overseeing the project is the National Forest Company, which leads the creation of the Forest and is a Non-departmental Public Body sponsored by the Department for Environment, Food and Rural Affairs. Part of its brief is to forge innovative partnerships with local authorities, farmers, landowners, companies and local communities. The National Forest Company has also published a

Guide for Developers and Planners, which includes planting guidelines, and a *Design Charter*, which sets out how development is expected to reflect the character of the National Forest through the use of visible timber in construction, the use of green roofs and through sustainable design.

5.38 Approximately two-thirds of Charnwood Forest lies within the designated area of the National Forest. The National Forest beyond the boundary of the Charnwood Forest is recognised as providing opportunities for a range of leisure and tourist facilities, including noisy sports, and as a significant example of sustainable development, as it addresses social, economic, recreational and environmental issues as well as bringing derelict land back into use. In implementing the sustainable tourism vision and action plan for the National Forest beyond the boundary of the Charnwood Forest, the multipurpose objectives of the National Forest can best be addressed through a range of high quality facilities to be provided with priority given to areas that are currently derelict or subject to mineral workings. These sites should predominantly be those that attract large numbers of visitors. In considering proposals for the Forest, it is also important that due regard is given to nature conservation and cultural heritage sensitivities and opportunities.

Strategic River Corridors

5.39 **Strategic River Corridors** form the 'backbone' of the proposed 6Cs Sub-Regional Strategic Green Infrastructure Network, providing continuous and interconnected corridors for the dispersal of wildlife and movement of people between the urban centres of the Three Cities and the surrounding countryside. Land adjacent to these rivers forms part of the floodplain and comprises grasslands which support some of the richest wildlife in Leicestershire. River corridors offer some of the best opportunities to restore and enhance lost habitats and wetland landscapes and can also provide a focus for regeneration and the delivery of Green Infrastructure. They are also important in terms of the historic landscape character and intrinsic archaeological interest, the latter including the potential for well-preserved buried remains and associated organic (palaeoenvironmental) deposits. Measures are proposed within the Strategic River Corridors to protect the floodplain, enhance biodiversity, strengthen landscape character, improve access and encourage, where appropriate, recreation and tourism. The Leicestershire and Rutland Wildlife Trust has been developing a Living Landscape scheme aimed at restoring wildlife and wild places to the floodplains of the Soar and Wreake - two of the most significant rivers in Leicestershire. The goal is to enable the floodplain to function more naturally, which has huge benefits for nature and for people.

5.40 Charnwood Forest, the National Forest and Strategic River Corridors are represented schematically on the Key Diagram towards the rear of this document.

Policy DM3: Strategic Green Infrastructure

Planning permission will be granted for minerals and waste development where proposals do not compromise the integrity of strategic green infrastructure corridors in connecting locations of natural and cultural heritage, green spaces, biodiversity or other environmental interest in urban and countryside areas.

The design and layout of new development should take account of and provide opportunities to create and enhance green infrastructure provision, and improve accessibility to these assets.

Planning permission will be granted for minerals and waste development within or adjacent to **Charnwood Forest** where:

(i) proposals include measures to protect and enhance the character of the area, including its landscape, biodiversity, geodiversity, cultural heritage, built heritage and recreational value; and

(ii) the siting, scale and design of the development together with the materials to be used reflect and complement the character of the surrounding landscape and minimise any harm.

Planning permission will be granted for minerals and waste development within the **National Forest** where proposals reflect the National Forest Strategy by making provision for the planting of woodlands, habitat creation, the creation of new leisure and tourism facilities and/or for public access, in accordance with the Planting Guidelines as set out in the National Forest Company's Guide for Developers and Planners, and are designed to reflect the character of The National Forest as set out in the National Forest Company's Design Charter.

Planning permission will be granted for minerals and waste development within **Strategic River Corridors** where proposals include measures to protect and enhance:

(a) the capacity of the river corridor to function as a natural floodplain;

(b) the habitat connectivity, habitat quality, function and viability of the river wildlife corridor; and

(c) the form, local character and distinctiveness of the natural, historic and built environment.

Proposals which provide improved access, recreation and tourism facilities within the Strategic River Corridors will be encouraged where they do not have an unacceptable effect on the above interests.

Green Wedges

5.41 The County has a number of Green Wedges around urban areas. Their aim is to protect important open land between settlements so it remains an amenity and recreational resource for urban residents and prevents coalescence of distinct urban areas. Any proposal within these designated areas should also seek to enhance the character of the area and improve access to it by members of the public. The extent of the current Green Wedges is a matter for the local borough and district councils, and their boundaries will be reviewed as part of each authority's local plan production.

5.42 Mineral developments would be acceptable in a Green Wedge provided that appropriate measures are taken to ensure that such development does not adversely affect the Green Wedge's strategic planning function. Waste developments are, in the main, less appropriate in Green Wedge locations. However, there may be benefits of siting facilities close to the waste arising or the particular locational requirements of certain types of waste development means that they may best be placed away from sensitive urban uses. In these instances land on the urban fringe may provide the most sustainable option. Nevertheless, any proposal for waste management development in the Green Wedge would still need to comply with appropriate policies in section 4, Providing for Waste.

Policy DM4: Green Wedges

Planning permission will be granted for minerals and waste development within Green Wedges where it is demonstrated that the proposal would:

(i) maintain the strategic planning function of preventing the coalescence of settlements and guiding development form;

(ii) retain the current level of leisure/amenity value for surrounding communities;

(iii) protect and enhance the open and undeveloped character of the Green Wedge;

(iv) improve public access to the Green Wedge, especially for recreation; and

(v) in the case of waste development, have a particular need to be located in the Green Wedge.

Landscape Impact

5.43 The nature of mineral extraction is that it will almost inevitably have to take place beyond the existing and planned limits of built-up settlements. New waste facilities are being sought principally in the main urban areas of

Leicestershire, however, such facilities may be required or best placed in the countryside where this is consistent with communities taking more responsibility for their own waste, subject to the locational considerations of Policies W3, W4, W5 and W6. Notwithstanding this there may be proposals within urban areas which could have an effect upon locally important open spaces, such as common land, village greens, Local Wildlife Sites and recreational land. Proposals must be sympathetic to the character and quality of the landscape, including local distinctiveness and take account of local landscape strategies and any other relevant designation, such as the Leicestershire Historic Landscape Character Assessment, the relevant National Character Assessment and the National Forest Design Charter.

5.44 Applicants should consider the potential visual impact of their proposals and design accordingly; this may include appropriate design in keeping with the locality or prior landscaping and planting work. Assessment of any impacts should include consideration of the potential impacts or enhancement of the landscape both during and after working, the duration of any adverse impacts, and mitigation and/or compensatory measures to replace losses and the provision of any long-term asset enhancement through restoration proposals.

5.45 The Landscape and Woodland Strategy encourages measures to improve the management of woodlands and to increase the total woodland cover of the County where appropriate whilst respecting and enhancing local landscape character and local biodiversity.

5.46 Provided that the proposal meets the requirements of other policies in this plan, the County Planning Authority will endeavour to agree appropriate design, screening and other mitigation measures to allow the development to go ahead. Maintenance of landscaping will be normally required for a minimum period of 10 years from implementation of each phase of planting and restoration

Policy DM5: Landscape Impact

Planning permission will be granted for minerals and waste development where it is demonstrated that the proposal is well designed, contributes positively to the character and quality of the area in which it is to be located, and (where appropriate) contains sufficient provision for new woodland planting.

In granting planning permission for minerals and waste development, screening (including planting in advance of the commencement of the development) will be required, where appropriate.

Soils

5.47 Agricultural land quality, and whether a valuable resource would be permanently lost in developing the site, will be important factors in determining whether the site is a sustainable option. The presence of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) will be taken into account alongside other sustainability considerations when determining planning applications. Where significant development of agricultural land is unavoidable use of poorer quality land should be sought in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations.

5.48 Minerals development will, in most cases, be on agricultural land. The preference is to locate new waste management facilities on previously-developed land, derelict and contaminated land, and land already used for waste management or industrial uses (all in sustainable locations); but greenfield sites may have to be considered.

5.49 Where development would affect best and most versatile agricultural land the long-term impact on soil resources, agricultural land quality and farming, and other established rural land uses will be taken into account. This assessment should be informed by a soil and land quality survey and a soil handling and replacement strategy, where appropriate. The approach to the long-term protection of best and most versatile soils could potentially allow for the movement of such soils off-site to be used on lower quality agricultural land, for example, where mineral extraction is below the water table and wetland habitat would be the most appropriate restoration option. Biodiversity-led restoration also provides an opportunity to protect soils, enabling habitat creation in addition to soil conservation for future agricultural needs.

Policy DM6: Soils

Planning permission will be granted for minerals and waste development that would result in the significant loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) where it is demonstrated that:

(i) there is an overriding need for the facility;

(ii) there is no suitable alternative site of lower agricultural quality that provides the same benefits in terms of sustainability; and

(iii) in the case of temporary uses, the land could be restored to its previous agricultural quality or better or another beneficial after-use can be secured which outweighs any loss.

Sites of Biodiversity/Geodiversity Interest

Biodiversity

5.50 A system of designation is used as the basis for protection for land with important features relating to the landscape and nature conservation. Sites are protected by statute and planning policy according to their level of designation; ranging from sites which are of international or national importance to those that are recognised at a local level. Protection of these sites should be commensurate with their status and give appropriate weight to their importance and the contribution that they make to wider ecological networks.

5.51 The only internationally important (or European) site within Leicestershire is River Mease Special Areas of Conservation (SAC). This site is afforded specific statutory protection and any proposal within or in proximity to the river's catchment would need to show that there would be no adverse effects on its integrity as a result of the development. An Appropriate Assessment will identify whether a proposed development is likely to have a significant effect, either alone or in combination with other plans or projects, on the River Mease SAC. The HRA Scoping Report related to this document provides guidance as to when the need for project level assessments are likely to be triggered in respect of proposals for minerals and waste developments.

5.52 Development will only be permitted if an Appropriate Assessment indicates the proposal(s) will not adversely affect the integrity of the site. Where development will adversely affect the integrity of the site, it will only be permitted if there are no suitable alternatives and it is necessary for reasons of overriding public interest which could be of social or economic nature, sufficient to override the harm to the site. In such cases, where permission is granted, planning conditions or agreements may be used to protect the biodiversity interests of the designated site (including providing mitigation and/or compensation as necessary). The River Mease SAC Developer Contributions Scheme currently applies to all development which contributes additional wastewater via the mains sewerage network to a sewage treatment works which discharges into the catchment of the River Mease SAC.

5.53 Some 75 Sites of Special Scientific Interest (SSSIs), 3 National Nature Reserves (NNRs) (Charnwood Lodge, Cribbs Meadow and Muston Meadows) and some irreplaceable habitat (ancient woodlands, such as Charnwood Forest, and geological features, including fossils which are of international importance) are located in Leicestershire. These nationally important sites should be afforded high protection, with proposals likely to have an adverse effect on a SSSI or a NNR or resulting in the loss or deterioration of irreplaceable habitats, normally being refused. Exceptions would only be made if the need for, and benefits of, the development in that location clearly outweigh the impacts, and with mitigation would result in a net-gain to biodiversity.

5.54 Natural England have identified Impact Risk Zones (IRZs) around each SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. The SSSI IRZs can be used to consider whether a proposed development is likely to affect a SSSI and determine whether Natural England need to be consulted to obtain advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated.

5.55 Locally important sites are those designated in recognition of their significance at the local level and, as such, do not normally carry the weight of statutory protection. The level of protection afforded, nevertheless, reflects their significance to the fabric of the local natural, historical and built environment, as well as the important role that they can provide as a local community facility.

5.56 Local Wildlife Sites (LWS) are important reservoirs of rare, local and declining native species and are the best examples of typical habitats in the County. LWS may also be areas of ecological interest that provide people with the opportunity to learn about, appreciate and experience habitats and species of the natural world.

5.57 At a local or county-wide level, linear features such as watercourses, canals, disused and active railways, roadside hedges, and roadside verges are important components of the wider ecological network of Leicestershire, often linking together associated habitats and providing corridors and stepping stones between important ecological sites. Severance of or damage to any of these local corridors can affect the ability of species to disperse through the landscape, affecting their resilience to environmental change and preventing colonisation of new habitats. Clusters or 'hotspots' of associated habitats are also important as stepping stone habitats in the landscape, aiding dispersal of species. It is likely that the robustness of these local ecological networks will be an important factor in climate change adaptation, and it is important to ensure that all components of the network are protected, conserved and enhanced.

5.58 In the first instance development should be located where harmful effects on a locally designated site are avoided. If an alternative location cannot be found, despite all reasonable efforts to find one, there may be measures that can be put in place to prevent the harm occurring. In some circumstances, there may be other material factors that are sufficient to override preservation of or harm to the features. Where adverse effects cannot be avoided, provision for the creation of new and enhancement of the existing areas of interest may be required in compensation. Compensatory habitat creation should reflect national or local BAP priorities; should be informed by recent surveys of the site and understanding of the site's local environmental conditions and position within the ecological network; and should provide newly created or restored habitats in compensation for the area of habitat lost. If

significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission will be refused.

5.59 The County Council recognises, however, that there is also the opportunity for minerals and waste development to bring about major biodiversity benefits and provide important amenities for residents and visitors. Restoration can provide opportunities to contribute to meeting targets set out in the Leicester, Leicestershire and Rutland Biodiversity Action Plan and national biodiversity targets. Such opportunities will be sought in line with Policy DM12. Notwithstanding the large scale benefits that the restoration of former waste sites (usually landfills) can achieve, most developments present an opportunity to obtain an improvement to the biodiversity of an area. Buildings in urban areas could provide bird and/or bat boxes and instead of amenity grassland the same area could be a source of food for nectar and pollen feeding invertebrates by the provision of an area of wildflowers or nectar rich shrubs. As such, all minerals and waste developments should take all opportunities available to provide a net gain to biodiversity.

Geodiversity

5.60 Proposals for minerals and waste development may lead to the loss or degradation of important local areas that are rich in geodiversity. Therefore, minerals and waste development will only be permitted once due regard has been given to the likely effects of the proposed development on Local Geological Sites (LGS) or sites meeting the LGS criteria. However, the County Council recognises that minerals and waste development can provide opportunities for geodiversity enhancement through the restoration of sites.

5.61 In the absence of alternatives, the County Council will ensure that, before development commences, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to geodiversity interests which cannot be prevented or adequately mitigated against, appropriate compensation measures will be sought. If significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission will be refused.

Policy DM7: Sites of Biodiversity/Geodiversity Interest

Proposals for minerals and waste development should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and taking all opportunities to provide a net gain in biodiversity.

Internationally Important Sites of Biodiversity Conservation Value

Proposals for minerals and waste development that are likely to have significant effects on any Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar site should be supported by sufficient information for the purposes of an appropriate assessment of the implications of the proposal, alone or in-combination with other plans and projects. The conclusions of the assessment, in accordance with Council Directive 92/42 EEC and the Conservation of Habitats and Species Regulations 2017, must show that a proposal can be delivered without any adverse effects on the integrity of any SAC, SPA or Ramsar site.

Nationally Important Sites of Biodiversity Conservation Value

Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs) and irreplaceable habitats, including ancient woodland, will be safeguarded from inappropriate minerals and waste development. Planning permission will only be granted for minerals and waste development on land within or outside a SSSI where: the status and quality of the SSSI or National Nature Reserve is retained and protected; the loss or deterioration of irreplaceable habitats is unlikely to occur; or the benefits of developments likely to impact on SSSIs, NNRs or irreplaceable habitats clearly outweigh such impacts and loss. In such circumstances, developments should follow the mitigation hierarchy outlined in the National Planning Policy Framework, and the development will be required to deliver a net-gain in biodiversity through the creation of priority habitat(s).

Locally Important Sites of Biodiversity Conservation Value

Planning permission will be granted for minerals and waste development where the status and quality of locally designated sites of biodiversity conservation value and sites meeting Local Wildlife Site criteria, and priority habitats and species identified in the Local Biodiversity Action

Plan is retained and protected, and where the development cannot reasonably be located to an alternative site with less harmful impacts. If the benefits of the development outweigh the likely impact, the harm should be adequately mitigated or, as a last resort, compensated for, and the development will be required to deliver a net-gain in biodiversity through the creation of local BAP priority habitat.

Locally Important Sites of Geological Conservation Value

Planning permission will be granted for minerals and waste development where the development is unlikely to have any adverse effects on locally designated sites of geological conservation value, cannot reasonably be located to an alternative site to avoid damage to the geological feature, or where the merits of development outweigh the likely impact and the proposal results in geodiversity enhancements.

Historic Environment

5.62 When considering the impact of a proposed development on the significance and/or setting of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset planning permission should be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

5.63 Designated heritage assets include scheduled monuments, listed buildings, conservation areas, historic battlefields, registered parks and gardens. Non-designated heritage assets which are demonstrably of equivalent significance to a scheduled monument will also be considered as designated as part of this policy. Assets of this type include locally listed buildings, Areas of archaeological interest; Unregistered Parks and Gardens; and buildings, monuments, places, areas or landscapes positively identified as having significance in terms of the historic environment.

5.64 Leicestershire's identity and sense of place is closely linked with its rich heritage, an irreplaceable resource that can be vulnerable to damage from development. Conflicts may arise between protecting our heritage and meeting the need for minerals or providing important waste facilities. Proposals for minerals and waste development should therefore include appropriate measures to minimise the impact of development on Leicestershire's heritage, historic environment and archaeology.

5.65 By addressing heritage considerations before planning applications are submitted, there is greater scope to avoid or minimise any potential adverse impacts. The Council will advise on the need for applicants to discuss their proposals with in-house officers and bodies such as Historic England. Local history groups and societies can also be a source of useful information.

5.66 An appraisal of archaeological features including, where relevant, the results of field evaluation and proposals for protecting and recording them will normally be required. The County Historic Environment Record should be consulted as part of this process, together with the analysis and recommendations of the Leicestershire Aggregate Resource Assessment. The latter provides a consolidated archaeological appraisal of Leicestershire's aggregate (sand & gravel and crushed rock) producing landscapes, and offers generic recommendations on the character and scope of archaeological evaluation. In addition to this assessment more detailed evaluation is likely to be required dependent on site specific details.

Policy DM8: Historic Environment

Planning permission will be granted for minerals and waste development where it is demonstrated that the proposal would retain and protect heritage assets, including their setting.

There will be a presumption against minerals and waste development that will be detrimental to the significance of a heritage asset. Any harm to heritage assets will require clear and convincing justification.

Where a proposal would affect a non-designated heritage asset, the benefits of the proposal will be balanced against the scale of harm to or loss of the heritage asset (including archaeological features) and its significance.

Proposals for minerals and waste development affecting heritage assets or their setting will be expected to:

(i) identify and determine the nature, extent and level of the significance of the heritage asset, the contribution of its setting to that significance, and the potential impacts on the asset or its setting;

(ii) include an appropriate desk-based assessment and field evaluation where a site includes or has the potential to include heritage assets of archaeological interest setting out proposals and justification for the preservation in situ or excavation; and

(iii) identify the requirement for a programme of post-permission

works including any mitigation measures, long-term monitoring and recording of any affected heritage assets or archaeological remains.

Where appropriate, proposals should provide for the enhancement of specific features of the historic environment, including individual heritage assets or historic landscapes, as part of their restoration.

Transportation

5.67 Minerals are a high bulk, low value commodity which generally restricts their use to locally based markets accessed by road based transport. However, the close geographical relationship between certain minerals (such as brickclay and gypsum) and their associated manufacturing plant does mitigate the transport issue in respect of some raw materials. All movements to and from waste management operations in Leicestershire are currently by road. Considerable work has been undertaken in Leicestershire, through the development of the Lorry Route Network, to concentrate goods vehicles on the most suitable roads available in the County.

5.68 Road haulage is likely to remain the predominant mode of transport for minerals and waste for the foreseeable future. Nevertheless, planning applications for mineral and waste development will be expected to show that potentially more sustainable non road-based options for transporting minerals or waste have been considered.

5.69 The transportation of minerals by rail and water is generally only economic over longer distances and is dependent on network capacity and adequate loading and reception facilities. In 2009, around 4.2Mt of igneous rock was transported by rail from Leicestershire quarries (36% of total igneous rock sales). The main destinations for material exported by rail were the East of England (32% of rail-borne sales) and London (28%). In 2013, the amount of crushed rock transported by rail was 39.6%, around 4.7Mt. The main destinations for material exported by rail were the East of England (34 % of rail-borne sales) and London (20%). All the material exported by rail came from the four active igneous rock quarries, namely Bardon, Cliffe Hill, Croft and Mountsorrel.

5.70 The location of mineral extraction areas, unlike waste sites, is determined by the existence of the resource and is thereby restricted in achieving more sustainable transport options. However, the Council will seek to locate operations in close proximity to markets and the County's lorry route network, where road traffic can avoid residential and minor roads, and where rail/water transport could be secured.

5.71 To maximise the opportunities for improving the sustainability of the transportation of waste in Leicestershire the Council will seek to locate

most waste sites in close proximity to arisings, i.e. in or around the main urban areas. This would allow for a reduction in the distances waste is transported to waste management facilities and improve the opportunities for traffic, particularly HGVs, to utilise the County's lorry route network.

5.72 Where road traffic is unavoidable all attempts should be undertaken to avoid residential and minor roads. It would not be desirable to allow proposals which could exacerbate any existing transport impacts or create unacceptable new impacts. The transport implications of the proposed development will be taken into account including the suitability of the road network to accommodate the traffic that would be generated and the effect on highway safety.

5.73 Developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Therefore, unless the number of lorry movements is insignificant, all planning applications should be accompanied by a transport impact assessment and a site transport plan. The level of traffic which is considered to be significant will depend on the characteristics of the site including the integrity of the local highway network, proximity to sensitive properties and, if applicable, current HGV movements from the site. The County Planning Authority will advise applicants of the need to discuss proposals with the Highway Authority and of any specific access issues to be considered as part of their application.

5.74 Developments which generate significant amounts of movement may also be required to provide a Travel Plan as a condition to gaining planning consent. A travel plan is a package of measures aimed at reducing reliance on the private motor vehicle and encouraging sustainable travel (such as promoting walking and cycling).

5.75 It is important to ensure that the effects of traffic generated by minerals and waste developments are minimised, particularly in relation to the effects on local communities, the environment and the local road network. On a site by site basis the impacts of transporting materials by road on local communities can be reduced by:

- the use of conveyor belt systems which provide the inter-site movement of material within or to other nearby sites for further processing;
- internal haul roads on sites reducing the use of local roads by HGVs; and
- the use of voluntary site transport plans in consultation with local communities, relating to issues such as routeing, hours of movement and considerate driving can help reduce the worst impacts of road freight.

5.76 The County Council may also seek further mitigation measures to control the impact of road haulage by controlling the operation of sites through routeing agreements, output limits and hours of operation.

Policy DM9: Transportation by Road

Planning permission will be granted for minerals and waste development involving the transportation of material by road where it is demonstrated that:

(i) road transport is the only practicable and environmentally preferable alternative;

(ii) the proposed access arrangements would be safe and appropriate to the proposed development and the impact on road safety of the traffic generated would be acceptable;

(iii) the highway network is able to accommodate the traffic that would be generated and would have an acceptable impact on the environment of local residents;

(iv) the proposal is in close proximity to the County's lorry network and would not result in unnecessary impact on residential areas and minor roads; and

(v) in the case of new waste management facilities, the proposal is in close proximity to the waste arisings that would be managed to minimise the transportation of waste.

Public Rights of Way

5.77 The public rights of way network is both an important recreational resource and a sustainable transport option. Local authorities have a statutory duty to protect the rights of the public to use and enjoy the rights of way in their area. Ideally, therefore, new developments should not adversely affect the integrity of the established rights of way network. There may, however, be circumstances where in the interests of providing for sustainable minerals and waste developments, disruption of a public right of way is unavoidable. In such cases, some form of mitigation would be sought, such as, either diverting the route in a satisfactory manner, creating an alternative route and/or providing for additional routes to increase access opportunities. Mitigation may also include ensuring an existing route does not suffer from reduced amenity.

Policy DM10: Public Rights of Way

Planning permission will be granted for minerals and waste development where it is demonstrated that the proposal would protect public rights of way. Where disruption of a right of way is unavoidable, convenient and safe diversion or the creation of an alternative route both during operations and following restoration of the site will be required. The opportunity will be taken, wherever possible, to secure appropriate, improved access into the countryside.

Cumulative Impact

5.78 The cumulative impact of several minerals and/or waste management operations either on one site or in close proximity to each other may be a factor that needs to be assessed; as well as the effects of these types of developments in conjunction with other developments in an area.

5.79 It is important to consider the suitability of granting permission for sites which would be in close proximity to other minerals or waste sites. Proposals for simultaneous and/or successive operations at a number of sites in a wider area of commercially-viable deposits may impact on the amenity of communities and localities over an extended period, depending on the nature, age and size of the site(s). Such cumulative impacts can occur in a number of ways:

- the cumulative impact of a number of separate effects from a single site;
- the cumulative effects from two or more active sites, including sites being restored or used for waste disposal;
- the combined effect on the landscape and ecology from the working, re-working and restoration of a number of sites; or
- the cumulative impact on the quality of life of local communities from a relatively unbroken sequence of working and restoration.

5.80 Adverse cumulative impacts could include increased levels of noise, vibration, dust, odour and artificial lighting. The local highway network could also be affected by increased HGV movements with additional hazards related to road safety.

Policy DM11: Cumulative Impact

Planning permission will be granted for minerals and waste development where it is demonstrated that cumulative impacts on the environment of an area or on the amenity of a local community, either in relation to the collective effect of different impacts of an individual proposal, or in relation to the effects of a number of developments occurring either concurrently or successively, are acceptable.

Restoration, Aftercare and After-use

Restoration

5.81 It is particularly important that temporary development sites such as quarries and landfill sites are properly restored and the measures taken to achieve this are appropriate. To facilitate the earliest possible restoration and limit operational impacts, temporary workings should be subject to progressive extraction (where relevant) and restoration. The phased sequence of extraction and/or restoration should be provided at the application stage. The aim should be to achieve phased restoration to minimise the area of land disturbed and the total period of mineral working and/or landfill operations. Phased restoration also helps to gauge the initial success of the restoration scheme by observing which aspects have worked well, as well as identifying which aspects have been less successful.

5.82 The effective restoration of a temporary site will often depend upon the identification and proper management of soil resources, prior to operations taking place, as well as during the restoration and aftercare phases. To establish the quality and quantity of the soil resource the findings of a detailed survey will be required with the application.

5.83 To achieve satisfactory restoration to agricultural or forestry uses, topsoil and subsoil in sufficient quantities are required. In cases where insufficient soils exist on site, the applicant will need to make provision to ensure that adequate soils or soil making materials are available to restore the site satisfactorily. The manner in which soil materials are handled is also a key element of successful restoration, and details of the management of soils, including storage methods, timing and means of soil movements, and machinery to be used will be required.

5.84 Separate stripping and storage of topsoils and subsoils will generally be required to ensure that reinstatement of the soil profile is completed

correctly. Where possible the direct replacement of soils should be undertaken, to facilitate the restoration of previously worked areas of the site and prevent unnecessary damage to the soil structure. Soil storage mounds will be subject to controls relating to their positioning, dimensions, treatment and protection to ensure the soil quality is maintained.

5.85 Restoration operations and works to secure the approved after-use may in some circumstances be subject to delay. To mitigate any environmental impacts and provide some certainty in such circumstances, measures to secure an interim restoration scheme will generally be imposed. Also, where sites undertaking mineral extraction and/or restoration works cease prematurely and the cessation is of a more permanent nature, a derelict landform may result. To safeguard against this the County Council will seek to impose controls to secure an alternative restoration scheme. Financial guarantees to ensure the restoration of temporary sites should only be sought in exceptional circumstances.

Aftercare

5.86 Following the final restoration of any land it should be placed in aftercare. The statutory minimum time for an aftercare period is 5 years but the County Council will seek to negotiate longer periods where this is necessary. Aftercare measures are required to ensure that the restoration is sustained and the site is returned to a beneficial use. These measures involve improving the structure, stability and nutrient value of soils, ensuring adequate drainage is available, maintenance of public rights of way, and securing the establishment and management of newly seeded and planted areas together with such other maintenance as may be necessary to bring the land back to its approved after-use. These provisions are as applicable to small-scale infilling operations as they are to large-scale quarries and will be sought in all cases.

After-use

5.87 The restoration of mineral workings and landfill sites provides an opportunity to return land either to its original use, or an alternative use of benefit to the local or wider community. A wide range of possible options exist for suitable after-uses following the completion of mineral working and waste activities. These include:

- creation or enhancement of biodiversity and geodiversity, in particular delivery of the Leicester, Leicestershire and Rutland Biodiversity Action Plan (BAP) targets;
- improvements to the landscape;
- provision of recreational facilities and public open space;
- creation of new woodland, including community woodlands;
- creation of new water environments;

- improved public access, including new public footpaths and bridleways; and
- agriculture and food production.

5.88 The focus of the County Council is for this Local Plan to contribute towards the national target of *Biodiversity 2020: A strategy for England's wildlife and ecosystem services* for the creation of 200,000 hectares of new priority habitat by 2020. Natural England has identified the potential habitat creation that should be created through mineral site restoration for each National Character Area. 'Space for Wildlife', the Leicester, Leicestershire and Rutland Biodiversity Action Plan (BAP) 2016-2026, identifies 19 habitats of national and local importance as priorities for conservation and restoration and it is important that the planning process helps to maintain and enhance these wildlife resources. However, restoration options are not mutually exclusive, for example, where sites are restored to agriculture, provision can still be made for biodiversity gains and habitat features that support the Leicestershire BAP. Indeed, all developments should seek to attain a net gain in biodiversity through the creation of one of the priority habitats set out in the Leicestershire BAP. For small-scale or predominantly agricultural sites this could be as basic as the provision of increased lengths of hedgerow, creation of a field pond or small, new copses of native broadleaved woodland. It is frequently the small-scale non-mineral related infill operations (less than 10 hectares) where opportunities for biodiversity improvement have been missed and this policy is seeking to improve this situation.

5.89 Sites differ in their characteristics, constraints and opportunities; through geology, topography and historic land uses specific parts of the County are more suited to certain after-uses. Therefore, it is important that restoration and after-use is tailored to the site and its surroundings and where possible incorporate the local community's aspirations. The local BAP is the key resource for the priority habitats of Leicestershire and the areas of the County where provision of particular habitats are more appropriate. Thus, the intent is that sites in identified broad areas of the County should prioritise restoration to the priority habitats set out in Policy DM12. It should be noted that this does not prohibit sites within the broad areas creating a range of priority habitats or sites outwith those habitats listed.

5.90 Site after-use should be guided by Natural England's National Character Areas (NCAs) for the County and the local landscape characterisation so that new landforms and habitats are not incongruous to their surroundings. Sites within NCA94: Leicestershire Vales have the opportunity to reintroduce 'Midlands-style' hedge laying to manage retained hedgerows. The County's historic landscape characterisation project attempts to characterise the historic dimension of the existing landscape. Linking restored sites with the surrounding landscape also provides the opportunity for enlargement or linking together of existing habitats helping to offset the effects of habitat fragmentation and creating an ecological network. Therefore, the Council will encourage larger blocks of habitat creation, as they deliver greater ecological benefits.

5.91 Restoration schemes need to be resilient to future **climate change** impacts. Habitat creation can act as a living carbon sink and well-designed schemes, in appropriate locations, may also offer benefits in terms of provision of climate change mitigation measures such as greater flood storage capacity allied to recreational or biodiversity after-uses. Furthermore, the restoration of mineral sites to BAP habitats can help wildlife adapt to climate change, creating 'stepping stones' and increasing the permeability of the landscape enabling climate change induced range shifts.

5.92 Restoration can provide opportunities to secure a net gain in accessible geodiversity and address past losses. The restoration of mineral extraction sites offers significant opportunities for accessible geodiversity interest, in particular for educational use. Where restoration could assist or achieve the creation of geodiversity features, thereby improving overall geodiversity levels in the County, the relevant geodiversity after-use should be incorporated within the restoration scheme.

Woodland

5.93 Leicestershire is one of the worst counties in England for woodland cover, with about half the national average in 2008 (4.3% compared to around 8.5%). There is an opportunity to increase this ratio by planting of new woodland as part of the restoration of mineral workings and landfill sites. In addition, afforestation can make a potentially significant contribution to the achievement of carbon sequestration targets. Any additional woodland planting should respect and enhance the local landscape character and local biodiversity.

5.94 Forestry uses will be particularly appropriate within the Charnwood Forest and the National Forest, the latter a major new multi-purpose forest that is being established over 200 square miles of Leicestershire, Derbyshire and Staffordshire. Further guidance on the creation of woodlands and other habitats within the National Forest is available from the National Forest Company's Guide for Developers and Planners.

5.95 Forestry after-use may be appropriate even on the best and most versatile agricultural land if the methods used in restoration and aftercare enable retention of its potential as an agricultural resource. The nature of landfill sites is such that planting woodland may not be appropriate in all cases. Woodland planting requires a greater depth of restoration material to ensure establishment and to prevent adverse impact on the cap over the landfill. It is often the case that there is a shortage of inert restoration materials in the market to secure woodland restoration.

Floodplain Habitats

5.96 Floodplain wetland is identified in the Leicestershire BAP as a good choice of habitat for restoring sites used for sand and gravel extraction, the ideal locations being in the Soar and Wreake Valleys where new sites can link into an increasing network of similar sites, and to a lesser extent the Welland Valley. On a wider scale wet woodland has been identified as appropriate for creation in floodplains in Leicestershire.

Heath Grassland

5.97 Heath grassland was once widespread in northwest Leicestershire, but following land use changes in the 19th century it has become almost entirely confined to Charnwood Forest. Heath grassland contains a high proportion of Leicestershire Red Data Book species, which is a reflection of the rarity and importance of this habitat locally. Heath grassland will only be successful when the substrate is acidic. Where suitable conditions exist, the opportunity should be taken to create new heath grassland adjacent to existing sites, particularly within the Charnwood Forest area.

Calcareous Grassland

5.98 In Leicestershire, calcareous grassland is largely confined to the Jurassic Oolitic limestone in northeast Leicestershire. There are important calcareous grasslands in old quarries, roadside verges, and churchyards. There are (as at December 2010) only 38 hectares of calcareous grassland in Leicestershire and Rutland. Large numbers of scarce species are associated with this habitat, particularly flowering plants, beetles and other invertebrates. The best sites to create this habitat are usually on former limestone workings where soils are thin and nutrient poor. Limestone operations provide opportunities to create limestone grassland habitat and to expose features of geological interest. This would help meet the objectives for calcareous grassland within the Leicestershire BAP as well as providing accessible natural greenspace and contributing to green infrastructure.

Priority Species

5.99 Having regard to the nature of the local surroundings and replacing or increasing a site's connectivity to those surroundings improves not only its visual appeal but the natural colonisation of newly restored sites. It is extremely difficult for mineral workings and landfills to actively increase the population of priority species in Leicestershire but opportunities should be taken where possible to encourage their presence. Three priority species within the local BAP could be provided for: Barn Owl and Bat boxes, and Sand Martin colonies. Of course, provision should be relevant to the habitat being provided. The sustainability appraisal highlighted that

the bird species that have suffered the greatest losses in the East Midlands are Yellow Wagtails and Willow Tits. These are priority UKBAP species and habitat creation of native woodland and wet woodland should provide suitable habitat for colonisation.

Agriculture

5.100 Restoration to agricultural use is only likely to be appropriate where the agricultural quality of the original land is high. Such restoration is dependent in many cases on the availability of suitable fill material. There is, however, an increasing shortage of inert fill material with which to restore former mineral workings. The main reason for this is that an increasing majority of potential inert material is now being re-used as a substitute for primary aggregate. This has important implications for the restoration of sites where workings extend below the water table. This means that the majority of fill material that becomes available will have to be directed to sites where restoration to dry after uses is most critical.

5.101 Whilst best and most versatile agricultural land should be restored with the objective of reaching a similar standard, other uses, some in combination, could be considered in order to provide a net gain in biodiversity. The County Council will not always expect agriculture to be the main after-use on best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification), but will expect it to be restored to a condition and quality such that, if required, the land and soil would be in a state capable of supporting agriculture.

5.102 The Leicestershire, Leicester and Rutland Historic Landscape Characterisation (HLC) Project, completed in 2010, maps and describes the present day landscape of Leicestershire and Rutland and records significant changes that can be observed through the study of historic mapping and aerial photography. The HLC Report includes detailed information on field patterns throughout the County. This is useful for schemes with an agricultural element to guide the field pattern and size that would be more in keeping with the local landscape.

Green Infrastructure

5.103 The restoration of worked-out sites can provide opportunities to add to the County's Green Infrastructure, assist in creating a network of green infrastructure in the East Midlands and provide opportunities for enhanced public access, including the provision of informal recreation and green networks for walking, cycling and horse riding. Therefore, efforts should be made to increase public access within a restored site and to improve the rights of way network through the upgrading of existing routes and the dedication of new links. However, there are circumstances where public access may not be compatible with other land uses, such as where a site is proposed to become a nature reserve or where it might cause an unacceptable level of disturbance to nearby sensitive properties.

5.104 Water-based recreational activity could be provided for as part of the restoration scheme for an appropriately sited mineral development. Some water areas resulting from the restoration of mineral development may have the potential to be linked to nearby navigable waterways in appropriate circumstances. The restoration of some mineral sites in areas of flood risk could also provide flood attenuation and storage areas that have the potential to reduce the areas prone to flooding. But, proposals for the creation of large open water bodies in proximity to airports or flight paths will need to be closely scrutinised to avoid bird strike hazard to aircraft. Reedbed and wet woodland habitats can help alleviate the problem of bird strike by creating less open water while forming a barrier between any open water and potential grazing sources, making it less attractive to geese, for example.

Hard Rock Quarries

5.105 There are distinct differences between shallow, short-lived operations (such as sand and gravel, and surface coal mining) and deep, long-life operations (such as hard rock quarries). For shallow operations, progressive restoration is usually possible on a phased, 'field-by-field', basis. For the deeper rock quarries, the nature of operations means that restoration of the quarry void (other than perhaps the treatment of upper faces) is usually not feasible until the completion of mineral extraction. During the life of the operations, the extraction void forms part of the operational quarry. The size of many of these hard rock quarries and the timescale over which they are worked can present difficulties for effective restoration.

5.106 Restoration opportunities for hard rock quarries are limited by the low proportion of mineral waste and overburden to final void, particularly with regards to the deep quarries. Landfilling of these quarries is currently unlikely because the shape and depth of the remaining void would be technically prohibitive; landfill is not a favourable way to manage waste; and the reducing amounts of waste available for landfill means restoration of these hard rock quarries to former ground levels is increasingly difficult. Therefore, many of the quarries will become largely water-filled on completion once pumping has stopped. Disused hard rock quarries, even when filled by water, can however provide an important biodiversity resource. For example, cliff-faces can support safe breeding areas for Peregrine and Raven, and the rock habitats and thin soil on benches and ledges can support naturally regenerated woodland, species-rich grassland and pioneer plant communities with associated invertebrates.

5.107 Historically, detailed restoration plans for rock quarries within Leicestershire have not been provided, the requirement being to submit final restoration proposals on the cessation of operations. More recently, restoration concept plans have been provided, with final details to be submitted at a specific stage or time prior to the completion of operations.

5.108 Restoration concept plans have been approved for Bardon, Cliffe Hill, Whitwick, Breedon and Cloud Hill Quarries. These all involve the creation of water bodies. No restoration schemes currently exist for Croft, Mountsorrel and Groby Quarries. The planning permissions for Cliffe Hill, Mountsorrel and Whitwick require the submission of a detailed scheme of restoration every 5 years for parts of the site which will become exhausted during the following 5 year period.

5.109 Most of Leicestershire's hard rock quarries are located within the Charnwood Forest area. Charnwood is a highly valued landscape and area, and the County Council is working with a range of local partners to manage and promote the unique cultural and heritage features of Charnwood Forest, through the development of the Charnwood Forest Regional Park. A Regional Park Vision Statement and working boundary were agreed in June 2009. The Vision Statement states that minerals sites should be restored to biodiversity, geodiversity, sustainable leisure and tourism, and woodland uses.

5.110 The County Council is keen to pursue restoration of some of these quarries to uses beyond just a water-filled void. Although, in some circumstances such a water body could be a useful reservoir for clean water or provide an ark site for white-clawed crayfish the opportunities may exist to create a different use for the site; Charnwood Forest is a popular destination for recreational pursuits such as walking and cycling and these quarries could supplement existing destinations. Such sites would be expected to be multi-use with educational, recreational and ecological functions, for example mountain bike and walking trails, with areas for nature conservation and information boards on the geology and history of the site.

Policy DM12: Restoration, Aftercare and After-use

Planning permission will be granted for temporary minerals and waste development where satisfactory provision has been made to ensure high quality, progressive restoration of the site (where practicable) and a minimum five year programme of aftercare.

Site restoration shall attain a net gain in biodiversity. Sites of less than 10 hectares shall create a minimum of one of the priority habitats set out in the Leicester, Leicestershire and Rutland Biodiversity Action Plan. Sites greater than 10 hectares shall provide for a mosaic of priority habitats set out in the Leicester, Leicestershire and Rutland Biodiversity Action Plan to attain a significant net gain in biodiversity.

The priority habitats specified below will be sought as after-uses in the following broad areas of Leicestershire:

- Charnwood Forest (within and adjoining) – Heath grassland

and/or native deciduous woodland;

- National Forest – Native deciduous woodland;
- Soar, Wreake and Welland Valleys – Floodplain wetland;
- North East Leicestershire – Calcareous grassland; and
- River Floodplains – Wet woodland.

All opportunities should be taken to provide new Barn Owl and Bat boxes, and Sand Martin colonies.

Sites should be restored with consideration to its setting so that opportunities are taken to create, protect and enhance biodiversity, green and blue infrastructure networks, heritage assets, and the restored landscape reflects the local character of the area.

Sites in the Leicestershire Vales National Character Area shall be expected to manage retained mature hedgerows in the traditional 'Midlands-style' hedge laying technique.

Where restoration is to an agricultural use the final landscape and field pattern shall reflect the historic landscape character of the site and its surroundings.

Restored sites will be expected to take all possible opportunities to maximise public access and improve the public rights of way network.

Innovative restoration of the hard rock quarries in Charnwood Forest which would provide for biodiversity, public access, educational activities and recreational pursuits will be sought by the County Council.

6. MONITORING AND IMPLEMENTATION

Monitoring

6.1 Developing a monitoring system is a key means of assessing the effectiveness of this plan and whether the spatial vision, and objectives are being delivered. It will aim to determine:

- whether policies and related targets or milestones have been met or progress is being made towards meeting them or, where they are not being met or on track to being achieved, the reasons why;
- what impact the policies are having in respect of national and local policy targets and any other targets identified in the plan;
- whether the policies need adjusting or replacing because they are not working as intended; and
- if policies or proposals need changing, the actions needed to achieve this.

6.2 Should the AMR, or alternatively the statutory requirement to undertake every 5 years an assessment of whether the plan remains up to date, determine that the plan is no longer effective, a review of it will be triggered. The review process could relate to the whole plan or to specific sections only, as appropriate.

6.3 In order to monitor the effectiveness of the plan, it is necessary to compile performance targets linked to output indicators, which provide a benchmark for measuring policy implementation. These are set out in Tables 11 – 16 below. The monitoring framework also includes provision to monitor the Sustainability Appraisal (SA) Objectives and these are also included in these tables. The Council's Annual Monitoring Report (AMR) will report on the effectiveness of the policies and identify any changes needed if a policy is not working or the targets are not being met. Therefore, the monitoring will assist the Council in ascertaining if there is any need to review the Plan.

Implementation

6.4 Leicestershire County Council as mineral and waste planning authority will take the lead role in the implementation of the objectives and the policies of this plan in a variety of ways, including:

- determine planning applications in accordance with the Development Plan, government policy and guidance and other material considerations;
- attach conditions to planning permissions;
- seek legal agreements with developers where appropriate;
- enforce breaches of planning control as necessary;

- maintain a dialogue with the minerals and waste management industry and local communities through participation in local liaison committees and other means;
- liaise and co-operate with other departments within the Council and bodies such as District Councils, Parish Councils, adjoining mineral and waste planning authorities, the Environment Agency, Natural England, Historic England, Health and Safety Executive (HSE), Department for Environment, Food and Rural Affairs (DEFRA), Highways England, and interest groups;
- work with the minerals and waste management industry and others to identify and develop suitable initiatives and sites; and issue advice or supplementary planning documents if appropriate.

Table 11: Monitoring of objectives and policies relating to mineral provision.

Minerals Provision		
Policy M1: *Supply of Sand and Gravel Aggregate* ***Policy M2:*** *Supply of Sand and Gravel Aggregate from Existing Sites* ***Policy M3:*** *Sand and Gravel Extraction (Unallocated Areas)* ***Policy M4:*** *Crushed Rock* ***Policy M5:*** *Brickclay* ***Policy M6:*** *Fireclay* ***Policy M7:*** *Gypsum* ***Policy M8:*** *Building and Roofing Stone* ***Policy M9:*** *Coal* ***Policy M10:*** *Conventional and Unconventional Hydrocarbons (Oil and Gas)*		
Objective 1: *To make sufficient provision of minerals in the County of Leicestershire to meet national and local requirements.* ***Objective 3:*** *To provide mineral sites and waste management facilities in the most sustainable locations so that movement other than by road is maximised, untreated waste transportation is minimised, the development of previously developed land is encouraged and the needs of local communities and industry are met.* ***Objective 4:*** *To co-ordinate and work with all relevant organisations, in particular Leicester City Council and Leicestershire Local Authorities, to ensure that the Local Plan addresses planning issues that cross administrative boundaries.* ***Objective 7:*** *To reduce the impact of minerals and waste developments upon climate change.*		
Sustainability Objective 10: *To promote sustainable economic growth and employment.*		
Monitored Topic	***Indicator***	***Target***
M1, M4, Obj 1, Obj 4, Obj 7	*Sales of primary land won aggregates.*	*Sales at identified annual requirement in Local Aggregates Assessment.*
M1, M4, Obj 1	*Landbanks for sand & gravel and crushed rock.*	*7 years for sand & gravel, and 10 years for crushed rock based on past 10 years average sales.*
M2, M6, M7, Obj 3, Sus Obj 10	*Planning permissions granted for allocated mineral sites.*	*All allocated sand & gravel sites to be granted planning permission by 2021, Donington Island by 2017, and Marblaegis by 2026.*
M2, M3, M4, M5, M6, M7, M8, M9, M10, Obj 3	*Percentage of permissions granted in accordance with the criteria set out in the relevant policy for that mineral.*	*100%.*

Table 12: Monitoring of objectives and policies relating to ancillary minerals development.

Ancillary Minerals Development		
Policy M13: *Associated Industrial Development* ***Policy M14:*** *Borrow Pits* ***Policy M15:*** *Mineral Waste* ***Policy M16:*** *Mineral Exploration* ***Policy M17:*** *Incidental Mineral Extraction*		
Objective 8: *To protect people and local communities, and the natural, built and historic environment (particularly the River Mease Special Area of Conservation) from unacceptable effects of minerals and waste developments.*		
Sustainability Objective 1: *To protect the natural resources of the County – including water, air, soil and minerals.* ***Sustainability Objective 9:*** *To protect people and local communities from the effects of minerals development and waste management.* ***Sustainability Objective 10:*** *To promote sustainable economic growth and employment.*		
Monitored Topic	***Indicator***	***Target***
M13, M14, M15, M16, M17, Obj 8, Sus Obj 1, Sus Obj 9, Sus Obj 10	*Percentage of permissions granted in accordance with the criteria set out in the relevant policy.*	*100%.*

Table 13: Monitoring of objectives and policies relating to waste management provision.

Waste Management Provision		
Policy W1: *Waste Management Capacity* ***Policy W2:*** *Low Level Radioactive Waste* ***Policy W3:*** *Strategic Waste Facilities* ***Policy W4:*** *Non-strategic Waste Facilities* ***Policy W5:*** *Locating Waste Facilities* ***Policy W6:*** *Biological Treatment of Waste Including Anaerobic Digestion and Open-Air Windrow Composting* ***Policy W7:*** *Facilities for Energy and Value Recovery from Waste* ***Policy W8:*** *Waste Disposal*		
Objective 2: *To make sufficient provision of waste facilities in the County of Leicestershire with capacity equal to the waste generated within the County of Leicestershire.* ***Objective 3:*** *To provide mineral sites and waste management facilities in the most sustainable locations so that movement other than by road is maximised, untreated waste transportation is minimised, the development of previously developed land is encouraged and the needs of local communities and industry are met.* ***Objective 5:*** *To attain the maximum possible reuse, recycling, composting and recovery of value from waste within the County of Leicestershire and thereby minimising the disposal of waste.* ***Objective 7:*** *To reduce the impact of minerals and waste developments upon climate change.*		
Sustainability Objective 4: *To minimise minerals and waste management's contribution to climate change through reduced greenhouse gas emissions by less reliance on primary minerals, and increased reuse, recovery, recovery and recycling.* ***Sustainability Objective 5:*** *To maximise the sustainable transportation of minerals and waste, through the use of non-road alternatives and the reduction of the distance travelled by untreated waste.* ***Sustainability Objective 10:*** *To promote sustainable economic growth and employment.*		
Monitored Topic	***Indicator***	***Target***
W1, Obj 2, Obj 5, Sus Obj 4, Sus Obj 10	*Tonnes per annum (tpa) of new waste management capacity granted, categorised by type, waste stream managed and current status.*	*To meet minimum recycling, composting and recovery targets by 2024/25, subject to any new forecasts in AMR.*

Table 13 - continued

Monitored Topic	Indicator	Target
W1, Obj 2, Obj 5, Sus Obj 4, Sus Obj 10	*Quantity of waste arising and its management by broad waste stream.*	*To increase percentage of waste recycled, composted and recovered from baseline used for the Local Plan, and thus, amount landfilled to decrease.*
W3, Obj 3, Obj 5, Obj 7, Sus Obj 4, Sus Obj 5, Sus Obj 10	*Percentage of new strategic waste management capacity granted within Broad Locations.*	*100%.*
W4, Obj 3, Obj 5, Obj 7, Sus Obj 4, Sus Obj 5, Sus Obj 10	*Percentage of new non-strategic waste management capacity granted within Broad Locations, main urban areas, or within or adjacent to existing waste sites.*	*100% (excluding permissions granted as exceptions to Policy W4).*
W5, Obj 3, Obj 7, Sus Obj 5	*Percentage of new waste management capacity sites granted on brownfield land.*	*90% (excluding permissions granted as exceptions to Policy W5).*
W2, W6, W7, W8, Obj 2, Obj 3, Obj 5, Sus Obj 4, Sus Obj 10	*Percentage of planning permissions granted for new waste facilities in accordance with the criteria set out in the relevant policy for that facility.*	*100%.*
W1, W8, Obj 2, Obj 5, Sus Obj 4, Sus Obj 10	*Allocated inert waste disposal sites granted planning permission.*	*Planning permissions granted for allocated inert waste landfill sites Brooksby and Husbands Bosworth to be granted planning permission by 2021 and Ibstock by 2026.*

Table 14: Monitoring of objectives and policies relating to climate change, amenity and the environment.

Climate Change, Amenity and the Environment		
Policy DM1: *Sustainable Development* ***Policy DM2***: *Local Environment and Community Protection* ***Policy DM9:*** *Transportation by Road* ***Policy DM10:*** *Public Rights of Way* ***Policy DM11:*** *Cumulative Impact*		
Objective 3: *To provide mineral sites and waste management facilities in the most sustainable locations so that movement other than by road is maximised, untreated waste transportation is minimised, the development of previously developed land is encouraged and the needs of local communities and industry are met.* ***Objective 7:*** *To reduce the impact of minerals and waste developments upon climate change.* ***Objective 8:*** *To protect people and local communities, and the natural, built and historic environment (particularly the River Mease Special Area of Conservation) from unacceptable effects of minerals and waste developments.*		
Sustainability Objective 1: *To protect the natural resources of the County – including water, air, soil and minerals.* ***Sustainability Objective 2:*** *To avoid or reduce flood risk as a result of minerals and waste development.* ***Sustainability Objective 4:*** *To minimise minerals and waste management's contribution to climate change through reduced greenhouse gas emissions by less reliance on primary minerals, and increased reuse, recovery, recovery and recycling.* ***Sustainability Objective 5:*** *To maximise the sustainable transportation of minerals and waste, through the use of non-road alternatives and the reduction of the distance travelled by untreated waste.* ***Sustainability Objective 9:*** *To protect people and local communities from the effects of minerals development and waste management.*		
Monitored Topic	***Indicator***	***Target***
DM1, Obj 7, Sus Obj 4	*Percentage of new mineral extraction areas and waste management capacity granted which makes a positive contribution to reducing climate change effects.*	*100%.*
DM2, DM9, DM10, DM11, Obj 8, Sus Obj 1, Sus Obj 2, Sus Obj 9	*Percentage of new mineral extraction areas and waste management capacity granted in accordance with the relevant policy.*	*100%.*

Table 14 - continued

Monitored Topic	Indicator	Target
DM9, Obj 3, Obj 7, Obj 8, Sus Obj 5, Sus Obj 9	*Number of new mineral extraction areas or waste management capacity operating with alternative means of transportation than road.*	*To improve from the situation in 2015.*
DM10	*Length and type of new public rights of way created.*	*To improve current levels by a net increase in the length of dedicated public footpaths and bridleways.*

Table 15: Monitoring of objectives and policies relating to the historic and natural environment.

Historic and Natural Environment		
Policy DM3: *Strategic Green Infrastructure* ***Policy DM4:*** *Green Wedges* ***Policy DM5:*** *Landscape Impact* ***Policy DM6:*** *Soils* ***Policy DM7:*** *Sites of Biodiversity/Geodiversity Interest* ***Policy DM8:*** *Historic Environment* ***Policy DM12:*** *Restoration, Aftercare and After-use*		
Objective 8: *To protect people and local communities, and the natural, built and historic environment (particularly the River Mease Special Area of Conservation) from unacceptable effects of minerals and waste developments.* ***Objective 9:*** *To ensure that land with a temporary use is subsequently restored, managed and maintained to an after-use of high quality at the earliest opportunity which respects the local area's character, provides a net gain in biodiversity and allows greater public access whilst affording opportunities for recreational, economic and community gain in mitigation or compensation for the effects of development where possible.* ***Objective 10:*** *To complement and support wider strategies including the Leicester and Leicestershire Economic Growth Plan, green infrastructure projects and strategies such as the National Forest and Charnwood Forest Regional Park.*		
Sustainability Objective 1: *To protect the natural resources of the County – including water, air, soil and minerals.* ***Sustainability Objective 3:*** *To conserve biodiversity and geodiversity conservation interests, avoiding damage to or fragmentation of major features of importance for fauna and flora.* ***Sustainability Objective 6:*** *To conserve the quality of the countryside and landscape.* ***Sustainability Objective 7:*** *To protect the significance of heritage assets of archaeological, cultural and historic value.* ***Sustainability Objective 8:*** *To enhance biodiversity, natural resources, landscape or the significance of heritage assets.* ***Sustainability Objective 9:*** *To protect people and local communities from the effects of minerals development and waste management.* ***Sustainability Objective 10:*** *To promote sustainable economic growth and employment.*		
Monitored Topic	***Indicator***	***Target***
DM3, Obj 8, Obj 10, Sus Obj 1, Sus Obj 3, Sus Obj 6, Sus Obj 8, Sus Obj 9	*Percentage of new mineral extraction areas or waste management capacity granted in the areas listed in policy DM3 with the measures set out in the policy as being required.*	*100%.*

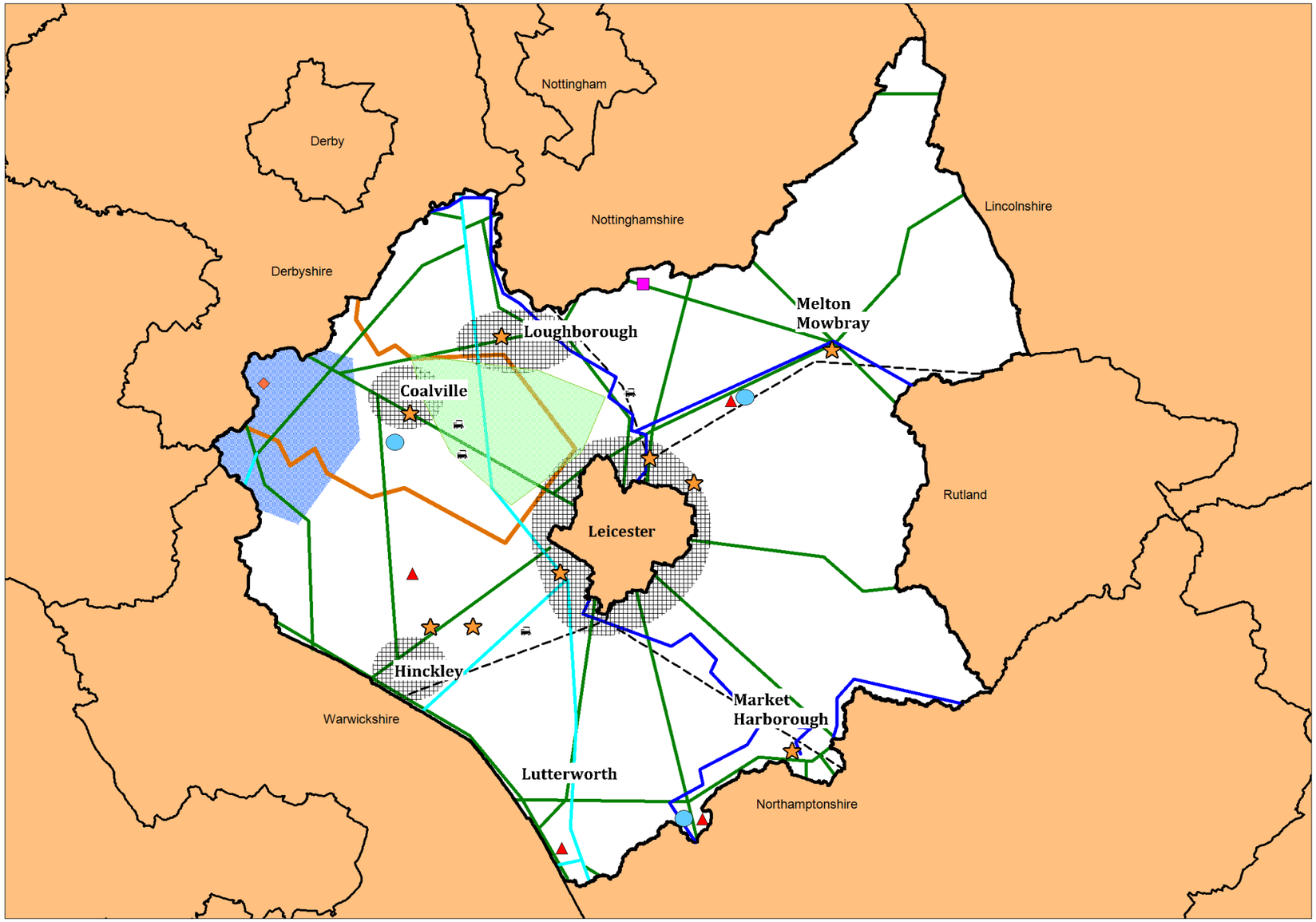
Table 15 - continued

Monitored Topic	Indicator	Target
DM4, DM5, DM6, DM7, DM8, Obj 8, Obj 10, Sus Obj 1, Sus Obj 3, Sus Obj 6, Sus Obj 7, Sus Obj 8, Sus Obj 9	*Percentage of new mineral extraction areas or waste management capacity granted in accordance with the relevant policy.*	*100%.*
DM12, Obj 8, Obj 9, Obj 10, Sus Obj 1, Sus Obj 3, Sus Obj 6, Sus Obj 7, Sus Obj 8, Sus Obj 9	*Number of sites where enforcement action taken against unsatisfactory restoration.*	*Zero.*
	Percentage of permissions with restoration proposals with a minimum of 5 years aftercare.	*100%.*
	Size and type of new habitats created.	*All temporary permissions to provide one priority habitat of the local BAP and, where applicably located, one of the priority habitats listed in policy DM12.*

Table 16: Monitoring of objectives and policies relating to resource management.

Resource Management		
Policy M11: *Safeguarding of Mineral Resources* ***Policy M12:*** *Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure* ***Policy W9:*** *Safeguarding Waste Management Facilities*		
Objective 4: *To co-ordinate and work with all relevant organisations, in particular Leicester City Council and Leicestershire Local Authorities, to ensure that the Local Plan addresses planning issues that cross administrative boundaries.* ***Objective 6:*** *To safeguard mineral resources, mineral sites and associated infrastructure, and waste management facilities from inappropriate development.* ***Objective 8:*** *To protect people and local communities, and the natural, built and historic environment (particularly the River Mease Special Area of Conservation) from unacceptable effects of minerals and waste developments.*		
Sustainability Objective 1: *To protect the natural resources of the County – including water, air, soil and minerals.* ***Sustainability Objective 9:*** *To protect people and local communities from the effects of minerals development and waste management.* ***Sustainability Objective 10:*** *To promote sustainable economic growth and employment.*		
Monitored Topic	***Indicator***	***Target***
M11, M12, Obj 4, Obj 6, Obj 8, Sus Obj 1, Sus Obj 9, Sus Obj 10	*Percentage of planning applications granted within Mineral Safeguarding Areas which do not needlessly sterilise mineral resources or existing mineral infrastructure.*	*100%.*
W9, Obj 4, Obj 6, Obj 8, Sus Obj 1, Sus Obj 9, Sus Obj 10	*Percentage of planning applications granted in proximity to waste management facilities which do not affect amenity or prejudice the current and future operation of the facility.*	*100%.*
W9, Obj 4, Obj 6, Obj 8, Sus Obj 1, Sus Obj 9, Sus Obj 10	*Percentage of non-waste planning applications granted on existing waste management facilities in accordance with Policy W9.*	*100%.*

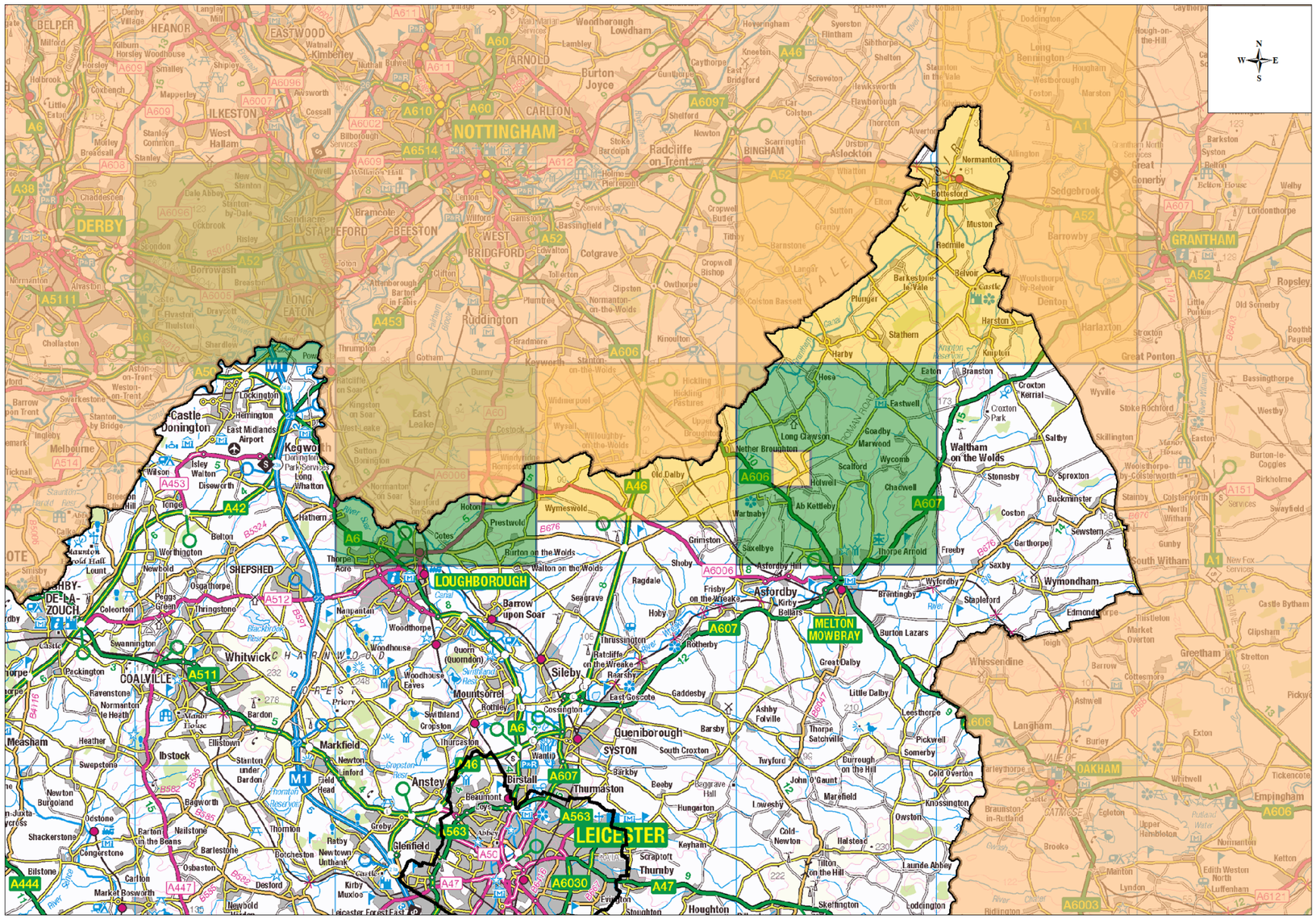
7. KEY DIAGRAM



Legend

- Broad Locations
- Charnwood Forest
- National Forest
- River Mease Catchment
- Urban Areas
- Main Roads
- Motorway
- Navigable Waterways
- Railway Line
- Donington Island Allocation
- Marblaegis Allocation
- Major Growth Areas
- Rail Linked Quarries
- Sand & Gravel Allocations
- Inert Waste Disposal Allocations

8. OIL AND GAS LICENCES


N
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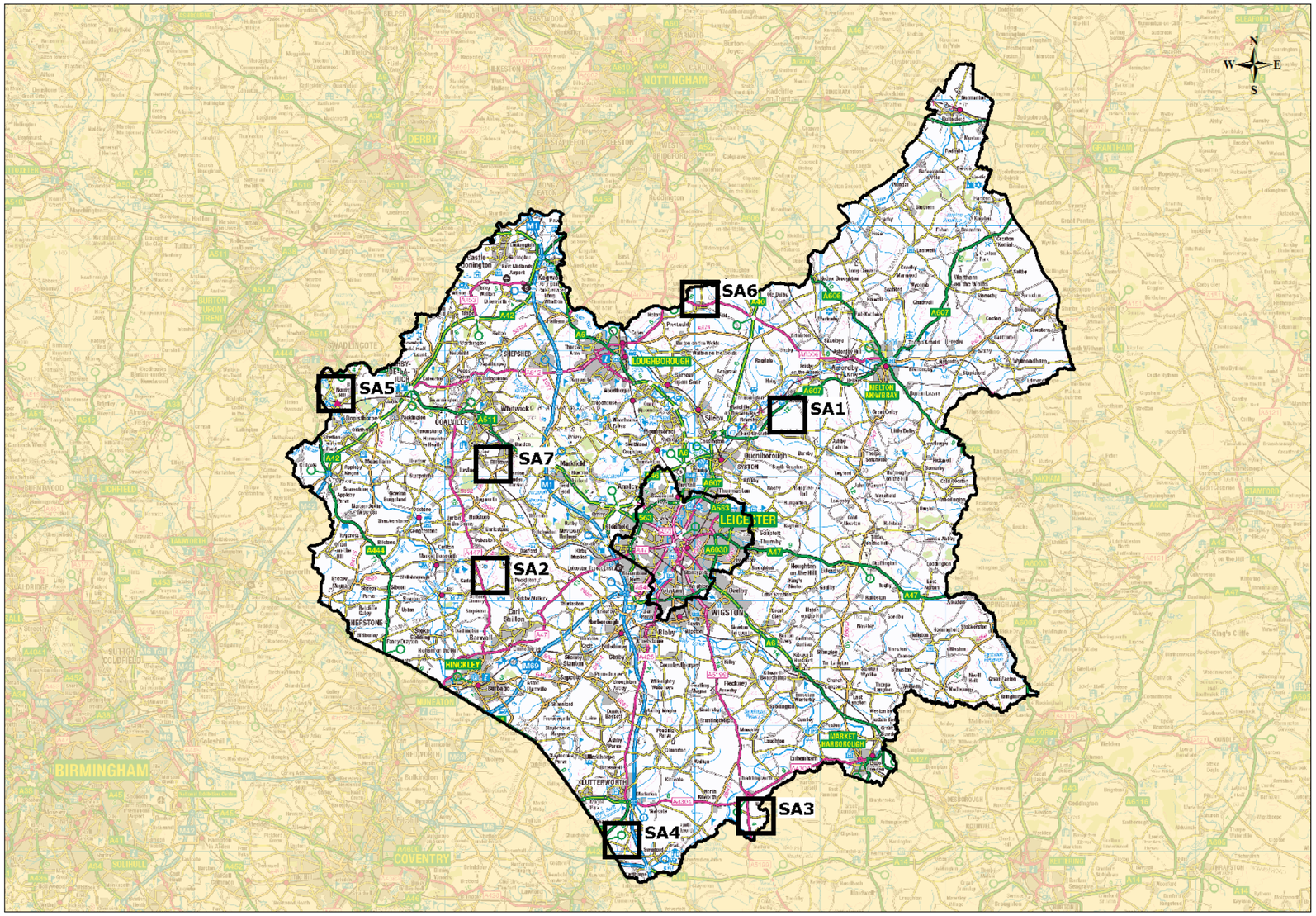
DERBY
LOUGHBOROUGH
LEICESTER
MELTON MOWBRAY
GRANTHAM
OAKHAM
Castle Donington
East Midlands Airport
Kegworth
SHEPSHED
COALVILLE
Whitwick
Ibstock
Measham
Markfield
Anstey
Glenfield
Birstall
Thurmaston
Queniborough
SYSTON
Sileby
Barrow upon Soar
Mountsorrel
Rothley
Quorn (Quorndon)
Woodhouse
Woodhouse Eaves
Thrussington
Rearsby
Rotherby
Ragdale
Hoby
Frisby on the Wreake
Asfordby
Asfordby Hill
Kirby Bellars
Scalford
Melton Mowbray
Burton on the Wolds
Wymeswold
Prestwold
Holt
Cotes
Thorpe Acre
Walton on the Wolds
Grimston
Saxelbye
Shoby
Old Dalby
Nether Broughton
Wartnaby
Ab Kettleby
Holwell
Chadwell
Thorpe Arnold
Normanton
Bottesford
Muston
Redmile
Belvoir
Barkestone-le-Vale
Plungar
Harston
Stathern
Harby
Hose
Knipton
Eaton
Branston
Fastwell
Croxton Kerrial
Coxton Park
Long Clawson
Goadby Marwood
Waltham on the Wolds
Stonesby
Sproxton
Saltby
Buckminster
Sewstern
Coston
Garthorpe
Freeby
Saxby
Wymondham
Stapleford
Brantingby
Wyfordby
Burton Lazars
Great Dalby
Little Dalby
Leesthorpe
Pickwell
Somerby
Cold Overton
Knossington
Owston
Melton Mowbray
Whissendine
Greetham
Stretton
Clipsham
Castle Bytham
Langham
Burley
Exton
Oakham
Whitwell
Empingham
Braunston-in-Rutland
Egleton
Upper Hambleton
Normanton
Ketton
Edith Weston
Luffenham
Manton
Lyndon
Ridlington
Barrowby
Sedgebrook
Denton
Harlaxton
Great Ponton
Stroxton
Old Somerby
Ropsley
Boothby Pagnell
Bassingthorpe
Westby
Stoke Rochford
Wyville
Skillington
Easton
Burton-le-Coggles
Birkholme
Colsterworth
North Witham
South Witham
Gunby
Stainby
Swayfield
Woolsthorpe-by-Colsterworth
Barkston
Syston
Belton
Belton House
Welby
Londonthorpe
Harrowby
Woolsthorpe by Belvoir
Hough-on-the-Hill
Long Bennington
Foston
Marston
Hougham
Great Gonerby
Grantham North Services
Allington
Caythorpe
Dry Doddington
Sibsthorpe
Shelton
Staunton in the Vale
Flawborough
Hawksworth
Car Colston
Thorpe
Averham
Kneeton
Hoveringham
Syerston
Flintham
Scarrington
Orston
Aslockton
Whatton
Elton
Sutton
Granby
Cropwell Bishop
Cropwell Butler
Tithby
Barnstone
Langar
Colston Bassett
Owthorpe
Kinoulton
Cotgrave
Tollerton
Edwalton
Gamston
Bassingfield
Holme Pierrepont
Radcliffe on Trent
Gunthorpe
Lambley
Woodborough
Lowdham
Arnold
Carlton
Burton Joyce
Stoke Bardolph
Shelford
Newton
Car Colston
Screveton
Thoroton
Averham
Kneeton
East Bridgford
Hoveringham
Syerston
Flintham
Sibthorpe
Shelton
Staunton in the Vale
Flawborough
Hawksworth
Car Colston
Thorpe
Averham
Kneeton

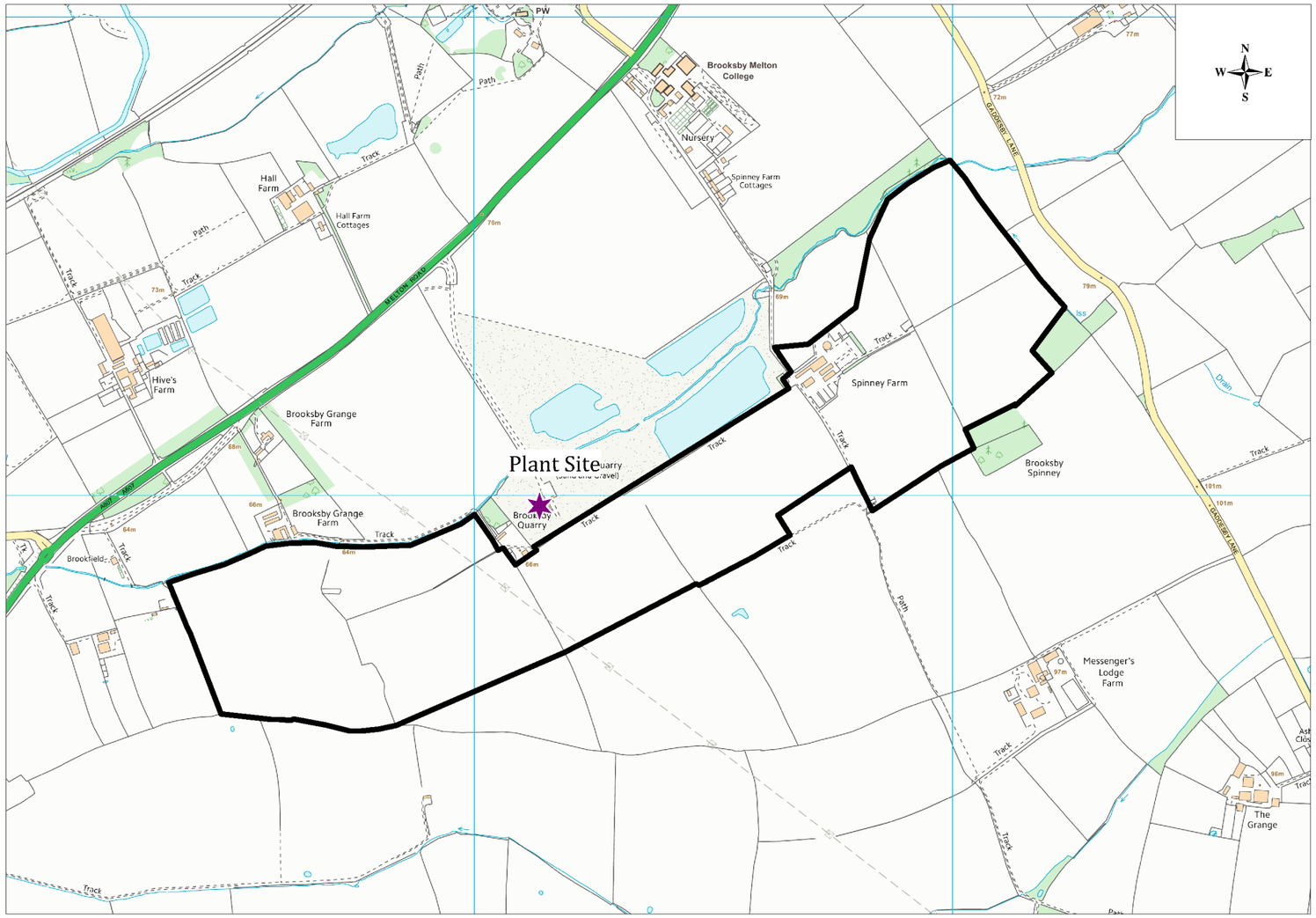
APPENDICES

Appendix 1: Allocated Sites

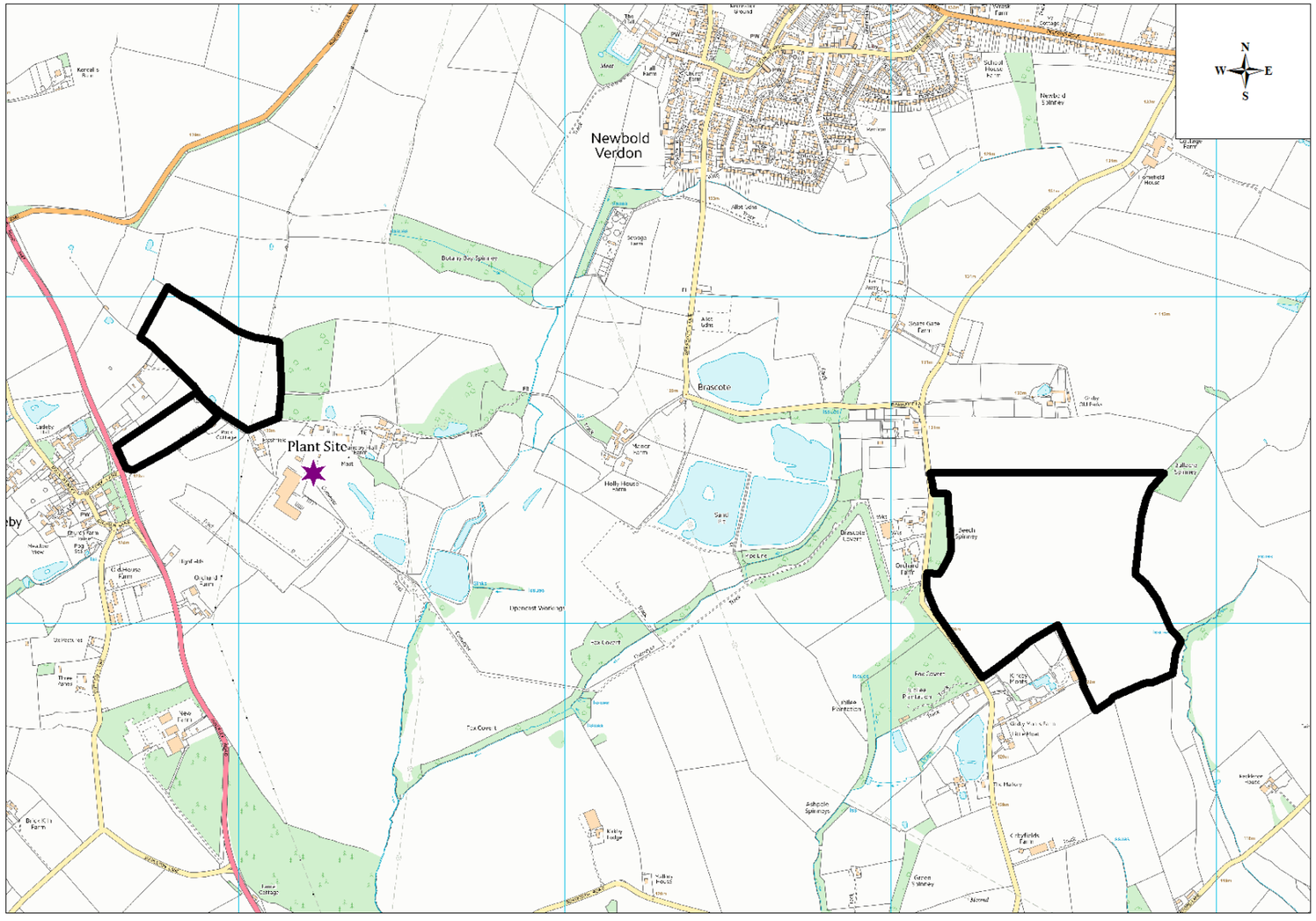
County Plan



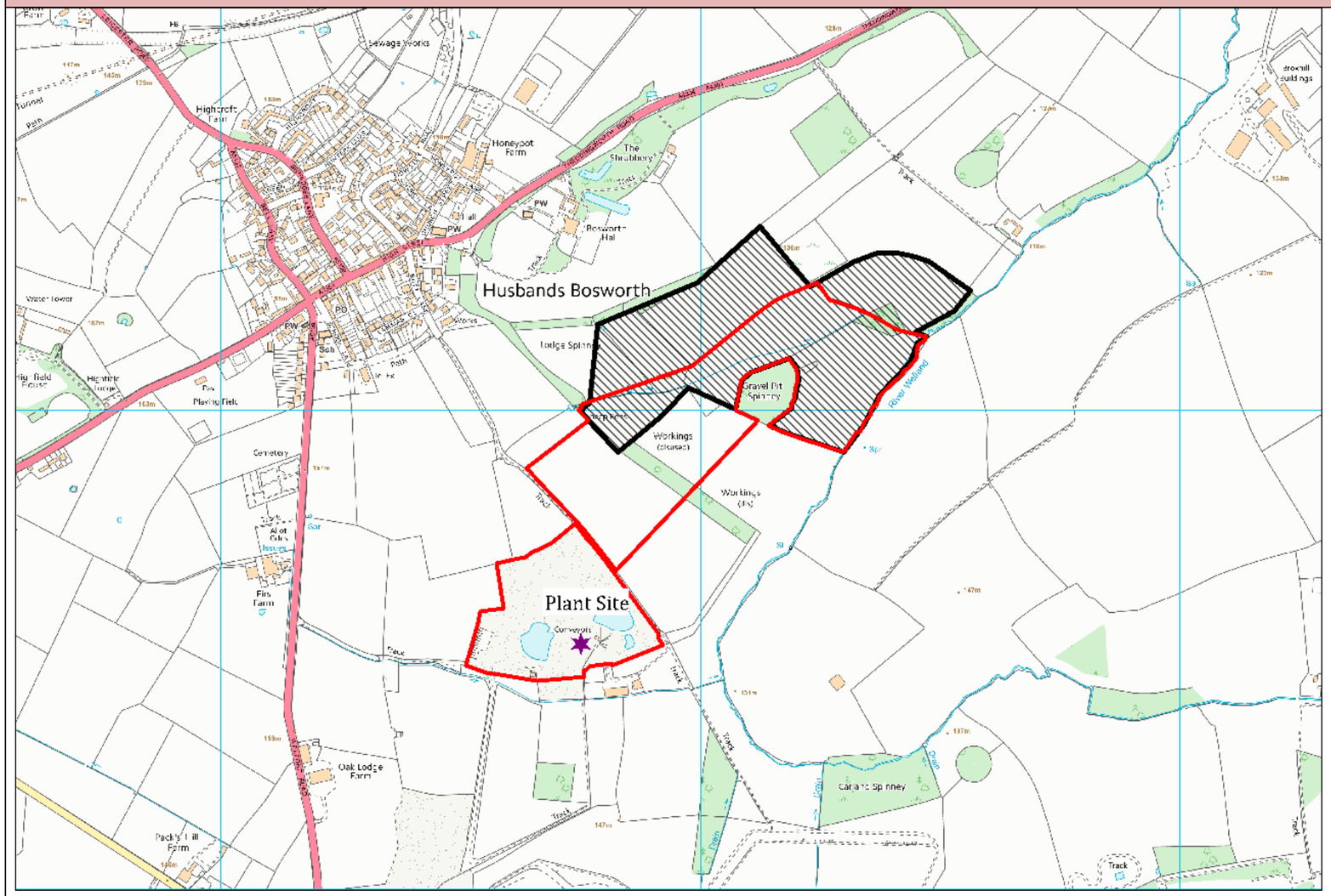
Brooksby

Inset Map SA1	Box SA1
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • Assessment of potential for and impact upon significant archaeological and palaeoenvironmental remains, both surface deposits and embedded in the Brooksby and Bytham gravels. • Provision for the retention of public bridleway H58. • Impact on the Rearsby Brook and its floodplain. • Protection of a corridor of natural open space alongside the Rearsby Brook and around any retained wetlands. • Restoration proposals which reflect the objectives of the High Leicestershire local and national landscape character area, and provide the best balance of enhancing biodiversity and the preservation of best and most versatile soil resources. • Restoration to include woodland in the south eastern corner to link Brooksby Spinney with other existing woodland areas; and wetland habitat alongside the Rearsby Brook. • Restoration to be achieved, in part, with the importation of inert waste.

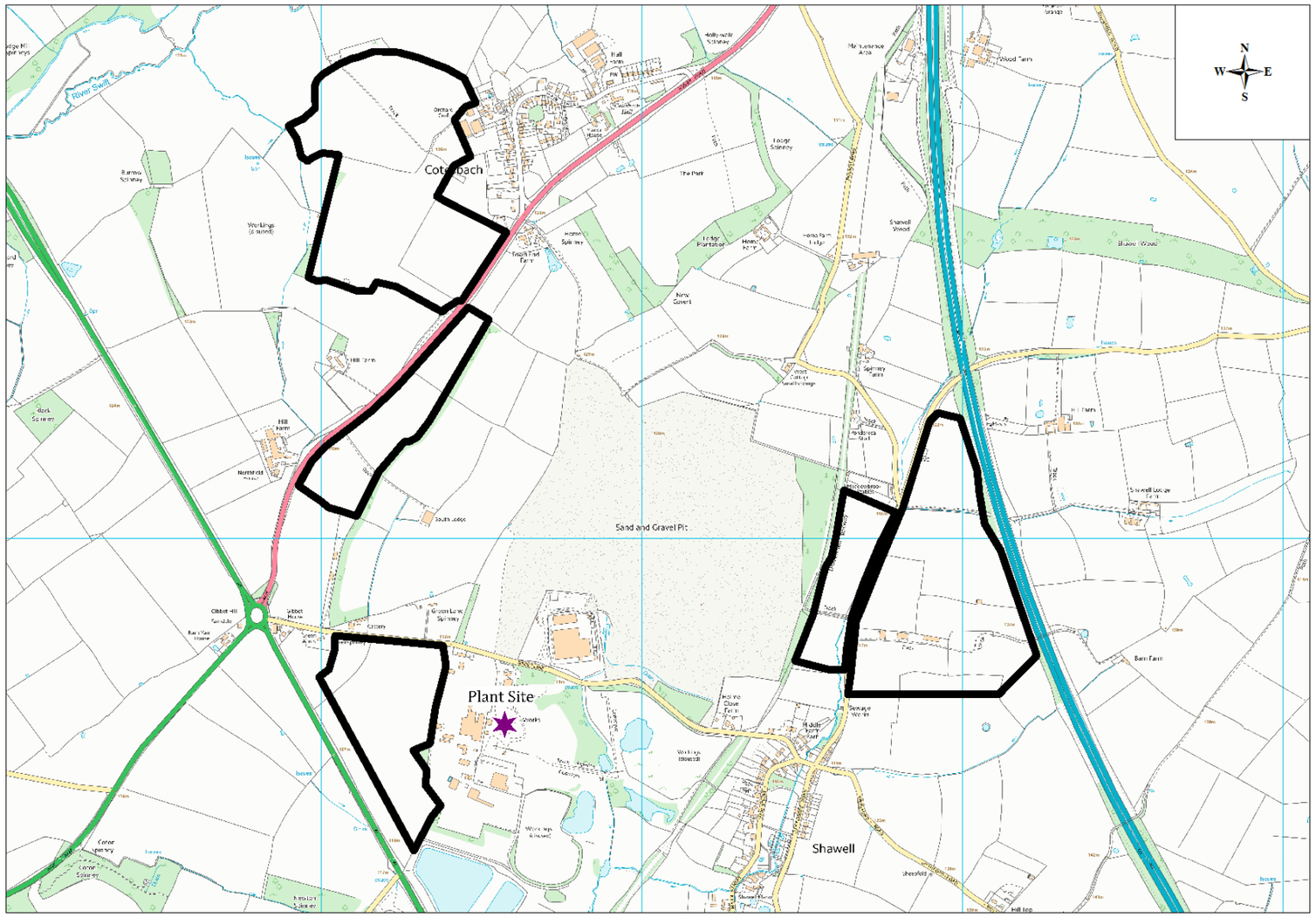
Cadeby

Inset Map SA2	Box SA2
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • Provision for the retention of Footpaths S24 and S26. • Provision for the planting of additional hedgerow along the western boundary of the allocated area adjacent to Newbold Road south of Beech Spinney. • Provision of buffer zone to Beech Spinney. • Details of the routes for transporting mineral from the allocated areas to the existing processing plant, which shall be carefully sited where they cross any restored land. • Restoration proposals which reflect the objectives of the Upper Soar local landscape and Leicestershire and South Derbyshire Coalfield national landscape character areas, and provide the best balance of enhancing biodiversity and the preservation of best and most versatile soil resources. • Restoration to include provision of improved public access. • Restoration to be achieved without the importation of inert waste. • Provision of an appropriate stand-off distance from the watercourse adjacent to the site.

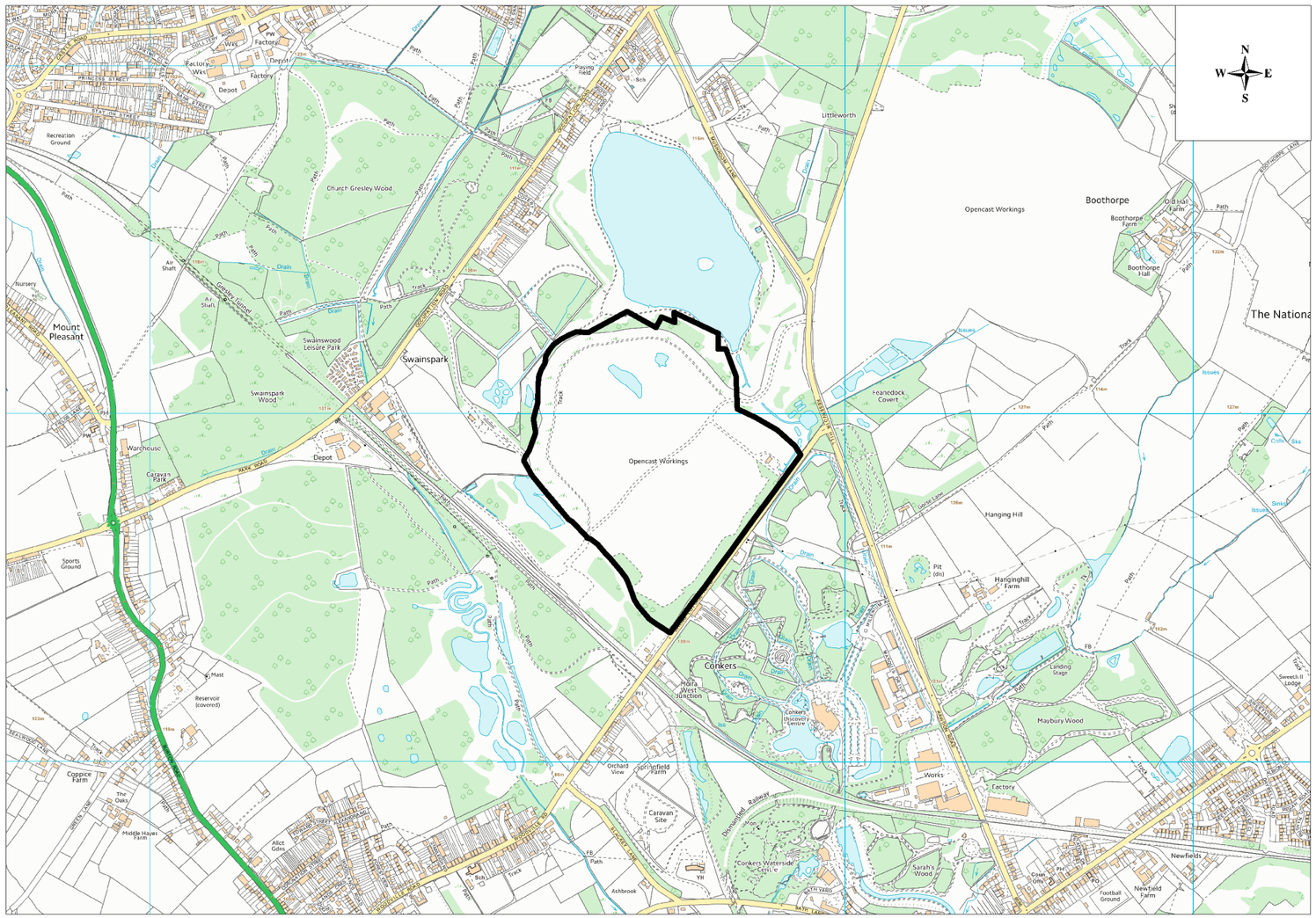
Husbands Bosworth

Inset Map SA3	Box SA3
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • Extension to existing extraction area shall be limited to the cross-hatched area (Policy M2 refers) • Impact on the River Welland and its floodplain. • Protection of a corridor of natural open space alongside the River Welland and around any retained wetlands. • Assessment of the effect on the setting of Bosworth Hall. • Appropriate management of non-designated heritage assets. • Assessment of the ecological value of the unnamed woodland within the site. • Retained hedgerows should incorporate an element of traditional hedgerow management, where not already being so managed. • Restoration proposals which reflect the objectives of the Laughton Hills local landscape and Leicestershire Vales national landscape character areas, and provide the best balance of enhancing biodiversity and the preservation of best and most versatile soil resources. • Restoration to include woodland to link Gravel Pit Spinney to existing woodland adjacent to the River Welland and provide for a net gain to biodiversity above that currently consented on those areas already subject to restoration requirements. • Restoration to be achieved with the importation of inert waste within the area outlined in red (Policy W8 refers).

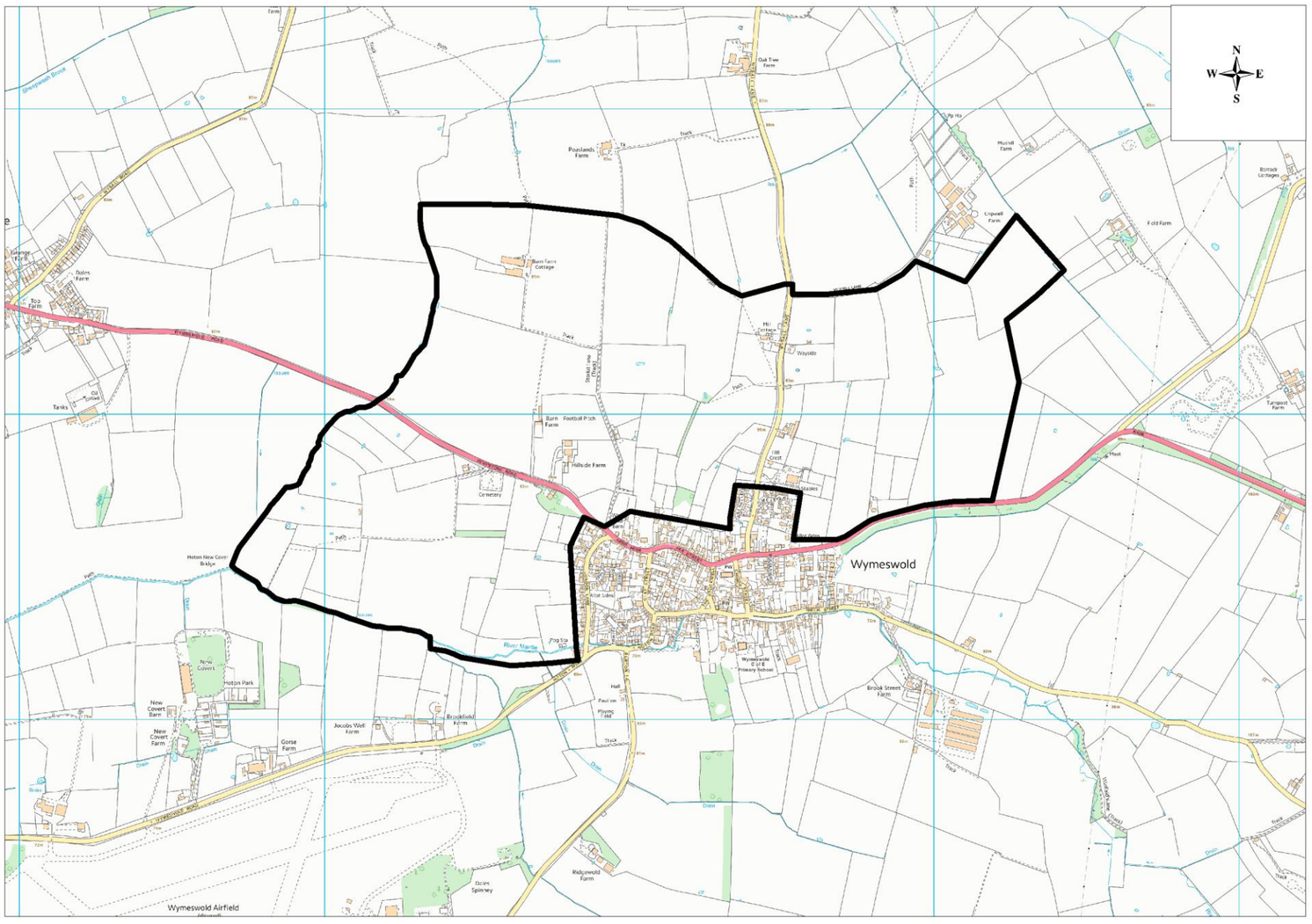
Shawell

Inset Map SA4	Box SA4
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • Measures for transporting mineral to the processing plant without using the public highway. • The provision of suitable measures to protect and where appropriate enhance the special features of interest of Cave's Inn Pits SSSI. • Provision for the retention of Bridleways X27 (as currently diverted) and X28, and Footpaths X18 and X30. • Appropriate management of non-designated heritage assets. • Assessment of potential for and impact upon significant archaeological remains, including evidence associated with the Tripontium (Caves Inn) Roman settlement and the Roman Road. • Retained hedgerows should incorporate an element of traditional hedgerow management, where not already being so managed. • Retention of the woodland belt between the current extraction area and Rugby Road (A426). • Restoration proposals which reflect the objectives of the Lutterworth Lowlands local landscape and Leicestershire Vales national landscape character areas, and provide the best balance of enhancing biodiversity and the preservation of best and most versatile soil resources. • Restoration to include woodland to link existing woodland areas between Gibbet Lane and the A5. • Restoration to include provision of improved public access, particularly between Gibbet Lane and the A5. • Restoration to be achieved without the importation of inert waste.

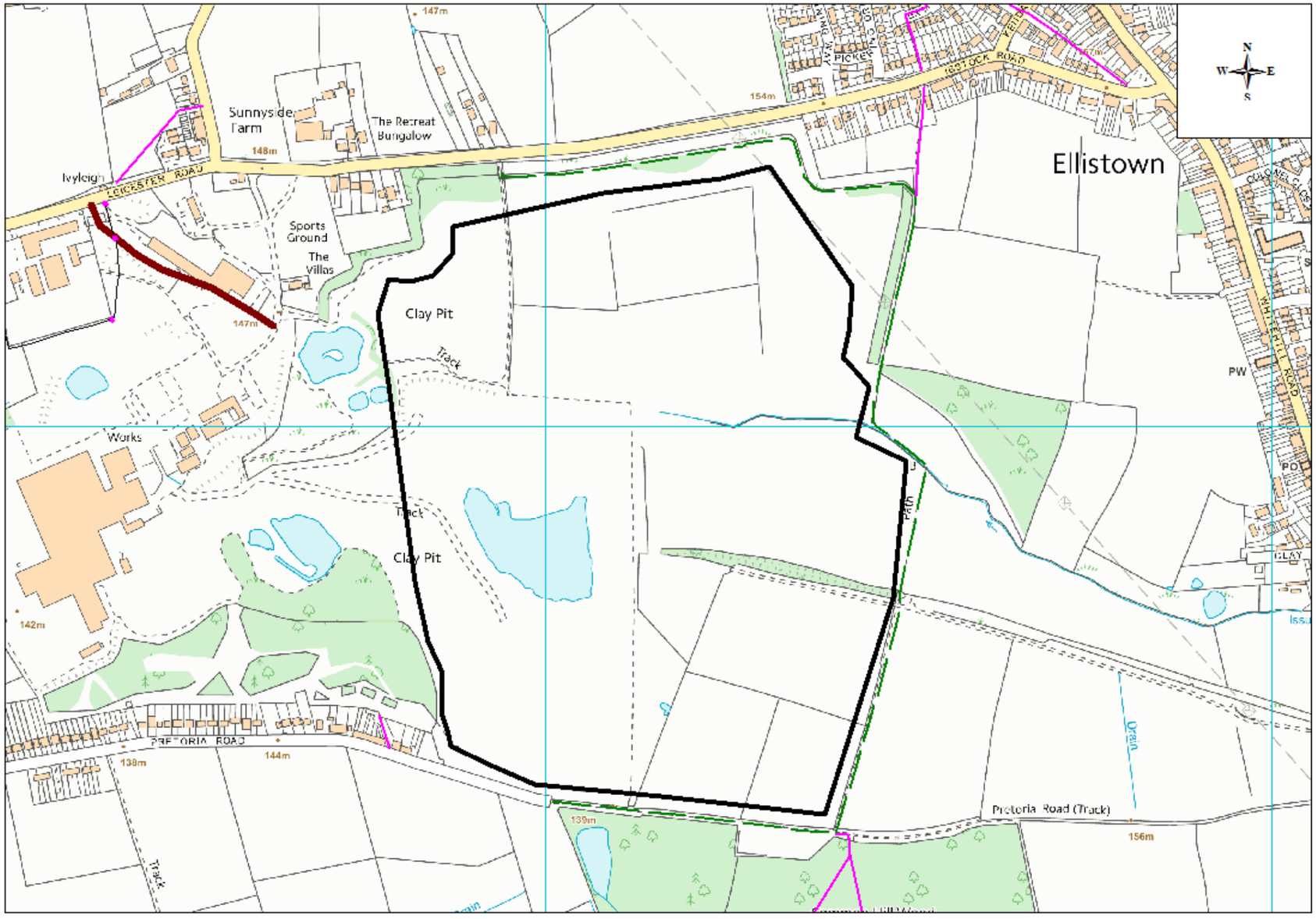
Donington Island

Inset Map SA5	Box SA5
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • Rationalisation of the current stocking and blending area to achieve a reduced footprint of the working area within an agreed timetable and utilising the minimum area of land necessary to maintain supplies of fireclay. • Details of the routeing of HGVs so as to avoid local communities as far as is reasonably practicable. • Surveys of site and surroundings to determine the value of existing habitats and whether Great Crested Newts are on site. • Provision of a phased landscaping scheme incorporating the retention and enhancement of existing boundary vegetation. • Assessment of flood risk. • Timely restoration of those areas no longer utilised to stock and blend clay. • Restoration to include species-rich grassland, wetland, and native deciduous woodland.

Marblaegis

Inset Map SA6	Box SA6
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • An assessment of the potential for subsidence and measures to be put in place to protect above ground buildings, structures and archaeological interest. • Mineral shall be transported by underground means to the East Leake operation. • No structures shall be erected above the ground as a result of this development. • Flood risk to be considered.

Ibstock

Inset Map SA7	Box SA7
	**KEY** Extent of Site Allocation Site Specific Planning Requirements: • No infilling operations to take place at the same time as infilling operations at Ellistown Quarry • Restoration to provide a combination of shallow wetlands, arable/grassland, hedgerows and broadleaf woodland and provide for a net gain to biodiversity above that currently consented. • Access for HGVs to be gained solely via the existing internal access road and its access onto Ellistown Terrace Road. • Provision for the retention of Bridleways N61 and N101 • Provision of additional bridleway link to complete a circular route with N61 and N101. • Surveys of site and surroundings to determine the value of existing habitats and whether Great Crested Newts and Badgers are on site.

Appendix 2: Relationship between extant minerals and waste policies and the policies in this document

Extant Policies	Minerals and Waste Local Plan Policies
Minerals Core Strategy	
Policy MCS1: supply of minerals	Replace by Policy M1: Supply of Sand and Gravel Aggregate, Policy M2: Supply of Sand and Gravel Aggregate from Existing Sites, Policy M3: Sand and Gravel Extraction (Unallocated Areas), Policy M4: Crushed Rock, Policy M5: Brickclay, Policy M6: Fireclay, Policy M7: Gypsum, Policy M8: Building and Roofing Stone, Policy M9: Coal, and Policy M10: Oil and Gas
Policy MCS2: aggregate minerals	Replace by Policy M1: Supply of Sand and Gravel Aggregate, Policy M2: Supply of Sand and Gravel Aggregate from Existing Sites, Policy M3: Sand and Gravel Extraction (Unallocated Areas), and Policy M4: Crushed Rock,
Policy MCS3: brickclay	Replace by Policy M5: Brickclay
Policy MCS4: fireclay	Replace by Policy M6: Fireclay
Policy MCS5: gypsum	Replace by Policy M7: Gypsum
Policy MCS6: building and roofing stone	Replace by Policy M8: Building and Roofing Stone
Policy MCS7: coal	Replace by Policy M9: Coal
Policy MCS8: oil and gas	Replace by Policy M10: Oil and Gas
Policy MCS9: new energy production technologies	Replace by Policy M10: Oil and Gas
Policy MCS10: resource management	Replace by Policy M11: Safeguarding of Mineral Resources, and Policy M12: Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure
Policy MCS11: environmental protection	Replace by Policy DM2: Local Environment and Community Protection
Policy MCS12: Strategic River Corridors	Replace by Policy DM3: Strategic Green Infrastructure
Policy MCS13: Charnwood Forest	Replace by Policy DM3: Strategic Green Infrastructure
Policy MCS14: National Forest	Replace by Policy DM3: Strategic Green Infrastructure

Policy MCS15: Green Wedges	Replace by Policy DM4: Green Wedges
Policy MCS16: transportation of minerals.	Replace by Policy DM9: Transportation by Road
Policy MCS17: reclamation and future use of mineral sites	Replace by Policy DM12: Restoration, Aftercare and After-use
Minerals Development Control Policies	
Policy MDC1: Sustainable Mineral Development	Replace by Policy DM1: Sustainable Development
Policy MDC2: Sustainable Design	Replace by Policy DM1: Sustainable Development
Policy MDC3: Sites of National Historic Importance	Replace by Policy DM8: Historic Environment
Policy MDC4: Sites of Regional and Local Importance	Replace by Policy DM7: Sites of Biodiversity/Geodiversity Interest
Policy MDC5: Countryside	Replace by Policy DM5: Landscape Impact
Policy MDC6: Landscaping and Woodland	Replace by Policy DM5: Landscape Impact
Policy MDC 7: Archaeology	Replace by Policy DM8: Historic Environment
Policy MDC8: Safeguarding Mineral Resources	Replace by Policy M11: Safeguarding of Mineral Resources
Policy MDC9: Extraction in Advance of Surface Development	Replace by Policy M11: Safeguarding of Mineral Resources
Policy MDC10: Agricultural Land	Replace by Policy DM6: Soils
Policy MDC11: The Water Environment	Replace by Policy DM2: Local Environment and Community Protection
Policy MDC12: Health and Amenity	Replace by Policy DM2: Local Environment and Community Protection
Policy MDC13: Cumulative Impact	Replace by Policy DM11: Cumulative Impact
Policy MDC14: Transportation of Minerals	Replace by Policy DM9: Transportation by Road
Policy MDC15: Public Rights of Way	Replace by Policy DM10: Public Rights of Way
Policy MDC16: Air Safeguarding	Replace by Policy DM2: Local Environment and Community Protection
Policy MDC17: Information in Support of Planning Applications	Delete
Policy MDC18: Planning Conditions	Delete
Policy MDC19: Planning Obligations	Delete
Policy MDC20: Reclamation and Aftercare	Replace by Policy DM12: Restoration, Aftercare and After-use

Policy MDC21: After-use	Replace by Policy DM12: Restoration, Aftercare and After-use
Policy MDC22: Aggregate Recycling	Replace by Policy W4: Non-strategic Waste Facilities
Policy MDC23: Associated Industrial Development	Replace by Policy M13: Associated Industrial Development
Policy MDC24: Disposal of Mineral Waste	Replace by Policy M15: Mineral Waste
Policy MDC25: Reworking of mineral waste	Replace by Policy M15: Mineral Waste
Policy MDC26: Borrow Pits	Replace by Policy M14: Borrow Pits
Policy MDC27: Mineral Exploration	Replace by Policy M16: Mineral Exploration
Policy MDC28: Incidental Mineral Extraction	Replace by Policy M17: Incidental Mineral Extraction
Minerals Local Plan	
Policy 2 Assessment of Proposals	Replace by Policy DM2: Local Environment and Community Protection, Policy DM7: Sites of Biodiversity/Geodiversity Interest Policy, DM8: Historic Environment, Policy DM9: Transportation by Road, and Policy DM10: Public Rights of Way
Policy 12 After Use (part (g))	Replace by Policy DM12: Restoration, Aftercare and After-use
Policy 15 Sand and Gravel Sites (Extensions)	Replace by Policy M2: Supply of Sand and Gravel Aggregate from Sites
Policy 16 Sand and Gravel (New Sites)	Delete
Policy 21 Brickclay (parts a-c)	Replace by Policy M5: Brickclay
Policy 28 Mineral Exploration	Replace by Policy M16: Mineral Exploration
Waste Core Strategy	
Policy WCS1: waste management capacity	Replace by Policy W1: Waste Management Capacity
Policy WCS2: strategic waste sites	Replace by Policy W3: Strategic Waste Facilities
Policy WCS3: non-strategic waste sites	Replace by Policy W4: Non-strategic Waste Facilities
Policy WCS4: locating waste sites	Replace by Policy W5: Locating Waste Facilities
Policy WCS5: reuse, recycling, waste transfer and composting facilities	Delete
Policy WCS6: anaerobic digestion (AD), incineration, mechanical-biological treatment (MBT) and other	Replace by Policy W6: Biological Treatment of Waste Including Anaerobic Digestion and Open Air

energy/value recovery technologies	Windrow Composting, and Policy W7: Facilities for Energy and Value Recovery from Waste
Policy WCS7: non-inert landfill	Replace by Policy W8: Waste Disposal
Policy WCS8: inert waste landfill	Replace by Policy W8: Waste Disposal
Policy WCS9: other forms of waste management	Replace by Policy W2: Low Level Radioactive Waste, Policy W4: Non-strategic Waste Facilities, and Policy W8: Waste Disposal
Policy WCS10: environmental protection	Replace by Policy DM2: Local Environment and Community Protection
Policy WCS11: National Forest	Replace by Policy DM3: Strategic Green Infrastructure
Policy WCS12: Charnwood Forest	Replace by Policy DM3: Strategic Green Infrastructure
Policy WCS13: Green Wedges	Replace by Policy DM4: Green Wedges
Policy WCS14: transportation of waste	Replace by Policy DM9: Transportation by Road
Waste Development Control Policies	
Policy WDC1: Sustainable Design	Replace by Policy DM1: Sustainable Development
Policy WDC2: Sites of National Historic Importance	Replace by Policy DM8: Historic Environment
Policy WDC3: Sites of Regional and Local Importance	Replace by Policy DM7: Sites of Biodiversity/Geodiversity Interest
Policy WDC4: Archaeology	Replace by Policy DM8: Historic Environment
Policy WDC5: Countryside	Replace by Policy DM5: Landscape Impact
Policy WDC6: Agricultural Land	Replace by Policy DM6: Soils
Policy WDC7: Landscaping and Woodland	Replace by Policy DM5: Landscape Impact
Policy WDC8: Health and Amenity	Replace by Policy DM2: Local Environment and Community Protection
Policy WDC9: Cumulative Impact	Replace by Policy DM11: Cumulative Impact
Policy WDC10: Transportation of Waste	Replace by Policy DM9: Transportation by Road
Policy WDC11: Public Rights of Way	Replace by Policy DM10: Public Rights of Way
Policy WDC12: The Water Environment	Replace by Policy DM2: Local Environment and Community Protection

Policy WDC13: Air Safeguarding	Replace by Policy DM2: Local Environment and Community Protection
Policy WDC14: Information in Support of Planning Applications	Delete
Policy WDC15: Reclamation and Aftercare	Replace by Policy DM12: Restoration, Aftercare and After-use
Policy WDC16: After-use	Replace by Policy DM12: Restoration, Aftercare and After-use
Policy WDC17: Planning Conditions	Delete
Policy WDC18: Planning Obligations	Delete
Waste Local Plan Policies	
Policy WLP 1 – Waste Minimisation	Delete
Policy WLP 7 – Assessment of Proposals	Replace by Policy DM2: Local Environment and Community Protection, Policy DM6: Soils, Policy DM7: Sites of Biodiversity/Geodiversity Interest Policy, DM8: Historic Environment, Policy DM9: Transportation by Road, and Policy DM10: Public Rights of Way
Policy WLP 15 – Waste Disposal Site for Household/Civic Amenity/Industrial/Commercial Wastes (New Site)	Delete
Policy WLP 19 – Disposal of Waste from Major Construction Projects	Replace by Policy W8: Waste Disposal

The policy of this Local Plan relating to the safeguarding of waste management facilities (Policy W9) has no relationship with any policies in the extant development plan. Therefore, this policy is not present in the above table.

GLOSSARY

Aftercare: An agreed programme of work designed to bring a restored mineral or waste site to a satisfactory standard for agriculture, amenity or nature conservation use. Normally imposed in the form of a planning condition once a site has been granted permission to operate.

After-use: The use to which a mineral or waste site is put to on completion of restoration and any aftercare provisions e.g. agriculture, forestry, amenity (including nature conservation). Planning permission will be required to develop more formal uses of land (e.g. change of use of land to create a leisure facility).

Aggregates: Materials used in construction work or as fill consisting of rock crushed by nature (sands and gravels) or crushed by man (quarried rock, such as limestone which is then crushed on site).

Alternative (Secondary) Aggregates: The re-use of construction materials e.g. from demolition or road maintenance or the use or reprocessing of waste materials from other industries such as power station ash or colliery spoil, to replace primary aggregates.

Ancient Woodland: An area of woodland which has had a continuous history of tree cover since at least 1600.

Apportionment: The County's share of aggregate provision.

Appropriate Assessment: A process required by the Habitats Directive 92/43/EEC- the Conservation of Natural Habitats and Wild Flora and Fauna to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity: Summarises the phrase biological diversity – the variety of life on earth around us (mammals, birds, reptiles, amphibians, fish, invertebrates, plants, fungi and microorganisms)

Biodiversity Action Plan (BAP): A strategy for conserving, restoring, enhancing and creating habitats of importance.

Borrow pit: A temporary mineral working to supply material for a specific construction project.

Coal Bed Methane: Clean coal technology and a potential long-term source of indigenous natural gas which can be extracted from underground coal seams.

C&I Waste (*Commercial and Industrial Waste*): Waste produced by commercial and industrial premises, including places such as factories and offices.

C&D Waste (*Construction and Demolition Waste*): Waste produced by the construction and demolition of houses, roads, factories etc.

Core Strategy: Sets out the key elements of the planning framework for the area, including a long term spatial vision, the spatial objectives, and the strategic policies to deliver that vision.

Development Framework: The terminology used for Local Plans before the introduction of the Localism Act 2011. A local development framework was the spatial planning strategy introduced by the Planning and Compulsory Purchase Act 2004. The Development Framework comprised a portfolio of development plan documents and other local development documents.

Development Management Policies: A suite of criteria-based policies which are required to ensure that all development within the area meets the vision and strategy set out in the core strategy.

Development Plan: Sets out policies and proposals for the development and use of land within the area of the application. The statutory development plan will be the starting point in the consideration of planning applications (Section 38(6) of the Planning and Compulsory Purchase Act 2004).

Development Plan Documents (DPD): The development plan documents which local planning authorities must prepare include a core strategy; generic development control policies; site specific allocations and policies (where relevant); and a policies map (with inset maps, where necessary). They may also include area action plans (AAP). A DPD may form one document covering a range of policy areas or a number of individual documents. They will be spatial planning documents subject to independent examination and will have 'development plan' status (please see the explanation of 'the development plan' above).

Exempt Sites: a site which undertakes low-risk activities which are considered to be easily controlled and only create low risks of pollution and can be regulated by the Environment Agency through an exemption rather than an environmental permit.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Hazardous Waste: Hazardous waste includes materials such as asbestos, oils, solvents, healthcare wastes and everyday items such as fluorescent tubes, televisions, computer monitors and scrap cars.

Inert Waste: Waste that is biologically, chemically and physically unreactive with the environment.

Key Diagram: Schematic diagram.

Landbank: A stock of planning permissions (permitted reserves) for the winning and working of minerals generally expressed in 'years worth of supply'.

Local Aggregate Assessment (LAA): A County Council produced document which sets out the current supply of, demand for, and needed provision of aggregates in Leicestershire.

Local Authority Collected Waste (LACW): principally, waste from households or recycling and household waste sites

Local Development Scheme (LDS): Describes the Local Development Documents which the authority intends to prepare and the timetable for their preparation.

Mineral Planning Authority (MPA): The Local Planning Authority responsible for overseeing all aspects of mineral operations. In the case of the County of Leicestershire, these powers rest with the County Council.

National Landscape Character Areas: areas that share similar landscape characteristics.

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

Permitted Reserves: Mineral reserves for which planning permission has been granted (usually expressed in million tonnes). The MPA will not release details of reserves for individual quarries or quarry operators to ensure 'commercial confidentiality'.

Planning and Compulsory Purchase Act 2004: The legislation that introduced the new development planning system. The Act commenced in September 2004.

Principal Urban Area: The continuous built up area of Leicester. It includes 13 settlements outside the city boundary.

Reclamation: The combined processes of restoration and aftercare following completion of mineral working.

Recovery: The management of waste by means other than disposal (principally landfill) and includes value recovery (recycling and so forth) and energy recovery. In this document the Council uses recovery to describe that fraction of the waste stream that is not reused, recycled or disposed of.

Recycled Aggregates: Aggregates produced from recycled construction and demolition wastes such as crushed concrete, road planings etc.

Reserves: Mineral deposits which have been tested to establish the quality and quantity of material present which could be economically and technically exploited. Permitted reserves are those with benefit of planning permission for extraction.

Restoration: The return of land following mineral extraction to an acceptable condition, whether for resumption of its former land use or for a new use.

Secondary (Alternative) Aggregates: Aggregates derived from by-products of the extractive industry, e.g. china/ball clay waste, colliery spoil, blast furnace slag, pulverised fuel ash, etc.

Sites of Special Scientific Interest (SSSIs): Sites that are notified and protected under the Wildlife and Countryside Act 1981 on account of their flora, fauna, geological or physiographical characteristics.

Special Area of Conservation (SAC): An SSSI considered being of international importance designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora.

Statement of Community Involvement (SCI): Statement of the local authority's proposed standards and approach to involving the local community and stakeholders in the preparation, alteration and review of all Local Development Documents and development control decisions.

Sterilisation: Where minerals cannot be extracted because of surface level development.

Strategic Environmental Assessment (SEA): The European SEA Directive requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment, including those in the field of planning and land use. Local authorities are advised to take an integrated approach towards Sustainability Appraisal and Strategic Environmental Assessment to avoid unnecessary duplication and confusion. Together they will play an important part in testing the soundness of Local Development Documents, ensuring that they contribute towards sustainable development.

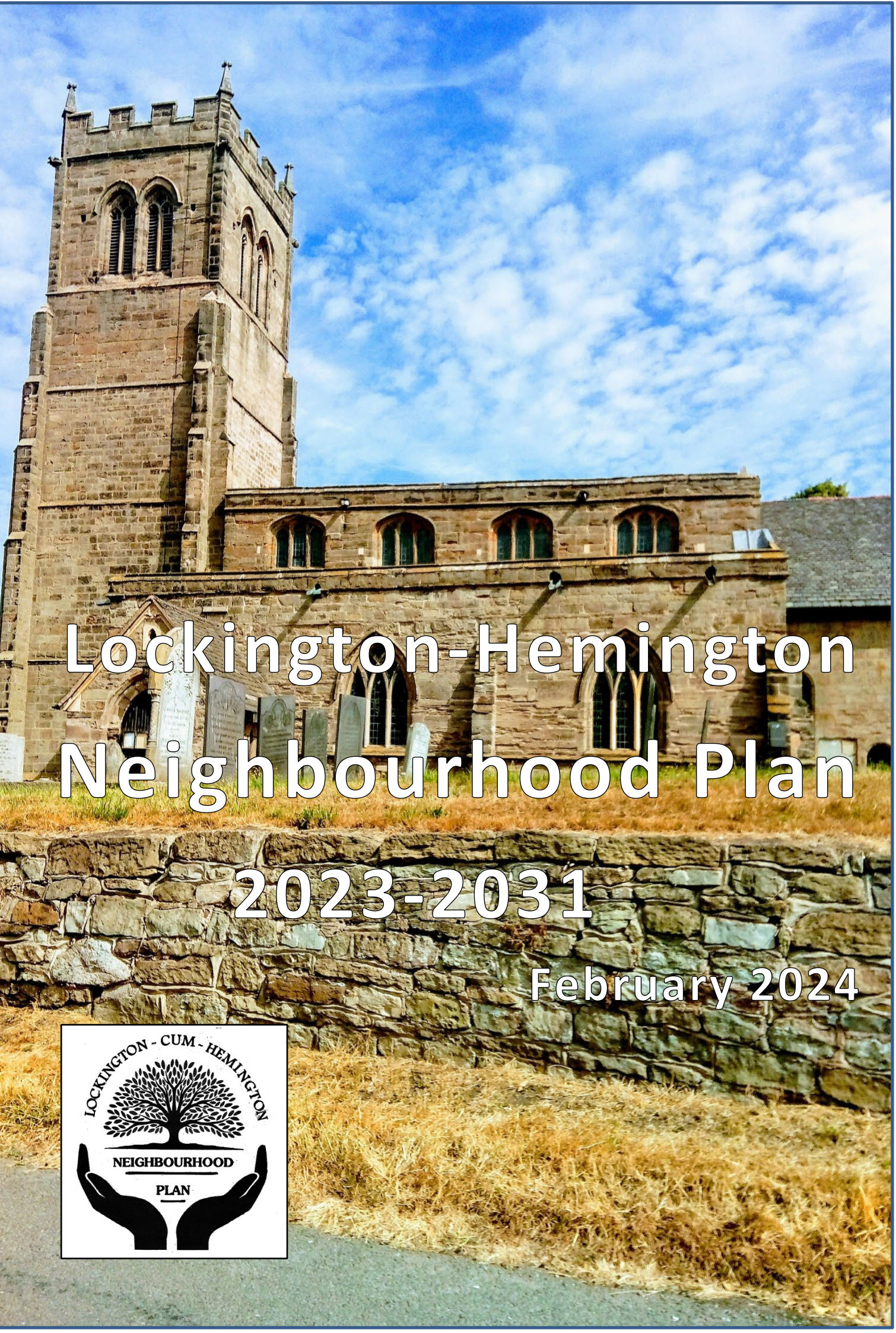
Sustainability Appraisal (SA): Local Planning Authorities are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of Sustainability Appraisal is similar to Strategic Environmental Assessment but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with Government policy, Leicestershire County Council will be producing a Sustainability Appraisal that incorporates a Strategic Environmental Assessment.

Sustainable Development: Resolution 24/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy *Securing the Future* set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. The policies in paragraphs 18 to 219 of the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Untreated Waste: Waste which has not entered a waste management facility.

Waste Needs Assessment: A County Council produced document which sets out the predicted waste arisings, capacity and shortfalls for Leicestershire.

Waste Planning Authority (WPA): The Local Planning Authority responsible for land-use planning control for waste management. In the case of the County of Leicestershire, these powers rest with the County Council.



Lockington-Hemington Neighbourhood Plan 2023-2031

February 2024

LOCKINGTON - CUM - HEMINGTON
NEIGHBOURHOOD PLAN

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NEIGHBOURHOOD
PLAN

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Foreword

1. Neighbourhood Planning was introduced by the Localism Act 2011 to give people the opportunity to shape the future development of their town or parish by creating a Neighbourhood Plan. In February 2021, the Parish Council took the decision to create a joint Neighbourhood Plan covering both villages. In March 2021 the Parish Council, as the Qualifying Body, applied to North West Leicestershire District Council for the designation of the whole of the Parish as the Neighbourhood Area. This was made on 5 May 2021 and work on the Lockington-Hemington Neighbourhood Plan began.

2. The Plan has been produced by an Advisory Committee, appointed by and reporting to the Parish Council, after careful consideration of many consultations and responses from the community and a wide variety of stakeholders. Detailed consideration has also been given to other sources including local survey information and higher-level planning policies and guidance.

3. This Neighbourhood Plan reflects community-wide observations, comments, concerns and aspirations about planning, development and related issues until 2031, the timescale covered by the North West Leicestershire District Council Local Plan. Our Plan has two audiences: the first is North West Leicestershire District Council's Planning Department and Planning Committee, who will ultimately use the policies contained within to help determine planning applications as they relate to Lockington-Hemington and the second is the communities of the villages who have contributed to the process of developing the Plan.

4. Because it is necessary for the Neighbourhood Plan to be understood by the local community, where district-wide policies are referenced, the actual policies are replicated in the text rather than merely referencing the policy source. It is hoped that by doing this, the document will be more transparent and accessible to all readers.

5. We are grateful to officers at the Local Authority and to the wider community for their involvement. Lockington-Hemington is an attractive and popular place in which to live, and the contribution from people who care about their community and want to make it better for generations to come is greatly appreciated.

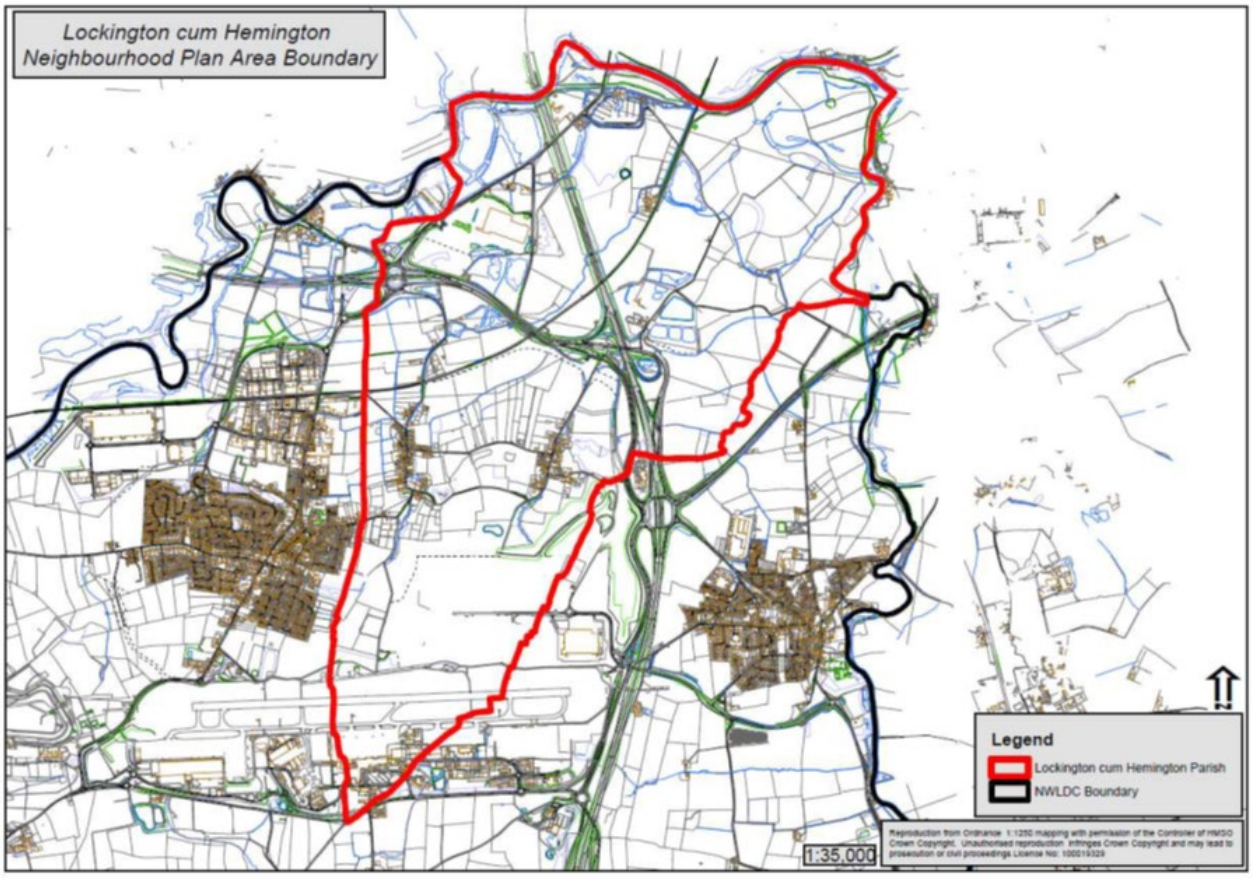
Neighbourhood Plan Advisory Committee, January 2024

1 About this Neighbourhood Plan

Background

6. Welcome to the Neighbourhood Plan ("the Plan") for the Parish of Lockington-Hemington.
7. The Plan has been drawn up and championed by an Advisory Committee made up of Parish Councillors and local residents working under the auspices of Lockington-Hemington Parish Council ('the Parish Council'), the Plan's Qualifying Body.
8. Neighbourhood Plans were introduced under the 2011 Localism Act. They are a new and powerful type of planning document which enables local communities to have a greater say and role in how their community will grow over the coming years.
9. As the Plain English Guide to the Localism Act 2011 states, "Instead of local people being told what to do, the Government thinks that local communities should have genuine opportunities to influence the future of the places where they live".
10. In preparing a Neighbourhood Plan, a community is not working from 'a blank piece of paper'. There are rules and regulations that must be followed in its preparation.
11. Based on strong evidence gathered from the consultation and statistical sources such as the 2011 Census and more recent demographic data, the Plan, once Made, forms part of the North West Leicestershire Development Plan, which also includes the Local Plan and the Minerals and Waste Local Plan for Leicestershire. The Neighbourhood Plan will be kept under review and may change over time in response to new and changing needs and requirements.
12. On 5 May 2021, North West Leicestershire District Council approved the Parish Council's application for designation as a Neighbourhood Plan area. The area to be covered by the Plan is defined by the Parish boundary (see Figure 1).

Figure 1



Why prepare a Neighbourhood Plan?

13. It was decided to produce a Neighbourhood Plan as the Parish Council wanted to play a much stronger role in shaping how the Parish develops.

14. When we started on the process of developing our Neighbourhood Plan, we knew it would have to consider a lot of unique features of our Parish. A look at the map immediately shows some of the challenges posed by our location over many decades.

15. The creation of the wartime airfield of RAF Castle Donington to the south in 1943, now East Midlands Airport, severed the roads connecting Lockington and Hemington to neighbouring villages. The re-alignment of the A6, the construction of the M1 and later the A50 dual carriageway, significantly changed the shape of the Parish to the east and north of the villages.

16. Most recently, the warehouse development between the villages and the airport has caused disruption during its construction with closure and diversion of roads and footpaths, and disturbance to local environmental features including habitats and waterways. Mitigation features are in place, including balancing ponds, landscaping and tree planting but it will take several years for them to be fully effective.

17. The latest challenge is the proposal by St Modwen to build more warehousing to the south of the A50, which was allowed at appeal in January 2023. Further afield, the racetrack at Donington

Park creates a significant noise signature, and both it and the Power Station at Ratcliffe-on-Soar affect local air quality.

18. The cumulative effect of all of these developments over many years has inevitably impacted negatively on the villages, in terms of traffic, noise, air quality, water quality, biodiversity, light pollution, accessibility. Nonetheless, what remains is still very attractive and the villages are valued as good places to live.

19. A Neighbourhood Plan provides the opportunity for the community to set out a vision and plan for how they want Lockington-Hemington to develop up to 2031 in ways that meet identified local need, make sense for local people and make the Parish an even better place to live and visit.

20. It enables the community to put in place planning policies that will help deliver an agreed vision for Lockington-Hemington. It provides the opportunity to specify in more detail what we expect from development in the Parish. Furthermore, unlike Parish plans or other kinds of documents that may be prepared by a community, a Neighbourhood Plan forms an integral part of the development plan for an area. This legal status means that it must be taken into account by North West Leicestershire District Council and other relevant bodies when considering planning decisions that may affect the Parish.

21. The Plan is for the Parish as a whole and covers the period 2023 to 2031. This timescale was purposely chosen so that it mirrors that of the North West Leicestershire Local Plan.

22. The Neighbourhood Plan Advisory Committee was fully established by the Parish Council and held its inaugural meeting on 7 July 2021. This group comprised both Parish Councillors and volunteers from the community. The Committee members were approved by the Parish Council and given the authority and responsibility to deliver the Plan. The Group worked hard to drive the process forward, assisted by YourLocale Neighbourhood Plan consultancy.

23. Theme Groups of local volunteers were formed through the process of delivering the Neighbourhood Plan to draw up policies that will inform and guide the future development within the Plan. They focused on the following Themes:

    - Housing and the Built Environment
    - The Natural and Historic and Social Environment
    - Community Sustainability issues

24. The groups were guided by facilitators provided by YourLocale. They reported back to the Advisory Committee, met regularly and gathered information to support the formation of the emerging Neighbourhood Plan policies. Much of the information, which supported the decisions and provided the evidence base, has been gleaned from the extensive research, consultation and local knowledge of the group members.

Lockington-Hemington Parish

Beginnings

25. The villages of Lockington and Hemington are first recorded in the Leicestershire Survey of 1125. Before this, at the time of the Domesday Book in 1085, the assets of Lockington, Hemington and Long Whatton were listed under those of Shepshed.

26. By the thirteenth century, Hemington was the location of the Meynell manor house, the remains of which are in the present day Hemington Hall. By the end of the sixteenth century, the manor house and its estate had been purchased by the Harpur family (later Harpur-Crewe) of Swarkestone who rebuilt the manor house, linking it with the Nunnery. When the Harpur-Crewe family moved to Calke Abbey in 1697, the Hall became a tenanted farmhouse and the Nunnery became a barn. The Harpur-Crewe family maintained a substantial estate within and around Hemington until the later part of the twentieth century.

27. From the late thirteenth century until the late 1530s nearly the whole of Lockington township and its two manors (Nether Hall and Over Hall) were possessed by the abbot and convent of Leicester. By 1576, the two manors had passed to the Bainbrigge family and in about 1688 Lockington Hall was built on the site of the Nether Hall.

Lockington Hall: the house as first built (engraving 1797)

28. The estate passed to the Storey family at the end of the eighteenth century, and the Reverend Philip Storey remodelled the house. The hall and estate were purchased in 1872 by Nathaniel Charles Curzon. He greatly extended the house, as well as constructing and updating farm buildings and cottages across the estate. In 1972 the estate was inherited by the present owner, Charles Coaker. The Hall was converted to office accommodation in 1974. The influence of the estate is evident by the former estate farms, with their buildings and their relationship with the surrounding agricultural landscape. The influence of the Lockington estate also extended into Hemington, where the estate built Hemington House in the early part of the nineteenth century.

29. Hemington was originally a chapelry in the Parish of Lockington but became a separate Parish in 1866. In 1938 they were joined again as the Parish of Lockington-cum-Hemington. The Hemington Conservation Area was designated in 1974, with the Lockington Conservation Area following in 1992.

Earlier Settlements

30. In 1994, an Early Bronze Age barrow cemetery was excavated near the present Junction 24A of the M1, before the construction of the A50 Derby Southern Bypass. Among the evidence recovered there was a spectacular group of items comprising two incomplete pottery vessels,

two gold armlets and a copper dagger, dated to around 2000 BC. This became known as the Lockington Gold Hoard and the armlets are now stored in the British Museum. Earlier surveys of an area just to the east of the Bronze Age site confirmed the presence of an Iron Age settlement, occupied around 100 BC, and a Roman villa occupied from the second to fourth century AD.

The Lockington Gold Hoard

Farms, Barns, and Trades

31. Until the second half of the twentieth century both villages had an agricultural based economy and the landscape around them, with its regular field boundaries, was largely determined by the enclosure of the lands (completed in the 1780s). The agricultural landscape surrounding the village is in both pastoral and arable use. The fields to the north and south of Hemington Lane/Lockington Lane show clear evidence of earlier farming methods, with medieval ridge and furrow features created by ploughing with oxen and horses.

32. Several of the remaining names of properties show their links to the farming heritage. These include Peggs Farmhouse in Hemington, Hall Farmhouse in Lockington, and several buildings with 'barn' connections. Other properties were sites of activities associated with the farms and estates, such as, in Lockington, the bakehouse at 13 Main Street, the smithy building at 39 Main Street, and the Lockington estate's former carpenter's store on Church Street (now part of Lodge Barn). In Hemington, community resources included the Three Horseshoes public house (closed in 1993, now residential) and the Former Methodist Chapel built in 1797 (converted to retail, now residential). The Jolly Sailor public house, built as a beer house in the 1700s, remains as a focal point of the village.

Churches

33. The Parish Church of St Nicholas in Lockington dates from the twelfth century and has additions from most periods from the Norman to the present day. The tower and large windows were added in the fifteenth century. The connections with the Bainbrigge, Storey and Curzon families of Lockington Hall are reflected by memorials to the families in the Church.

Hemington Church

34. Hemington Church was built in the late thirteenth century. It served as a private chapel to the manor house but was out of use by the end of the sixteenth century. The octagonal tower contained one large bell, believed to have been removed to Lockington church at some time and the tower collapsed in 1986.

The World Wars

35. The War Memorial in Hemington, unveiled in April 1921, commemorates the residents of Lockington and Hemington who were killed or missing in the two world wars, eight from the first and one from the second. Three of those who died in the First World War are buried in the churchyard at Lockington.
36. During the Second World War, in 1943, RAF Castle Donington and its airfield were constructed on the site of what is now East Midlands Airport. This development severed the road from Hemington to Diseworth leaving what is now a public footpath, Diseworth Lane, ending at the airport boundary.

The Brooks

37. Both villages have brooks running alongside their Main Streets, originating in the higher ground to the south of the villages and flowing towards the rivers to the north. The villages have been liable to occasional floods when the capacity of the brooks has been exceeded. One of the worst floods in Hemington occurred in 1929 when the water was so high that it poured between the houses and drowned several pigs.

Community Assets

38. Hemington School opened on 1st July 1878, with places for 120 children and an average attendance of 88. The school, now Hemington Primary School, continues to thrive with around 55 pupils from age 4 to 11 years. The Village Hall was built in 1935 and soon became the social hub of both villages, as the venue for dances, plays, a youth club, Women's Institute meetings and dancing classes. A sports field on the edge of Hemington is currently being extensively refurbished with a new pavilion under construction.

Roads and Footpaths

39. Dark Lane was the original route between the villages, linking the southern ends of the two Main Streets. In 1888, the present Hemington Lane/Lockington Lane was constructed by the Lockington estate in conjunction with the Harpur-Crewe estate of Hemington. The creation of the airfield in 1943, now East Midlands Airport, cut and diverted access routes to Diseworth to the south. The re-alignment of the A6 in 1936, the building of the M1 in 1965, and the A50

Derby Southern Bypass in 1994, changed the landscape to the north side of the Parish. More recently, the building of the East Midlands Gateway warehouse site and Rail Freight Interchange have closed the access from Church Street Lockington to Kegworth. Footpaths and bridleways have been re-routed and new paths have been created.

Demographic data

40. 2011, the largest proportion of the population were aged 45-64, followed by those aged 25-44. Looking to 2020, the greatest proportion of the population remain aged 45-64, although to a greater extent than 2011, followed by those aged 65-84. The proportion of the youngest households fell, along with a significant decline in the proportion of individuals aged 25-44, perhaps indicative of a decline in families.

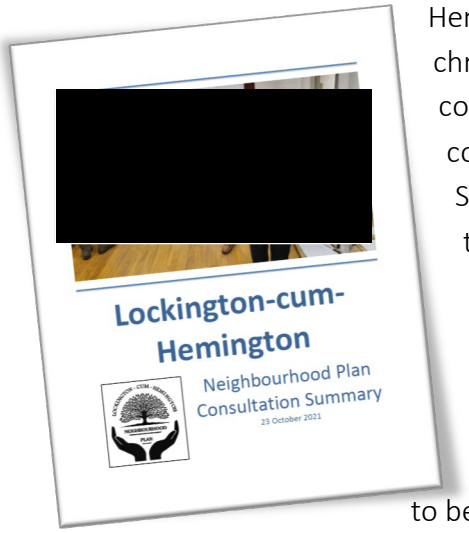
41. Population growth over the plan period is expected to be driven by the oldest households, with households with a household reference person aged 65 and over expected to grow by 70% between 2011 and 2031. This would mean that in 2031, households in this age category would account for 29.3% of households, compared to 22.6% in 2011.

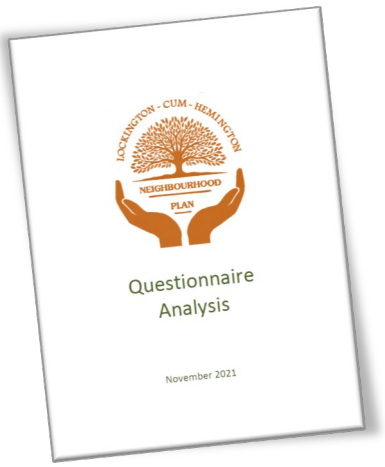
42. In 2011 the proportion of the population aged 44 and under in Lockington-Hemington was below both district and national levels, most notably in the 16-24 age category. The proportion of individuals aged 45-64 in the Neighbourhood Area was significantly above the proportion across both North West Leicestershire and England. There was a slightly smaller proportion of individuals in the oldest age category in the NA.

43. Under-occupancy is relatively common in Lockington-Hemington, with approximately two thirds of households living in a home with at least one extra bedroom compared to their household size. This is most common in family households aged 65+, at 83.4% under-occupancy. This indicates that larger dwellings in the Neighbourhood Area may be occupied by older households that have been unable (or unwilling) to downsize into smaller dwellings, which would in turn free up mid-sized and larger dwellings for families.

2 The Consultation Process

45. The Neighbourhood Plan Advisory Committee's mandate was to drive the process, consult with the local community, gather evidence to support emerging policies and prepare the Plan for consideration and ultimately approval by Lockington-Hemington Parish Council. A detailed chronology of the approach to consultation and the outcomes is contained within the Consultation Statement that will be included with the Submission Neighbourhood Plan.



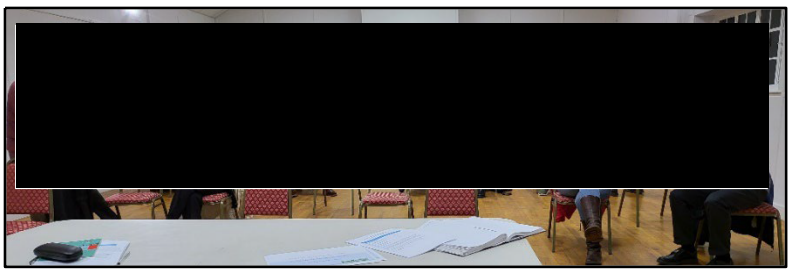


46. A community questionnaire produced in November 2021 represented the comments of 75 residents of the Parish, a return of 10% of the adult electorate, and around 20% of households. This helped to identify some of the key issues that would need to be addressed through the Neighbourhood Plan.

47. The Advisory Committee also gathered statistical information about the Parish from a range of sources to provide a body of evidence on which to base the Plan's emerging Policies.

48. An open event took place on 23 October 2021 which was attended by 36 residents. This provided an opportunity for people to comment about what should be included in the Neighbourhood Plan and to explain the process.

49. From February 2022 onwards, 'Theme Groups' were formed of members of the Advisory Committee along with other residents and stakeholders. The groups met over the following 6 months or so and gathered the evidence needed to progress ideas and to formulate policies.



50. These groups undertook a range of work including field surveys and data analysis to build the content of the Neighbourhood Plan and to ensure that the evidence gathered was robust.

51. The Neighbourhood Plan was developed from these discussions, from all the other consultations and interviews conducted by members of the Advisory Committee and from research and evidence collected.

52. A further consultation event was held in November 2022 to share the policies with the community.

3. A Plan for Lockington-Hemington Parish

53. The policies of the Lockington-Hemington Neighbourhood Plan are set within the context of the plan-making framework for England. The scope and content of the Lockington-Hemington Neighbourhood Plan has been shaped by the priorities and aspirations of the local community, led by the Parish Council's Neighbourhood Planning Advisory Committee. This Plan covers the period up to 2031.

54. In drawing up this Plan, the following vision and objectives have been prepared:

A Vision for 2031

55. Our vision for the Parish of Lockington-cum-Hemington is to maintain and enhance the good quality of life, community spirit and natural and built environment in the Parish and its villages, now and for future generations.

Objectives

The vision will be achieved by:

- Providing a balanced range of housing choices which meet the diverse needs of all generations by increasing the supply of smaller homes and homes for elderly 'down-sizers';
- Encouraging high-quality design reflecting the rural character of the villages;
- Protecting and improving the provision of current facilities and assets which contribute to a vibrant community spirit (e.g. Village Hall, Pub, Church);
- Promoting the development of new community facilities which enhance and enrich community life;
- Safeguarding the most valued and 'special' open spaces in the Parish from inappropriate development;
- Enhancing the biodiversity characteristics of the Parish;
- Supporting development that respects the character of neighbouring properties and preserves the rural aspect of the villages providing a strong 'sense of place';
- Ensuring that the villages keep pace with technological advancements that will support employment opportunities;
- Making sure that all listed buildings and any identified community or environmental heritage 'assets' are protected and improved.

Planning Context

56. The procedure for the making of a Neighbourhood Plan is prescribed within the Neighbourhood Planning (General) Regulations 2012. The Regulations have informed the preparation of policies for the Lockington-Hemington Neighbourhood Plan, in particular ensuring that the Neighbourhood Plan:

    - Contributes to the achievement of sustainable development.
    - Is in general conformity with the strategic policies of the North West Leicestershire Local Plan and Leicestershire Minerals and Waste Local Plan and has regard for the policies contained within the National Planning Policy Framework (NPPF) 2021 as well as meeting a range of EU obligations.

Sustainable Development in Lockington-Hemington

57. A definition of sustainable development is provided within the NPPF. It describes three dimensions to sustainable development and that these dimensions give rise to the need for planning to perform a number of roles:

An economic role

58. Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.

59. The community of Lockington-Hemington is primarily residential, but there is a strong desire to safeguard its employment locations, including the farming community. We therefore wish to retain the current level of employment and develop it further where possible and appropriate.

A social role

60. Supporting strong, vibrant and healthy communities, by promoting the supply of housing required to meet the needs of present and future generations and by creating a high-quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

61. The Lockington-Hemington Neighbourhood Plan does not anticipate more than limited and proportionate residential development over the lifetime of the Neighbourhood Plan. It seeks to ensure that any new housing delivers a mix of housing types to meet the needs of present and future generations and supports the community's health as well as its social and cultural wellbeing. The provision of bungalows for older people as well as some smaller and more affordable homes would be welcome. We are also seeking to support and enhance existing community facilities and to improve services for younger people.

An environmental role

62. Contributing to protecting and enhancing our natural, built and historic environment. As part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including supporting the move to a low carbon economy. In order to protect and enhance our natural, built and historic environment, we are seeking to ensure that:

- Special open spaces within the Neighbourhood Area are protected from development, to protect the village identity and retain the rural nature of its surroundings;
- Development preserves and contributes to the attractive local countryside including replacement of any natural boundaries lost, improvement of existing hedging and encouraging new planting;
- Development recognises the need to protect and, where possible, improve biodiversity and important habitats and includes adding hedging to boundaries of new developments.

4. Housing and the Built Environment

Housing Provision

63. The NWLDC Local Plan was adopted in November 2017, using the Housing and Economic Development Needs Assessment (HEDNA) report as its base for calculating need. The Plan notes that the agreed housing need between 2011 and 2031 is for a district-wide provision of 9,620 dwellings. The Local plan is in the early stages of being reviewed. It will go through until 2040, but is at too early a stage to influence the policies in this Neighbourhood Plan.

64. The Local Plan establishes a hierarchy of settlements to help to determine the most appropriate locations for development. On the basis of this hierarchy, both villages of Lockington and Hemington are classified as small villages. The Local Plan describes Small Villages as 'Settlements with very limited services and where development will be restricted to conversions of existing buildings or the redevelopment of previously developed land (as defined in the NPPF) or affordable housing in accordance with Policy H5 (Rural Exceptions Sites for Affordable Housing). The Local Plan goes on to say that these settlements 'have very few services and facilities. Development in these locations would inevitably require the use of private vehicles to access services and facilities. Such an approach is at odds with the aim of the NPPF and so is inappropriate'.

65. There is no specific housing requirement for the Parish of Lockington-Hemington in the adopted Local Plan.

66. NWLDC Officers were approached to indicate a housing requirement for the Parish through the Plan period. Whichever calculation that was provided is used, the remaining requirement is small (or very small) and does not merit a specific site allocation. The information supplied by NWLDC is available as Appendix 2.

67. There are no available sites for Lockington-Hemington in the NWLDC Strategic Housing and Economic Land Availability Assessment (2021).

68. The Advisory Committee considered this situation carefully and decided that in view of the limited housing need in the Parish through the Plan period and in the absence of development options, it would not allocate a site in the Neighbourhood Plan and instead rely on the policies in the Local Plan alongside the policies in this Neighbourhood Plan to shape the very limited development that is likely to take place in the Parish up to 2031.

69. For similar reasons, the Advisory Committee decided after careful consideration not to introduce Settlement Boundaries for the villages of Lockington and Hemington.

70. In historical terms rural communities have often been protected by the designation of a village envelope (or settlement boundary) adopted in a statutory Local Plan.

71. Settlement boundaries were established by NWLDC in order to clarify where new development activity is best located. They are used to define the extent of a built-up part of a settlement and distinguish between areas where, in planning terms, development would be acceptable in principle, such as in the main settlements, and where it would not be acceptable, generally in the least sustainable locations such as in the open countryside. Such unfettered and/or unsustainable growth would risk ribbon or piecemeal development and the merging of distinct settlements to the detriment of the community and visual amenity of the built-up area.

72. However, the Local Plan does not designate Settlement Boundaries for either Lockington or Hemington.

73. In statutory planning terms, land outside a defined Settlement Boundary, including any individual or small groups of buildings and/or small settlements, is treated as countryside. It is national and local planning policy that development in the countryside should be carefully controlled. It should only be allowed where it is appropriate to a rural location, such as for the purposes of agriculture, including farm diversification, or if needed for sport and recreation uses or for affordable housing. The villages of Lockington and Hemington are therefore currently classed as 'countryside'. This approach to development in the Parish is supported by the Neighbourhood Plan.

Housing Mix

74. Based on the 2011 Census, home ownership levels are high with around 78% of households owning their homes outright or with a mortgage or loan. This is higher than the district (72%), regional (67%) and national (63%) rates. Around 6% of households live in affordable housing which was lower than the district (14%), regional (16%) and national (18%) rates.

75. Around 9% of households live in houses with five or more bedrooms which is higher than the district/England (5%) and regional (4%) averages.

76. There is evidence of some under occupancy in the local area (having more bedrooms than the notional number recommended by the bedroom standard). Analysis of the 2011 Census shows that around 37% of all occupied households in Lockington-Hemington have two or more spare bedrooms and around 30% have one spare bedroom. Under occupancy in the local area is particularly evident in larger properties with around 35% of households with 4 or more bedrooms occupied by just one or two people.

77. Older people (aged 65+) accounted for 17% of total residents which was close to the district, region and England as a whole rates. The Census data suggests evidence of an ageing population with the number of people aged 65 and over increasing by 93% (68 residents) between 2001 and 2011. Over 65s represented 13% of total population in 2001 compared with 17% by 2011. More recent small area population estimates suggest the number of residents in the Parish rose by 2% between 2011 and 2019. The number of older people has continued to increase, rising

by 34% during the same period. Furthermore, research shows the number of older people will grow significantly in the future and relative growth will be highest in older cohorts. Latest available population projections suggest that NW Leics's 65 plus age group is forecast to grow by around 60% between 2018 and 2038. The median age of people living in the local area was 45 which was older than the district (42), region (40) and England (39) rates.

78. A more detailed breakdown of age bands reveals that at the time of the 2011 Census, Lockington-Hemington had a higher-than-average representation of residents aged between 40 and 69. It had a lower share of people aged been 20 and 29 which may reflect lack of affordable and suitable accommodation for young people entering the housing market.

79. A Housing Needs Report was commissioned in 2022 (Appendix 1). This concluded that the future housing mix should be predominantly 3-bed dwellings. The report also noted that there are fewer bungalows in the Parish than across the District as a whole and that there is a growing elderly population.

80. At the Open Event held in October 2021, the main theme to emerge was that in the event of any development a significant need would be for a greater level and range of housing to be available for young people and young families …"as this keeps the village functioning into the future". Respondents called variously for smaller, low-cost homes sympathetic to village style and with off road parking.

81. In the community questionnaire from November 2021, there was significant support (91% of respondents) for the conversion of existing buildings. 63% of those responding supported the redevelopment of previously developed land. 63% supported broader development - 48% supporting smaller houses of 1-3 bedrooms, which was the only form of development where more people supported the development than opposed it.

POLICY H1: HOUSING MIX - New development should provide for a mixture of housing types as evidenced in the neighbourhood Plan Housing Needs Assessment 2022 (Appendix 1) or more recent documents updating this report. The predominant need is for three-bed dwellings; also for bungalows and smaller dwellings suitable for young families.

Design Quality

82. The Parish of Lockington-Hemington has a long and interesting history, resulting in a wide array of heritage assets, attractive landscapes and a distinctive local character. This is reflected in the designation of Conservation Areas in both villages. Within the Lockington Conservation Area a number of properties have been included under a Town and Country Planning Order Article 4(2) direction by North West Leicestershire District Council (Letter Reference ADH/adh/LKart4(2) dated 22 October 2001). The effect of this is that a planning application may be required for development that would otherwise have been permitted development.

83. The biggest challenge facing the future of the Parish is to balance the desire to protect the character of the built-up area with the need for it evolve in a sensitive and proportionate manner in order to sustain the community and its facilities.

84. The NPPF (2021) notes that development that is not well designed should be refused, especially where it fails to reflect local design policies.

85. The Policy and design guide highlighted in this section seek to reflect the design principles which the community believes will help to achieve this aim. They reflect the outcome of work commissioned and led by a small group of people within the Housing Theme Group. The overall aim is to protect the Parish of Lockington-Hemington to retain its character within a unique and distinctive Parish. This can be achieved by the use of the planning system to respond sensitively to the wide range of historic buildings, structures, landscapes and archaeology situated within the Parish. These assets form many of the key characteristics of the Parish, and future development should seek to enhance, reinforce and preserve this distinctive historic environment.

86. New development proposals should be designed sensitively to sit within the distinctive settlement patterns of Lockington and Hemington villages. Existing settlement patterns have grown incrementally over time. The buildings date from many different periods, providing a richness and variety of styles and materials. This traditional rural character should be enhanced by new development and schemes should be designed to ensure that new buildings sit comfortably within the existing settlement pattern and are respectful of their surroundings.

87. The community consider it to be important that new residential development is of the highest standard to ensure that it is in keeping with the residential properties already in the village. It is not considered necessary to have a uniform series of properties that all look the same, rather to ensure that new developments respect the features of buildings which make the Parish a desirable place in which to live.

88. The high-quality built environment should be maintained and enhanced, particularly where schemes are located within or in close proximity to the Conservation Areas. New designs should respond in a positive way to the local character through careful and appropriate use of high-quality materials and detail. Proposals should also demonstrate consideration of height, scale and massing, to ensure that new development delivers a positive contribution to the street scene and adds value to the distinctive character of the area.

89. The proposed location of any development should not adversely affect any of the Local Green Spaces or community-defined open spaces within the Parish and show concern for bio-diversity features that make a strong contribution to the overall character and physical form of the Parish.

90. A detailed ‘design guidelines and codes’ report has been produced for the Neighbourhood Area. It is important that the contents of this report are taken into account with any development

within Lockington-Hemington. If development proposals do not take this document into account, it is expected that full justification is provided within the planning application.

91. New development proposals should be designed sensitively to ensure that the high-quality built environment of the Neighbourhood Area is maintained and enhanced. New designs should respond in a positive way to the local character through careful and appropriate use of high-quality materials and detail. Proposals should also demonstrate consideration of height, scale and massing, to ensure that new development delivers a positive contribution to the street scene and adds value to the distinctive character of the Neighbourhood Area.

POLICY H2: DESIGN QUALITY - All commercial and residential development proposals should demonstrate a high quality of design, layout and use of materials which make a positive contribution to the special character of the Neighbourhood Area.

Any new development application should make specific reference to how the design guide and codes (as detailed in Appendix 3) has been taken into account in the design proposals. New development should seek to contribute to and enhance the existing character.

Affordable housing

92. The NPPF (2021) defines affordable housing as 'housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)'. The definition goes on to list different types including affordable housing for rent (including social rent); starter homes, (subsequently replaced with First Homes), discounted market sale housing and other affordable housing routes to home ownership.

93. NWLDC Local Plan policy H5 supports the aim of securing the provision of more affordable housing in rural areas to meet the needs of local communities through Rural Exceptions Sites for Affordable Housing. Rural Exceptions Sites deliver housing as an 'exception' to other policies in the development plan which otherwise restrict development. Traditionally, Rural Exception Sites are developed next to villages and small settlements and often in areas defined as 'open countryside'.

94. House prices are high locally. The latest housing affordability data for England Wales shows that on average, full-time workers could expect to pay an estimated 7.8 times their annual workplace-based earnings on purchasing a home in 2019.

95. The housing affordability gap continues to widen between the most and least affordable areas. In North West Leicestershire, the gap narrowed by 0.2 points between 2018 and 2019. However, the affordability gap has widened over time with average house prices estimated at being 6.8 times workplace-based average annual earnings in 2019 compared with 4.6 times in 2002.

96. Workplace-based earnings are not available at parish level but as the average house price in Lockington-Hemington continues to be above the district and national is above the district and national rates it is also presumed the affordability gap continues to widen.

97. In the Lockington-Hemington area in 2016 a low to mid-priced property cost on average £161,000 (ONS data). Assuming a 15% deposit, those entering the property market in the area would require a household income of £30,441 (£26,444 E&W average) and savings of £26,870 which is a challenge for many households.

98. Home ownership is dominant in Lockington-Hemington and affordable properties may be difficult to access for people on low incomes. Affordable dwellings stand at 5.9% of the housing stock, compared to over 15% across NWLDC as a whole. There was no affordable housing for sale recorded in the Parish at the 2011 Census.

99. A Housing Needs Assessment undertaken in 2022 (Appendix 1) recommended a First Homes discount of 40% to make them affordable locally.

POLICY H3: AFFORDABLE HOUSING PROVISION - To meet identified needs within the community, the provision of high-quality affordable housing through an exception site will be supported where the following criteria are met:

a) The site is adjacent to the built-up areas of Lockington and Hemington;

b) The type and scale of affordable housing is justified by evidence of need from a local housing needs survey. If First Homes are provided, the discount should be 40%, subject to viability.

c) Planning obligations will be used to ensure that the affordable housing is available in perpetuity for people with a local connection to the Plan area; and

d) The development consists entirely of affordable housing or is for a mixed-tenure scheme where an element of market housing is essential to the delivery of the affordable housing. The market housing must be the minimum necessary to make the scheme viable and be of a type and size that will meet a specific locally identified housing need.

Windfall sites

100. Windfall sites are small infill or redevelopment sites that come forward unexpectedly, and which have not been specifically identified for new housing in a planning document. These sites often comprise redundant or vacant buildings including barns, or a gap between existing properties in a built-up street scene.

101. Such sites have made a small but regular contribution towards the housing supply in the Parish for a considerable time. It is expected that windfalls will continue to make a small contribution to housing provision in the Parish up to 2031.

POLICY H4: WINDFALL SITES – Small scale residential development proposals within the built-up area will be supported where it is restricted to the conversion of existing buildings or the reuse of previously developed land in line with Local Plan Policy S2. Development should:

a. Help to meet the identified housing requirement for Lockington-Hemington in terms of housing mix

b. Reflect the character and historic context of existing developments.
c. Retain existing important natural boundaries such as trees, hedges and streams.
d. Provide for a safe vehicular and pedestrian access to the site and any traffic generation and parking impact created does not result in an unacceptable direct or cumulative impact on congestion or road and pedestrian safety unless appropriate mitigation measures are undertaken.
e. Not result in an unacceptable loss of garden space or amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise.

5. The Natural, Historical and Social Environment

The environment and sustainable development

102. This chapter of the Neighbourhood Plan deals mainly with the *environmental* agenda of *sustainable development*, together with open spaces of community value in the *social* agenda, as described in the *NPPF* (2021), page 5 and paragraph 11. It also deals with broader environmental issues of concern to the community, including protection and enhancement of biodiversity, planning for resilience to climate change, and approaches to renewable energy generation.

103. Care was taken during preparation of the Plan to ensure that the policies (and the sites and areas of environmental significance covered by them) were not unduly restrictive on development during the Plan's lifetime. Of the remaining area of open and currently undeveloped land in the Parish, some 15% is protected through the Neighbourhood Plan's policies, and the planning system generally, from potential environmentally damaging development:

1. Total area of Neighbourhood Plan Area	c.1375 ha
2. Open and undeveloped land (including old quarries)	c.890 ha
3. Area designated or recognised for environmental reasons in this Plan	c.140 ha

104. Neighbourhood Plans, as part of the English planning hierarchy, are required to deliver sustainable development by balancing the requirement for appropriate *economic* development in their Plan Area against the value of *environmental* and *social* features that are both special – appreciated, in their own right and as community assets, by local people – and significant for their wildlife and history. The policies in the Lockington-Hemington Neighbourhood Plan do this, but in a Plan Area where (as residents argue with strong justification) there has been a presumption in recent decades in favour of the NPPF's *economic* (effectively growth) agenda, with some 460 ha of the 1375 ha (33%) of the Plan Area now occupied by large-scale, strategic, infrastructural and commercial development. While at a regional or national scale this might count as part of balanced, sustainable development, at the Neighbourhood Plan scale it is clearly disproportionate. There have been significant losses of biodiversity, heritage assets, water quality, views, landscape character and amenity in parallel with increased noise, flood risk and pollution risk as a result of these developments. All future development proposals in Lockington-Hemington should take the present unbalanced situation into account while being rigorously scrutinised for environmental and social harms.

POLICY ENV 1: SUSTAINABLE DEVELOPMENT – Development proposals will help deliver the objectives for sustainability as set out in Section 2 of the NPPF. In taking decisions on applications, account will be taken of past contributions to the economic objective and to countryside policy that is to be applied as set out in Policy S3 of the Local Plan.

Environmental background

Geology, landscape and setting

105. The whole Plan Area is underlain at depth by rocks of Triassic age (250 to 200 million years old), but the surface ('superficial') geology consists of mostly unconsolidated sediments laid down during and since the Ice Ages (3 million years ago to the present; see figure 2). The south half is an area of clay, silt, sand, gravel and boulder beds – a remnant of a much more extensive sheet of glacial till (sediments transported and dumped by ice sheets) after erosion removed the parts to east and north. In the east and north, inter- and post-glacial rivers of a scale and appearance like the vast braided valleys of Arctic Canada today flooded across and meandered through what would become the Soar and Trent valley floodplains. The sediments left by these rivers are the sand and gravel beds that provided construction aggregate to the nation for 50 years after WW2.

Figures 2 and 3: Geology (left) and topography of the Plan Area.
Geological map adapted from British Geological Survey online mapping
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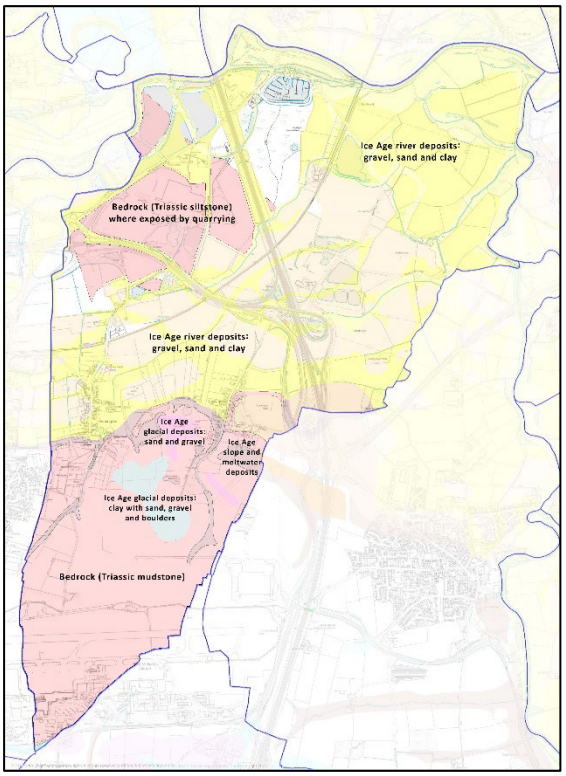
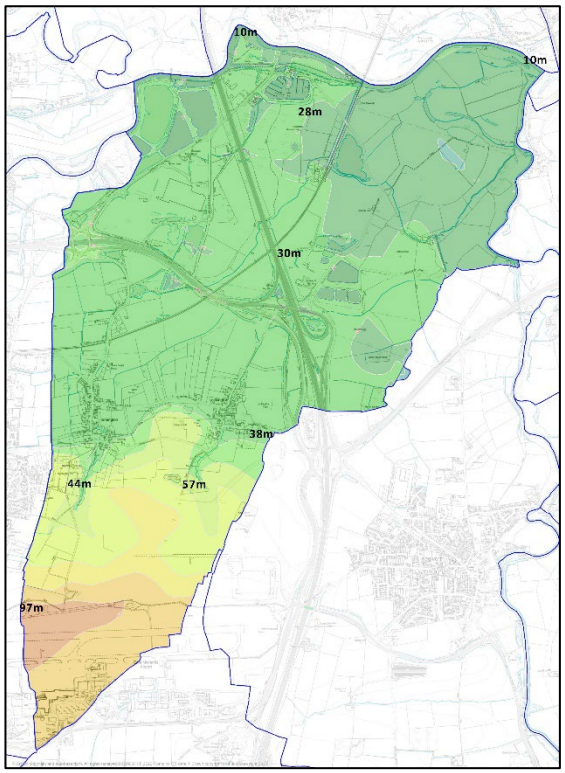




106. The landscape of the Plan Area (figure 3) is heavily influenced by its location on the south side of the Trent valley, a major national topographic feature at a point where two natural routeways across England (west-east, southwest-northeast) meet. The lowest point – at the confluence of the two rivers – is only 10 metres above sea level. More than half of the Plan Area is in the associated floodplain, and this part rises only a few metres from north to south. But the villages themselves were established, by their founders 1500 years or more ago, on the lowest valley terrace, with access to the marshes – a source of wild food and natural building materials – but out of reach of flooding. Moreover, the terrace's subsoils are sand and gravel, ensuring both dry footings for buildings and a supply of fresh water

from springs on the side of nearby Daleacre Hill. From here to the southern edge of the Plan Area, the land rises quite steeply toward Charnwood Forest, reaching 90 metres elevation in the far southwest. This difference in height, although relatively modest, provides unobstructed panoramic views from Daleacre Hill and other high points right across the Parish and the Trent valley (and into Derbyshire/Nottinghamshire).

107. In medieval and early modern times, roads following the major routeways mentioned above clung to the same terraces above the edge of the marshes. Both villages were part of this early network of settlements, cart tracks and paths, and they prospered modestly under the medieval manorial system of land ownership and agriculture. The modern villages are only slightly altered from their layouts and extents in the 18th century, when the Loughborough to Derby (via Cavendish Bridge) turnpike passed to the east of Lockington Hall.

108. During the 20th and 21st centuries most of the Plan Area was radically changed, again due to its location beside the Trent/Soar floodplain and routeway. The sand and gravel deposits that form the floor of the valley were extensively quarried, while more recently national strategic transport and distribution networks have, with some logic, been located here in the Derby-Leicester- Nottingham triangle.

109. Although assailed on all sides by these modern developments, Lockington and Hemington, their churches and manor houses, and the fields around them, have survived as a hidden, almost secret, enclave of 'traditional' English countryside. Residents wish to retain the villages' unique character as part of the national framework's objective of sustainable development.

Historical environment

110. Archaeological discoveries show that people have been here since the Bronze Age and through later prehistoric and Roman periods. But the present settlements of Lockington and Hemington date from the 'Dark Ages' following the end of the Roman Empire occupation, when immigrants from mainland Europe moved into territories where indigenous people already lived in scattered homesteads. Larger 'nucleated' settlements, each with their surrounding communal field systems, were established. Both Hemington and Lockington are likely to have been named after their Anglo- Saxon founders (or head men).

HISTORY FROM PLACE-NAMES

Lockington

'Farm/settlement connected with Loc/Loca' or perhaps 'farm/settlement at/called Locing' (= 'the enclosure place')

Elements and their meanings

Loca (Old English) personal name

[OR perhaps *loc* Old English) A lock, a bolt; a fold]

-ing (Old English) Place-name forming suffix

-ingtūn (Old English) a settlement called after, or connected with . . . [tūn = (Old English) an enclosure; a farmstead; a village; an estate]

Hemington

'Farm/settlement connected with Hemma'

Elements and their meanings

Hemma (Old English) personal name

> *-ingtūn* (Old English) A settlement called after, or connected with . . . [tūn = (Old English) an enclosure; a farmstead; a village; an estate]
> *SOURCE: Key to English place names, University of Nottingham*

111. By the 13th century Hemington was owned by the Meynell family; their manor house (remains of which survive) and the fields of the estate were purchased by the Harpur (later Harpur-Crewe) family. The Harpur-Crewes moved to Calke in 1697; the house became a tenanted farmhouse and the nunnery a barn. Lockington township (two manors) was owned in the 13th century by Leicester Abbey. By 1588 both manors had passed to the Bainbrigge family (builders of Lockington Hall), and then through the Storey, Curzon and related families to the present. Much of Hemington's farmland passed into the Lockington estate during this period. Ridge and furrow field patterns from the medieval period, the ornamental grounds of Lockington Hall and the distinctive 'arts and crafts' style estate buildings of the late 19th century are important historic environment legacies of these families' influence on the Plan Area.

112. Local residents are aware that, unfortunately, the Plan Area has lost much of its historic landscape and the sites and features that characterised it. Of its total area of 1375 hectares, 750 ha in the north has been quarried or is under road and railway infrastructure, and 140 ha in the south has been levelled to create East Midlands Gateway logistics park and East Midlands Airport. The sand and gravel extraction and strategic developments were generally preceded by 'rescue' archaeological investigations; the results are recorded in the Historic England and Leicestershire Historic Environment Record (HER) databases. Of the 133 recorded HER sites and features of archaeological/historical significance (including the find-site of the nationally important Lockington Bronze Age gold hoard), only five sites, and the small areas of medieval village remains and ridge and furrow close to Lockington and Hemington, survive in a condition (with visible features or proven buried archaeology) to be relevant to planning decision-making. Residents are determined that what remains of the Plan Area's distinctive archaeology and historic landscape should be protected in future, through careful scrutinization of all development proposals for potential damage to, or loss of, historic environment sites and features.

Natural environment

113. Unlike most other 'rural' parishes in Leicestershire, where the whole area outside the settlements is more or less intensive modern farmland with pockets of higher biodiversity, Lockington-Hemington has three distinctly different parts from a natural environment point of view:

a) Trent washlands: the floodplain: marshes and farmland in early medieval times, drained in the 14th-19th centuries, quarried for sand and gravel in the 20th; the worked-out pits have been restored (infilled), or left to nature. A mixture of arable fields, floodplain pasture, lakes, ditches, marshes, naturally regenerated wet woodland, etc. High (up to national level) biodiversity value.
b) Fairly 'traditional' mixed countryside: a mix of arable and pastoral, small woodlands, hedgerows, ornamental parkland and gardens in and around the two villages. Moderate, locally high, biodiversity value.

c) Commercial developments and transport infrastructure areas: where not built over, mainly managed grass with some small, protected woodland and scrub sites, wetland (mainly impermanent) and areas sown with wildflower/grass mix. Potential for habitat creation, but currently of only low or moderate biodiversity value.

Existing environmental designations

114. The Plan Area is in National Character Areas *70 Melbourne Parklands* and *69 Trent Valley Washland* (NCAs are defined and characterised by Natural England for planning purposes). Landscape Character Types mapped for the East Midlands Region Landscape Character Assessment (2010, also Natural England) occurring in the Plan Area are *5b Wooded village farmlands* and *3a Floodplain valleys*.

115. In the natural environment there is one SSSI (in two parts) and some 23 areas of *Priority Habitat* (defined by Natural England), together with 96 validated and 12 historic Local Wildlife Sites (LWS) in the Leicestershire and Rutland Environmental Records Centre database. It was noted during preparation of this Plan that some 23 of the validated and historic LWSs were either destroyed or reduced in area by the construction of Gateway Logistics Park; although the landscaping for this development has incorporated some biodiversity enhancements (tree planting, grassland, etc.); these are not subject to post-2021 biodiversity net gain requirements.

116. In the historical environment there are four Scheduled Monuments, 26 Listed Buildings and 133 further sites and features of historical environment significance (Leicestershire Historic Environment Records; see 'Historical Environment', above); of the 133 only five of relevance to Neighbourhood Plan policies survive.

Environmental inventory

117. An environmental inventory (Appendix 4) of Lockington-Hemington was compiled in support of the environmental designations and policies in this Plan between March and July 2022. The work comprised two elements:

- Review of all existing designations and other available information in the public domain and
- Fieldwork to identify and confirm environmentally significant (in the context of the Plan Area) sites and features.

118. The review compiled information from many sources, including DEFRA, Natural England, Historic England, Leicestershire Historic Environment Records, Leicestershire Environmental Record Centre (habitats, species and designations), North West Leicestershire Council, Environment Agency, British Geological Survey, old maps (Ordnance Survey, archive), local history and archaeology, publications and local knowledge. The fieldwork was combined with local desk studies to review all open and currently undeveloped land in the Plan Area. Significant species, habitats, public open spaces, landscape characteristics, earthworks and other extant heritage features, views and viewpoints were checked and recorded.

119. These data, along with all relevant site-specific information from the existing information review, were mapped and tabulated, and every site of local environmental significance was evaluated using a system (Appendix 4) based on the seven criteria for Local Green Space selection in the *NPPF (*2021).

Local Green Spaces

120. Of the approximately 215 inventoried parcels of open land in the Parish, 92 were identified as having notable environmental (natural, historical and/or social) features. As described above, these sites were scored, using the seven criteria for Local Green Space designation noted in the *NPPF (2021)*. Two site(s) (figure 4) score highly under all relevant criteria in the inventory (Appendix 4) and meet the essential requirements for designation as Local Green Space as outlined in NPPF (2021) paragraphs 101-103. Full evidence for the designations is in Appendix 5. Statutory protection of these sites will ensure their protection for future generations.

Figure 4: Local Green Spaces (footpath routes shown are not necessarily definitive Rights of Way)

POLICY ENV 2: LOCAL GREEN SPACES – Development proposals that would result in the loss of, or have an adverse effect on, Daleacre Hill, Hemington and Daleacre Hill, Lockington (details Appendix 5; locations figure 4) will not be supported unless consistent with policies for managing development in Green Belts.

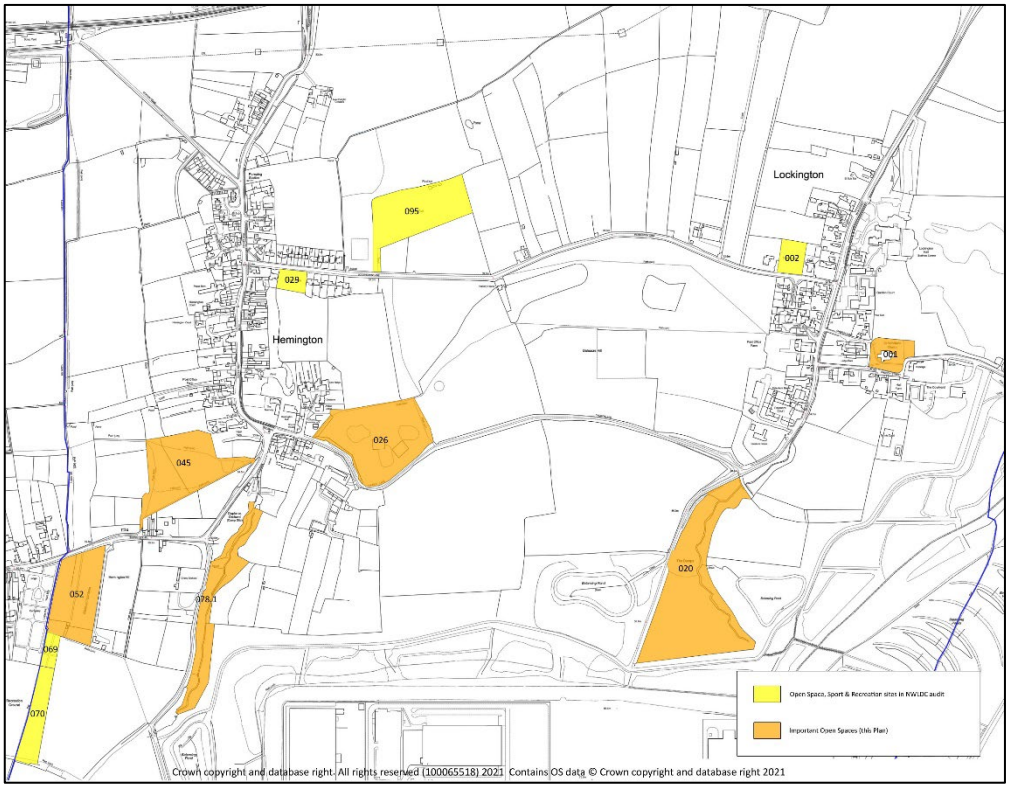
Important Open Spaces

121. A group of sites scored highly in the inventory for their outstanding community value. They have been identified in fieldwork, community consultations and in Parish records; five are recognised as Open Space, Sport & Recreation sites in NWLDC's *PPG17 Open Space Sport and Recreation Study 2008* (part of the supporting documentation for the North West Leicestershire Council Local Plan, 2011-31). At the time of drafting of this Neighbourhood Plan (September 2022), no OSSR audit has been undertaken as part of the evidence base for the emerging Local Plan Review. The Neighbourhood Plan has identified a further six open spaces with the characteristics and values of OSSRs using NWLDC's open spaces hierarchy of typologies.

122. All these sites' value as open space within and close to the built-up areas and/or their actual or potential value as community resources are recognised in Policy ENV 2. The policy is in general conformity with, and adds local detail to, North West Leicestershire *Local Plan (2011-2031)* Policy IF3, specifically the section 'Loss of Open Space'; the small scale of new development in the Neighbourhood Plan Area (both settlements are in 'open countryside') means there is no foreseeable need to specify new developer-provided open spaces in Lockington and Hemington.

123. The need for effective, continuous maintenance arrangements for publicly accessible open spaces, irrespective of their public/private rights of access status, is recognised in Community Action 1.

Figure 5: Important Open Spaces



POLICY ENV 3: IMPORTANT OPEN SPACES - The following open spaces (locations, figure 5; details Appendix 4) are of high local value for recreation, beauty, amenity, or tranquillity, within or close to the built-up area. Development proposals that result in their loss, or have a significant adverse effect on them, will not be supported unless the open space is replaced by at least equivalent provision in an equally suitable location, or unless it can be demonstrated that the open space is no longer required by the community.

Recognised in NWLDC *PPG17 Open Space Sport and Recreation Study 2008*

Play Area, Lockington Road, Hemington *Local Open Space* and *Children's play areas* Inventory reference 029

Lockington Recreation Ground and children's play area, Hemington Lane, Lockington *Local Open Space* 002

Hemington Sports Ground, Lockington Road, Hemington *Recreation Ground* 095/097

Moira Dale Recreation ground, Castle Donington (the part situated in the Lockington-Hemington Neighbourhood Plan Area) 070

Castle Donington cemetery extension (the part situated in the Lockington-Hemington Neighbourhood Plan Area) 069

Designated in this Neighbourhood Plan

The Dumps, Lockington *Informal countryside/nature conservation* 019/020 The

Dumps, Hemington *Informal countryside/nature conservation* 078.1

St Nicholas churchyard, Lockington *Commons, allotments and cemeteries* 001

Hemington Hill Allotment Gardens *Commons, allotments and cemeteries* 052

Hemington Park, Hemington *Local Open Space* and *Informal countryside/Nature conservation* 026

Ladies Close, Hemington *Local Open Space* and *Informal countryside/Nature conservation* 045

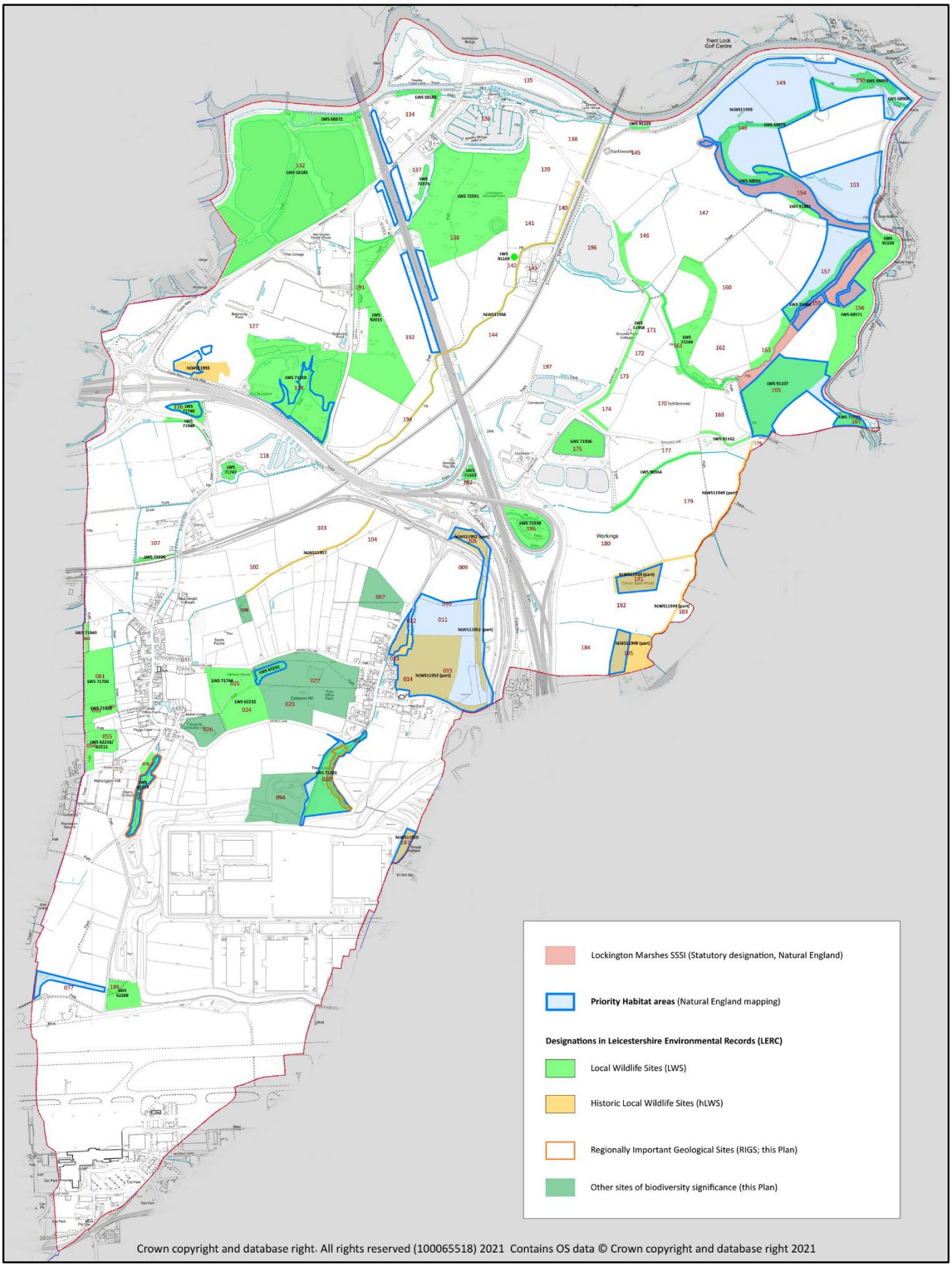
COMMUNITY ACTION 1: MAINTENANCE AND MANAGEMENT OF IMPORTANT OPEN SPACES – The Lockington-Hemington community expects all public open spaces mapped in figure 5 to be managed effectively to maintain or enhance their amenities, features or biodiversity, and to comply with public liability standards for safety, for as long as they continue to function as publicly-accessible open spaces.

Sites and features of natural environment significance

124. A group of inventory sites scores highly for 'wildlife' (scoring at least 3/5 under this criterion). The features and designations for which the identified sites have been selected are identified in the environmental inventory (Appendix 4). They comprise a) statutorily protected sites; b) those where *priority habitats* occur (Natural England mapping) or where *biodiversity action plan (BAP) species* have been recorded; c) sites identified as ecologically significant by Leicestershire County Council, including Local Wildlife Sites, and d) sites identified during the inventory process as being of high biodiversity or geology* significance in the context of the Plan Area. The map (figure 6) shows their locations.

*Evidence for the two Regionally Important Geological Sites (RIGS) identified during fieldwork for this Plan is in the Supporting Documents.

Figure 6: Sites and features of natural environment significance



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125. Policy ENV 3 delivers site-level compliance in the Plan Area with the relevant North West Leicestershire Council policies, the Wildlife & Countryside Act 1981 (as amended), the Natural Environment and Rural Communities Act 2006, the Habitats and Species Regulations 2017-2019, and the UK Environment Act 2021. It is in conformity with NPPF (2021) policies 174, 175, 179 and 180. It also refers to the DEFRA *Guidance* of July 7, 2021 in respect of the use of the *biodiversity metric* approach for assessing the wildlife value of development sites.

POLICY ENV 4: SITES AND FEATURES OF NATURAL ENVIRONMENT SIGNIFICANCE – The sites and features mapped here (figure 6) have been identified as being of at least local significance for the natural environment. They are ecologically important in their own right, make a contribution to carbon sequestration, and are locally valued. The significance of the species, habitats or features present should be balanced against the benefit of any development that would adversely affect them. Development proposals on the identified sites will be expected to include evidence-based, measurable proposals for delivering biodiversity net gain at a minimum 10%.

If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Biodiversity and habitat connectivity across the Plan Area

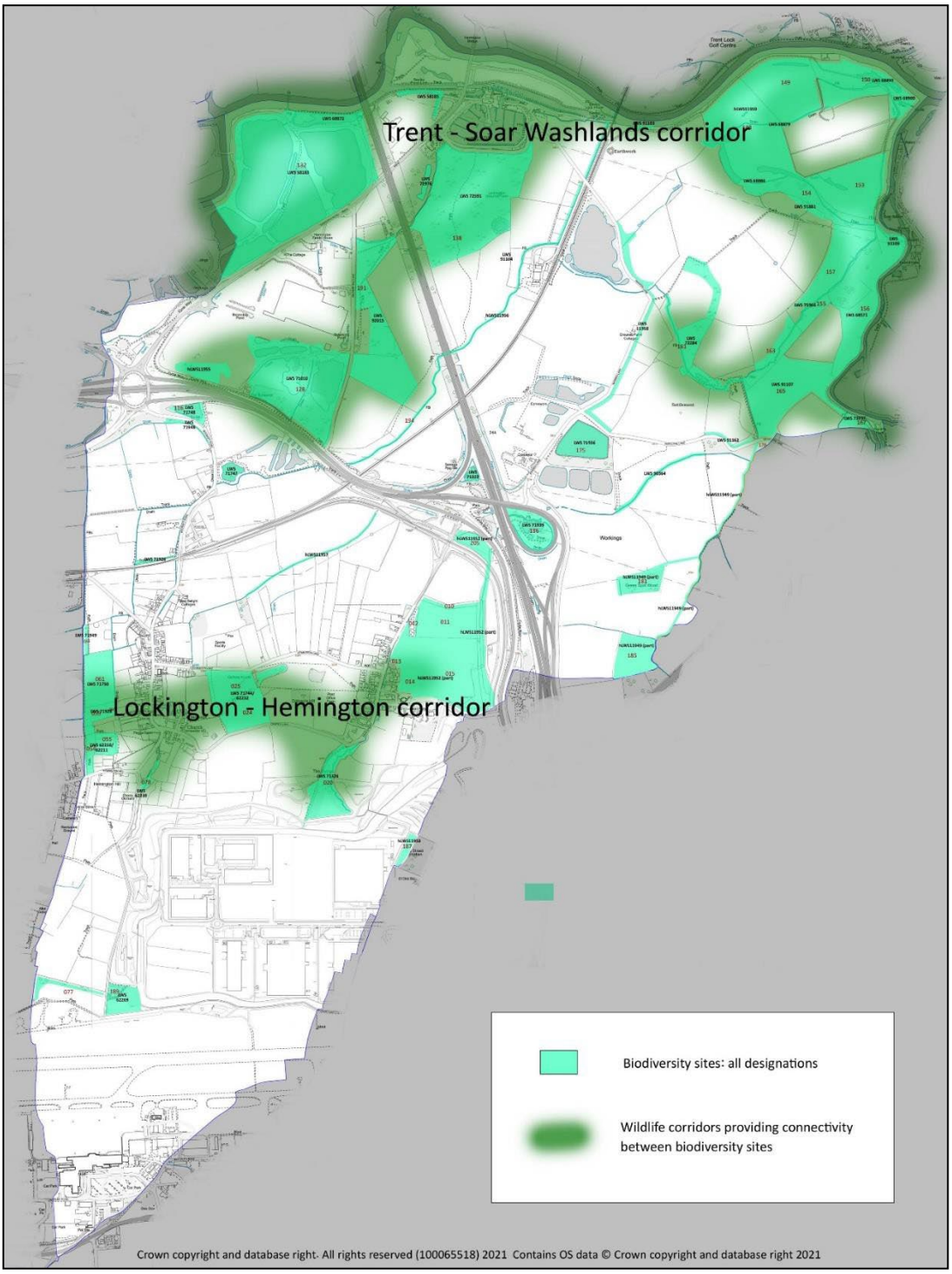
126. It might be said that Lockington-Hemington is a 'typical' area of the English Midlands because it has no nationally important wildlife hotspots, except the SSSI, and thus that it has little or no biodiversity significance to be taken into account in the Planning system. This would be a misunderstanding of the concept of biodiversity. England's biodiversity is entirely and only the sum of the wildlife in all of its individual parishes: Lockington-Hemington is as important in this regard as every other parish, and residents want it to play its essential part in protecting what remains of England's threatened and diminishing biodiversity.

127. Connectivity is an essential component of biodiversity. Isolated populations of animals and plants are at risk of destruction or of simply 'dying out'. Wildlife Corridors aim to re-connect populations and habitats within parishes and more widely. A wildlife corridor between Lockington and Hemington providing connectivity between the main groups of biodiversity sites in this part of the Plan Area is mapped (indicatively) in figure 7. Also mapped in figure 7 is a more detailed version of the *River Trent* and *River Soar* wildlife corridors identified by NWLDC (*Ecological Networks Report, 2017*.

128. While policy ENV 3 delivers site-specific compliance in the Plan Area with the relevant North West Leicestershire Council policies, the Wildlife & Countryside Act 1981 (as amended), the Natural Environment and Rural Communities Act 2006, the Habitats and Species Regulations 2017-2019 and the UK Environment Act 2021, this policy (ENV 4) does the same for strategic planning and future development proposals across the Plan Area. It also refers to the DEFRA *Guidance* of July 7, 2021 in respect of the use of the *biodiversity metric* approach to assessing the value of a development site to wildlife. The policy is explicitly supported by

NPPF (2021) paragraphs 174 (a) and (d); 175; 179 and 180(a), on which this policy's wording is partly based. The community also expects all planning strategies, proposals and decisions affecting Lockington-Hemington to comply with the requirements of the *Climate Change Act* 2008, to follow the spirit of the *Paris Agreement* (UK ratification 2017) and the UK's *25 year environment plan (2018)*, and to plan for *biodiversity net gain* through the mechanisms described in the *Environment Act 2021.*

Figure 7: Wildlife corridors



POLICY ENV 5: BIODIVERSITY AND HABITAT CONNECTIVITY– All new development proposals will be expected to safeguard habitats and species, of at least local significance, and to deliver a minimum of 10% biodiversity net gain. If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

When fulfilment of biodiversity net gain involves trees and hedges, compensatory plantings should be of native or suitable exotic/ornamental species and should take appropriate account of plant disease control and aftercare.

Development proposals should not adversely affect the habitat connectivity provided by the wildlife corridors identified in figure 7.

Sites of historical environment significance

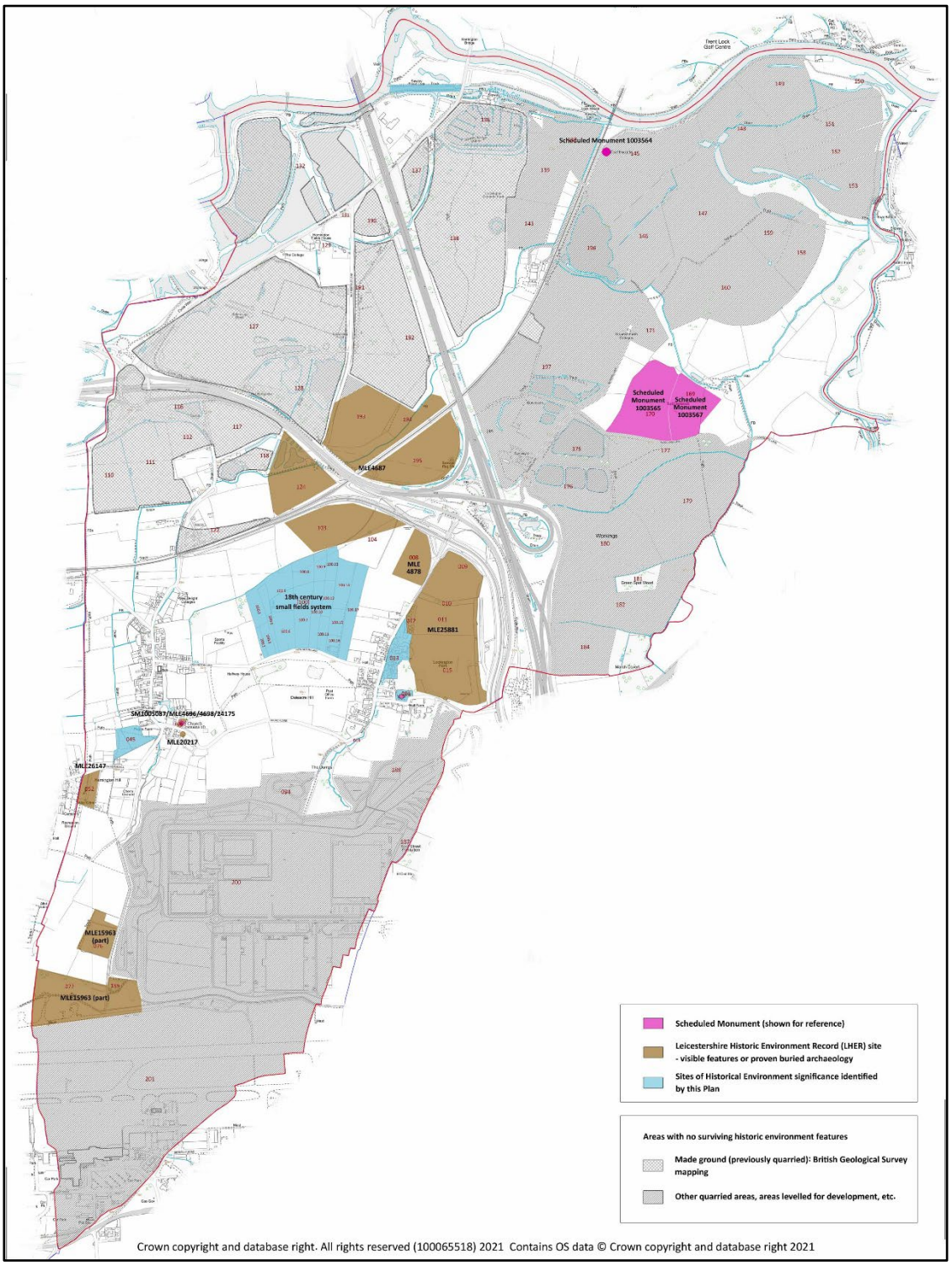
129. A group of inventory sites scores highly for 'history' (scoring at least 3/5 under this criterion). They comprise all surviving sites with *extant and visible* archaeological or historical features or proven buried archaeology as recorded in the Historic England and Leicestershire *Historic Environment Records* (HER) databases. The features for which the identified sites have been selected and notified are listed in the environmental inventory (Appendix 4). The map (figure 8) shows their locations.

130. The loss of proven sites and features of historical environment significance across the Plan Area as a result of quarrying and large-scale strategic development (commercial, and transport infrastructure) since the mid-20th century is regretted by local residents and by amateur and professional historians. Of more than 100 relevant records in the Historic England/Leicestershire CC databases, only 23 (on 13 composite and single-record sites) have survived destruction by large- scale permitted development. Very high thresholds in the balance of harm to a heritage asset against the value of a proposed development should be applied in future to minimise any further loss of Lockington/Hemington's historic legacy.

POLICY ENV 6: SITES OF HISTORIC ENVIRONMENT SIGNIFICANCE - The sites mapped in figure 8 (details in Appendix 4) have been identified as being of local or wider significance for history. The features are extant and have visible expression or there is proven buried archaeology on the site, and they are locally valued. Proposals for new development will not be supported unless the benefits arising from the development would outweigh the harm to the heritage asset concerned.

Figure 8: Surviving sites and features of historical environment significance

See figure 11.3 and Policy ENV 6 for ridge and furrow



Ridge and furrow

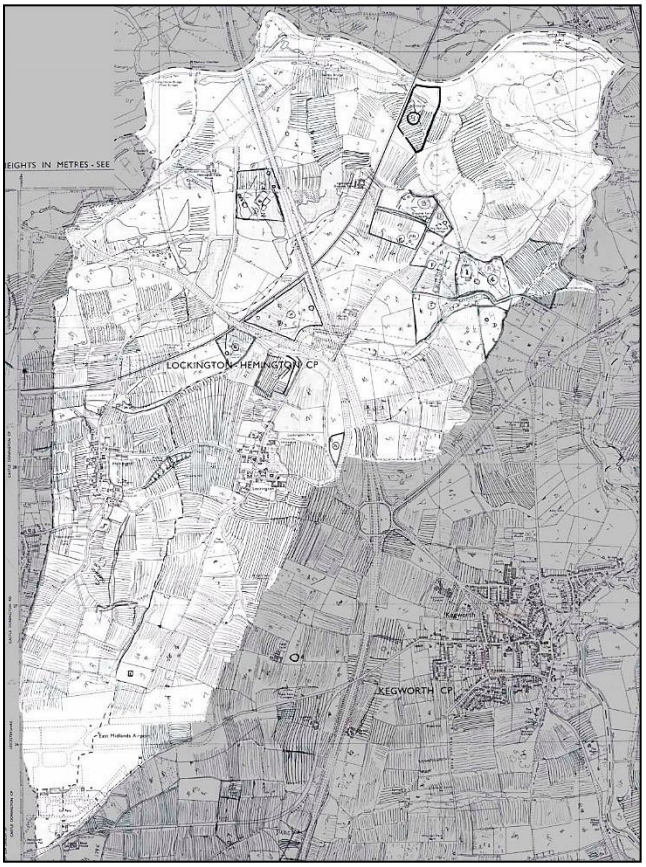
131. The medieval townships of Lockington and Hemington were sustained by agriculture. Apart from the (extensive, in the Trent valley floodplain) permanent seasonally-flooded grazing meadows, and areas of woodland and 'waste', the several manors or estates under their respective 'lordships' were managed using the medieval open field system, in which arable (cereals, beans), grazing (mostly cattle, whose dung provided fertiliser) and periods of fallow were rotated, normally in a three-year cycle. The usual arrangement was to have three large

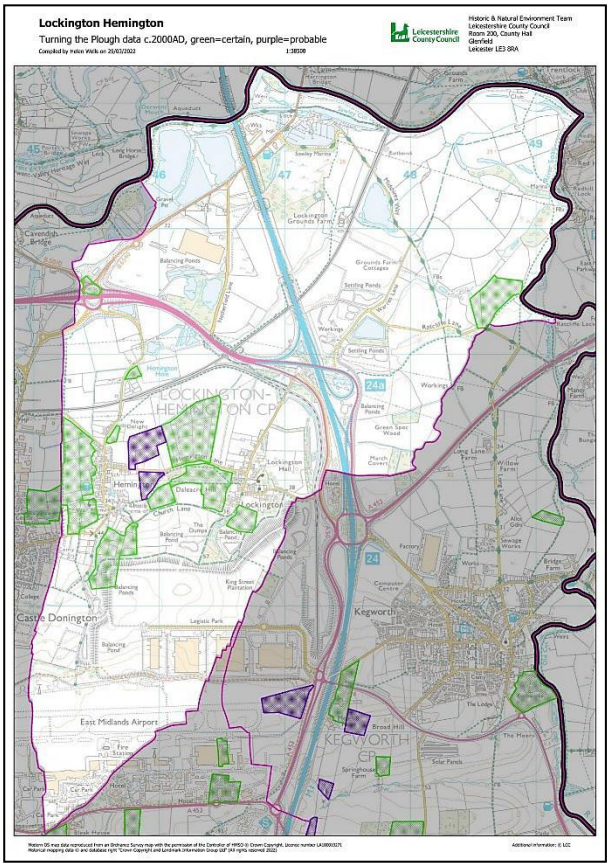
open fields, arranged into ploughlands of manageable size, in each manor or 'township'; ploughing was carried out in autumn using a heavy single plough pulled by gangs of oxen. Because the plough was not reversible, as the oxgang progressed up a furlong, made a wide turn in the headland and returned, the soil was thrown up into a series of ridges separated by deep furrows. Each year's ploughing increased the height of the ridges – after centuries of working they could be as much as 2 metres high and 5 or more metres between crests.

132. When the open field system, along with the economic and social systems it supported, was replaced by small, enclosed fields of pasture in the agricultural revolution (mainly in the 18th century), the ridges and furrows survived under grass. The extent and layout of the medieval ploughlands and the open fields of which they were part was therefore still visible, indeed they survived like this until after World War II (see figure 9) when a second agricultural revolution encouraged deep ploughing, artificial fertilisers and intensive arable farming. Like many parishes in the English midlands, Lockington-Hemington lost all but 11% of its ridge and furrow during the following half century.

Figure 9 (left) Ridge and furrow in Lockington-Hemington about 1947, as reconstructed by R F Hartley (Leicestershire County Archaeology Unit) in c.1985. Adapted from map © Leics. CC

Figure 10 (right) Ridge and furrow in Lockington-Hemington, c.1999 (*Turning the* Plough survey, Historic England). Adapted from map © Leics. CC





133. In the late 1990s, English Heritage (now Historic England), realising the scale of this destruction, undertook the first of a series of surveys ('*Turning the Plough*') across the Midlands, and made recommendations for protection and management. The full extent

of ridge and furrow in Leicestershire immediately after WW2 was mapped by Hartley (Leics. CC) in the 1980s from aerial photographs and fieldwork (figure 9). This, and the survey in the late 1990s for the *Turning the Plough* survey (Historic England, figure 10) provided baselines for a new survey undertaken for this Plan in 2022 (figure 11).

134. In summary, the results show the decline in Lockington-Hemington since World War II; the situation is now as follows:

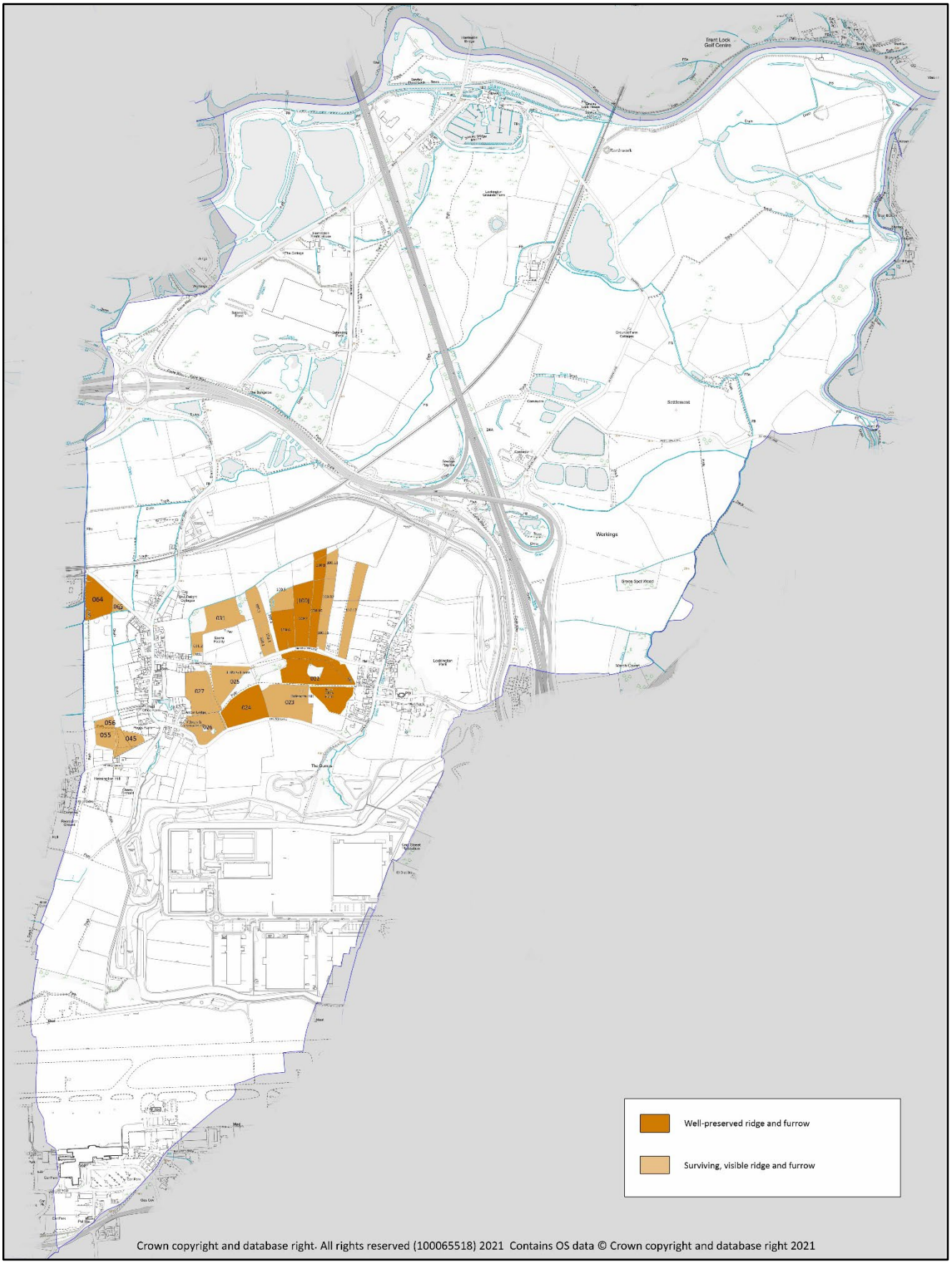
1947	c.370 ha
1999	c.41 ha
2022	c.32 ha

135. In English legislation ridge and furrow fields (except for the few that are Scheduled Monuments) are not statutorily protected, despite recognition that *"as the open field system was once commonplace in NW Europe, these [surviving] sites take on an international importance"* (English Heritage, 2001).

136. While individual fields with surviving ridge and furrow in Lockington-Hemington are not claimed to be of international importance, their rarity across the Midlands and their relationship with the other medieval heritage assets in the Plan Area associated with its unusual manorial history means that any further, avoidable, loss would be irreversibly detrimental. In conformity with paragraphs 194, 203 and 204 of the NPPF (2021) and following the recommendation of Historic England all surviving ridge and furrow in the Plan Area should now be regarded as a non-designated heritage asset and taken into account in the planning system as the visible evidence of a component of national heritage comparable in significance to that of surviving medieval buildings. In future, and whenever possible, increased local housing need or new targets required at a higher level in the planning system should be fulfilled by allocating development to available sites with no surviving ridge and furrow.

POLICY ENV 7: RIDGE AND FURROW– The areas of ridge and furrow mapped in figure 11 are non-designated heritage assets. Proposals for new development within the ridge and furrow fields shown on Figure 9 will not be supported unless the benefits arising from the development would outweigh the harm to the heritage asset concerned.

Figure 11 Ridge and furrow in Lockington-Hemington, 2022



Statutorily protected heritage assets

137. Twenty-nine buildings and structures in the Plan Area (Figures 12, 13) have statutory protection through Scheduling or Listing at Grade I, II*or II. The Neighbourhood Plan lists them in in the supporting information for reference, and to note that new development will be required to take into account their *settings* as defined on a case-by-case basis by Historic England.

Figure 12: Statutory heritage assets in the open countryside

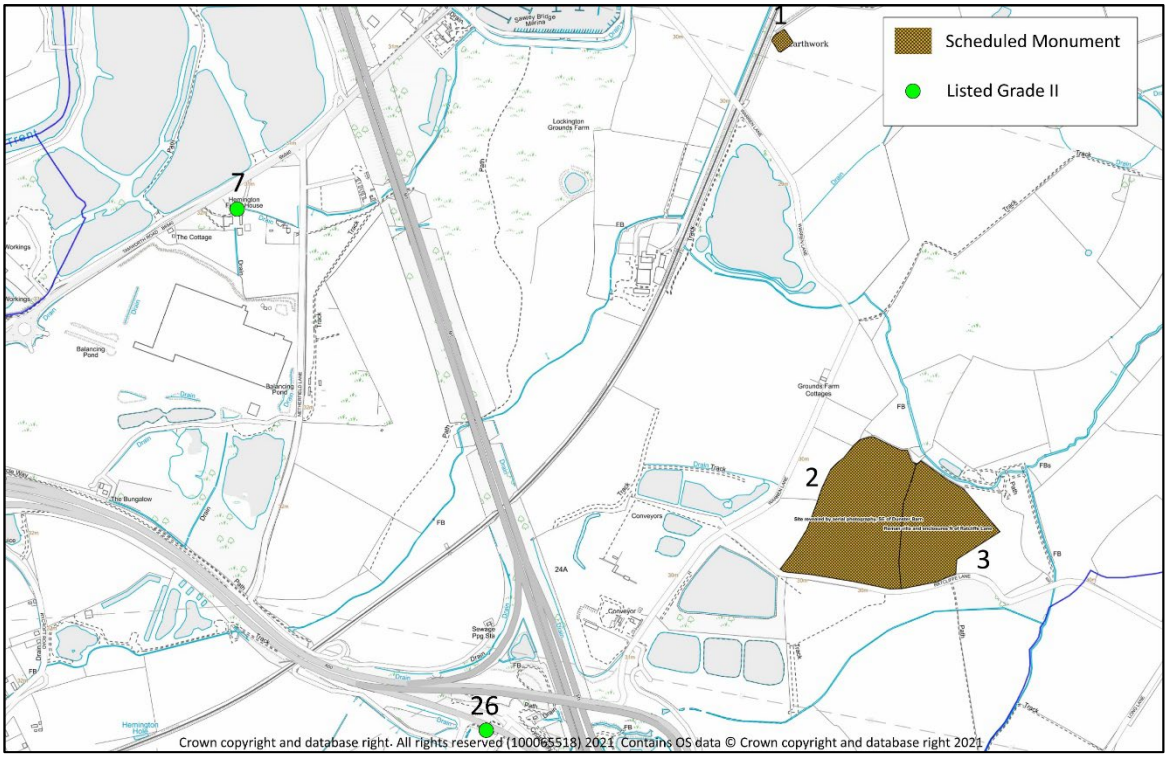
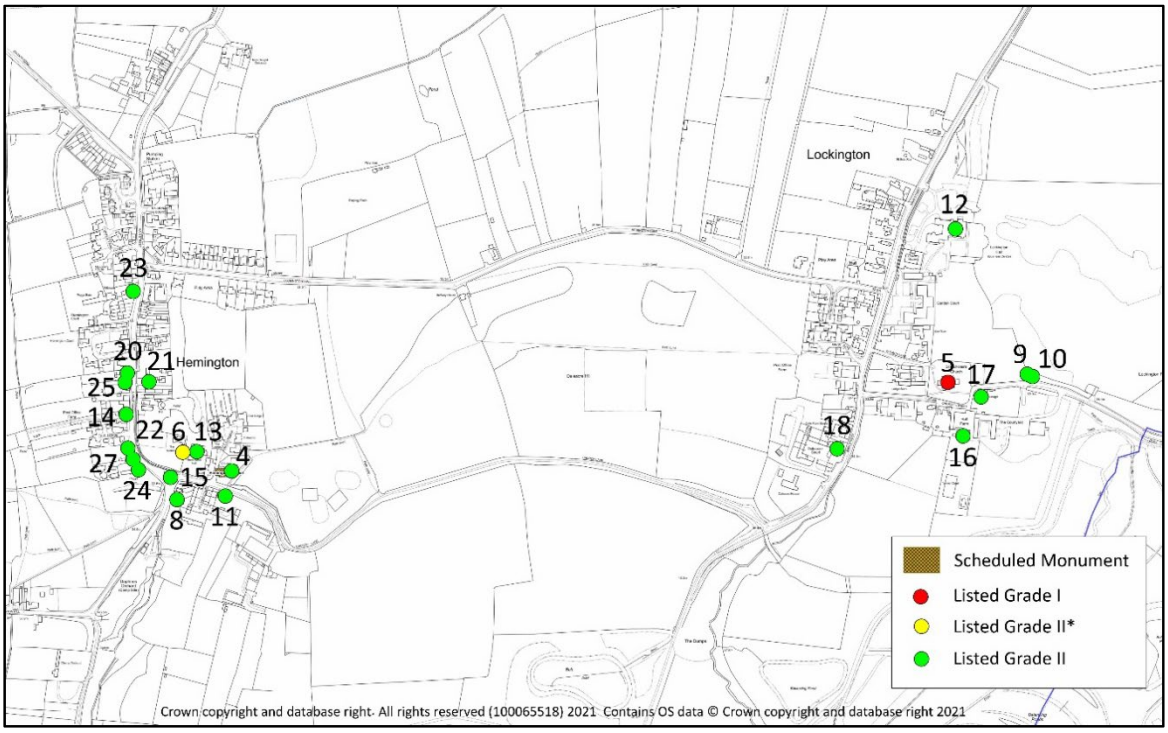


Figure 13 Statutory heritage assets in the villages



Non-Designated Heritage Assets

138. Leicestershire County Council recognises four buildings or structures of local historic significance (as 'non listed historic buildings') in the Leics. Historic Environment Record (HER). In addition, the Neighbourhood Plan identifies six other buildings and structures in the built environment of Lockington-Hemington that are considered to be of local significance for architectural, historical or social reasons. Some of them were listed but not described in the NWLDC *Conservation Area Appraisals* (2001) for Lockington and Hemington, these documents are out of date and replacement appraisals are planned; meanwhile this Neighbourhood Plan takes the opportunity to recognise those most valued by the community and suitable for protection by Policy ENV 8. The evidence for their inclusion (details in Appendix 6) has been based on Historic England *Advice Note 7*, 2016.

139. Inclusion of these properties and structures (LCC and new) in the Plan records them in the planning system as *non-designated heritage assets* in order that they can be afforded protection at the appropriate level, in conformity with NPPF (2021) paragraphs 192, 203 and 205.

POLICY ENV 8: NON-DESIGNATED HERITAGE ASSETS – The buildings and structures listed here (locations figure 14 as numbered here, details Appendix 6) are non-designated heritage assets. They are important for their contribution to the layout and characteristic mix of architectural styles in the villages and Plan Area, and their features and settings will be protected wherever possible. Proposals for new development will not be supported unless the benefits arising from the development would outweigh the harm to the heritage asset concerned.

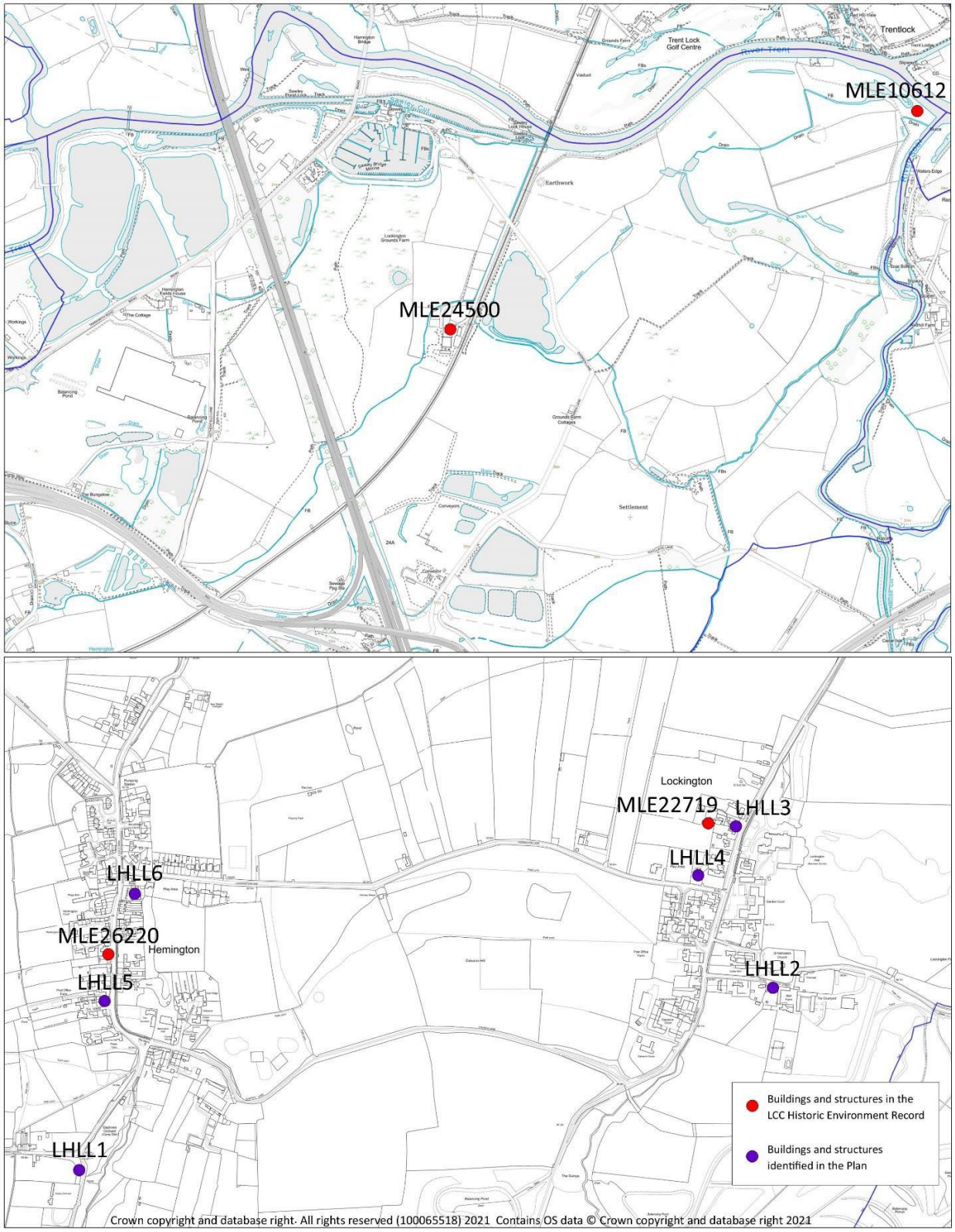
Assets in the Leicestershire Historic Environment Record (HER):

MLE 26220	Former Wesleyan Chapel, 19 Main St, Hemington
MLE 22719	Barn at The Standings, 27 Main Street, Lockington
MLE 24500	Lockington Grange Farm, south of Sawley Marina
MLE 10612	Remaining end of a post-medieval bridge, south of Trent Lock

Assets recorded in this Plan, 2022

LHLL1	Water trough, Diseworth Lane Hemington
LHLL2	Numbers 8, 10 and 12 Church Street Lockington
LHLL3	Winnow Barn, 27A Main Street Lockington
LHLL4	Lockington-Hemington village hall, Lockington
LHLL5	The Three Horseshoes, 5 Main Street Hemington
LHLL6	Hemington Primary School

Figure 14: Non-Designated Heritage Assets in the Plan Area

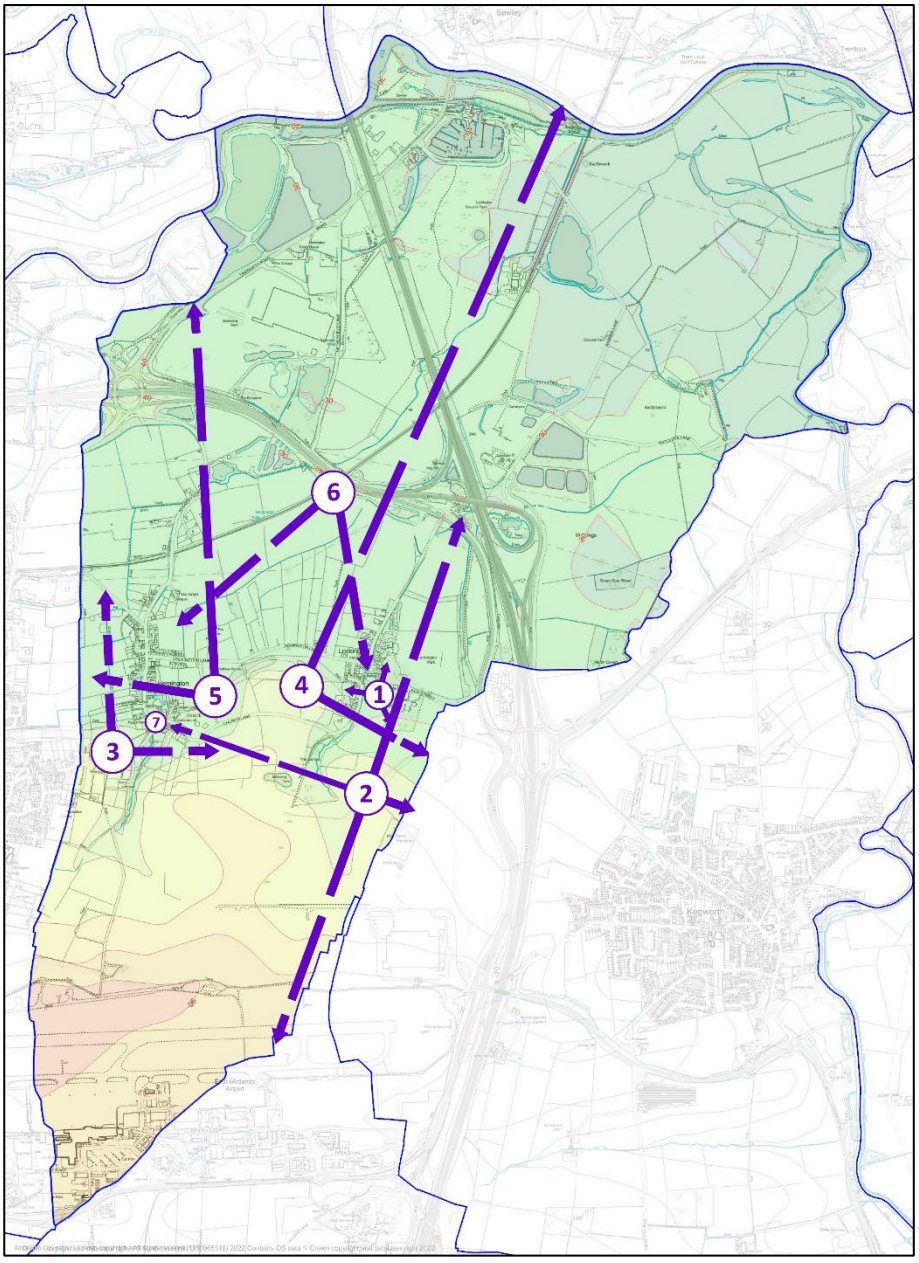


Important views

140. Consultation during the Neighbourhood Plan's preparation identified a widely held wish to protect what remains of Lockington-Hemington's rural setting, in particular its visual relationship with the surrounding landscape, including the Trent valley and Daleacre Hill.

141. One of the main ways in which residents expressed this wish was by describing several highly valued views within the villages, at their 'gateways', toward the settlements from the surrounding countryside and from high ground across the whole Parish. These consultation findings were further defined by the environmental inventory, which although principally aimed at identifying sites of environmental significance also confirmed the sightlines of the suggested views and mapped them (figure 15).

Figure 15: Important views



POLICY ENV 9: IMPORTANT VIEWS – The following views (map figure 15, details Appendix 7) are important to the setting and character of the villages. Development proposals should respect and whenever possible protect the identified views within the boundary of the Neighbourhood Plan. Development which would have an adverse impact on the identified views will not be supported.

1. From front of The Old Vicarage, Lockington, streetscape views of Church Street, St Nicholas' Church and the Churchyard.
2. From the earth bund between The Dumps and King Street Plantation, 360° panorama east to the parish boundary (and beyond toward Kegworth), north across Lockington village, St Nicholas' Church and Lockington Hall parkland, west over The Dumps and Daleacre Hill to Hemington and south to King Street Plantation and the Gateway Logistics Park.
3. From Ladies Close, north and east over Hemington village.
4. From Daleacre Hill Lockington, east over Lockington village to the church and north for several miles across the Parish to the river Trent (and beyond into Nottinghamshire)
5. From Daleacre Hill Hemington, west over Hemington village and north across the parish and the Trent valley floodplain
6. From the footpath alongside the A50 on the railway overbridge, generally south to Hemington and Lockington villages and their settings
7. Hemington War Memorial: village view taking in several Listed buildings including Peggs Farmhouse, The Nunnery, Hemington Hall and Hemington House.

Footpaths and other walking routes

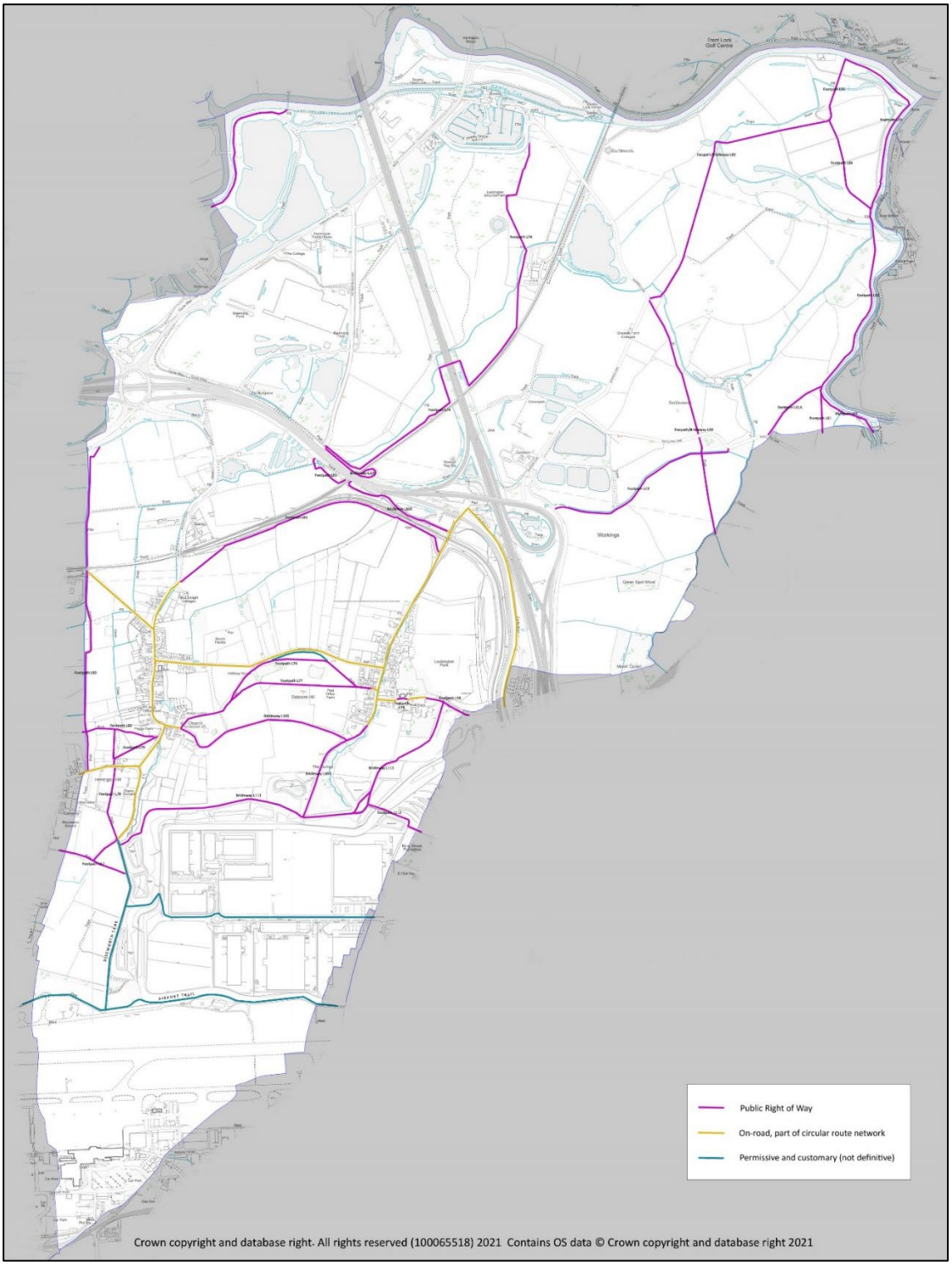
142. The network of footpaths and other rights of way in the Plan Area is not extensive compared with other parishes in North West Leicestershire. Because walking routes everywhere tend to be survivors from before the 18th century Enclosure of the farmed landscape and from before the development of paved motor roads, there are good historical reasons for this, including in the case of Lockington-Hemington the way some medieval tracks were converted to roads (now public highways), the wide area of seasonally wet water meadows of the Rivers Trent and Soar, the impact of quarrying and the motorway network, and the development of the airport and distribution centres. However, with modern recognition of the value of walking routes for health and wellbeing the lack is unfortunate, and any erosion of the network's surviving extent and character will be resisted.

143. In the Neighbourhood Plan's consultation questionnaire (November 2021) 92% of respondents supported 'making the Parish more walker and cycle friendly' as a way of improving life in the Parish. Where opportunities arise for the restoration or improvement of footpaths and cycleways as part of future development proposals, they will be supported, particularly where they enhance connectivity between communities.

POLICY ENV 10: FOOTPATHS AND OTHER WALKING ROUTES – Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths (figure 16) will not be supported without appropriate mitigation.

The creation of new footpaths, or the enhancement of existing footpaths, to encourage walking to village amenities and to areas with a historical connection to the Parish such as Kegworth and Castle Donington for leisure and wellbeing, is supported.

Figure 16: Footpaths and other walking routes. Note that this is not the definitive map



Flood risk resilience, watercourses and climate change

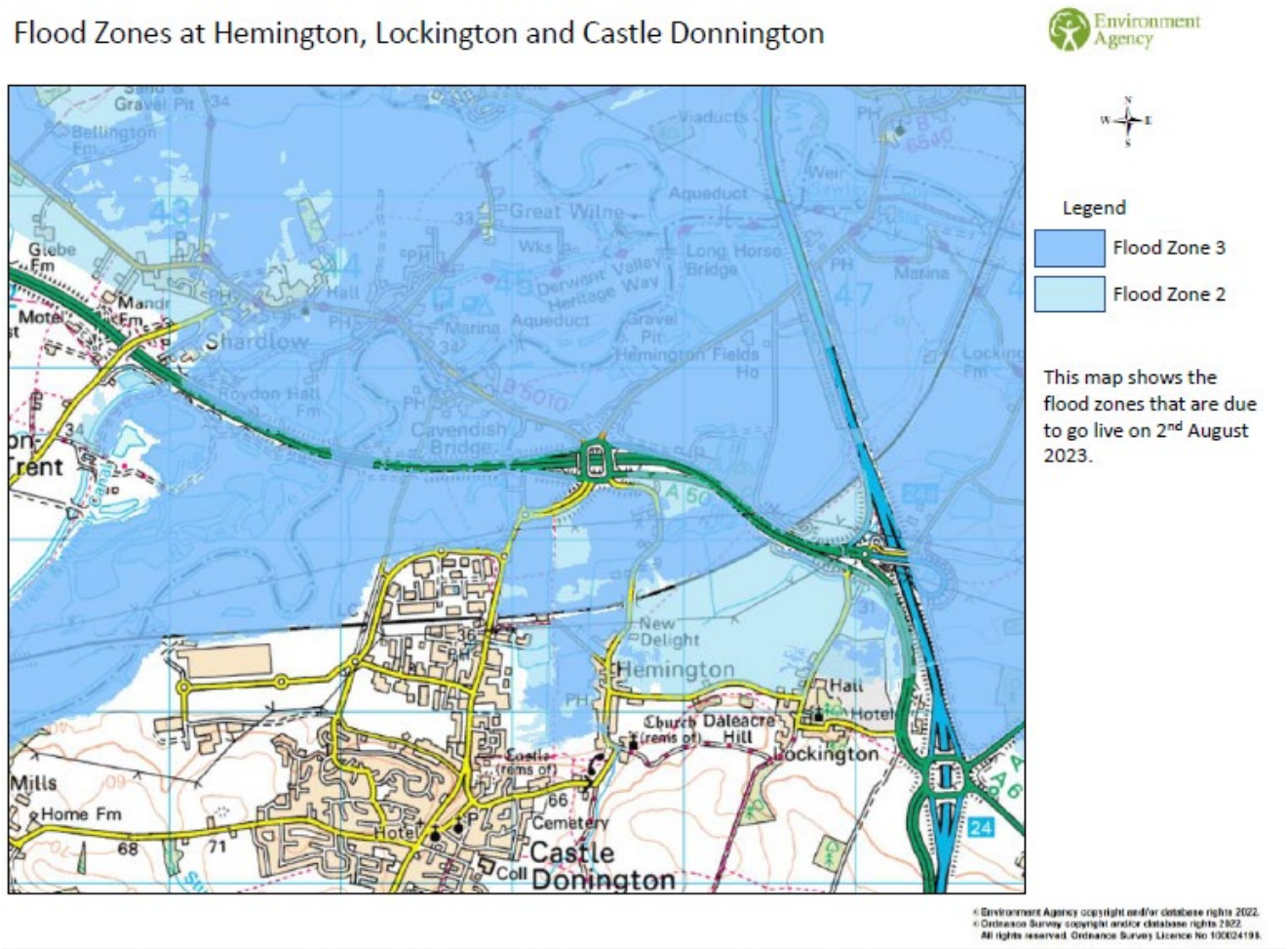
144. Even if international cooperation and national strategies and policies eventually succeed in halting the human and industrial contributions towards climate change, the effects of recent and current warming on weather events will likely persist for decades. It is therefore desirable to plan for at least a medium-term future in which weather events will continue to become more extreme by putting in place measures that mitigate the challenge of climate change for the lifetime of this Neighbourhood Plan and beyond. This objective is explicitly supported by the Environment Agency (EA) draft *National Flood and Coastal Erosion Risk Management Strategy for England* (2019), in which the strategic emphasis for the EA shifts from mitigation to resilience; in other words from requiring new development to reduce its adverse effects on flood risk to avoiding creating (or adding to) flood risk at all.

145. In light of this, it is particularly important that the location and technical standards of all new development proposals in the Plan Area should in future be judged not only on their immediate adverse effects but on their likely contribution to flooding, both in river valleys and from surface water and other flash flooding, in a climate change world. To complement this, the community will support proposals to improve the infrastructure within the built-up areas for managing flooding from rivers and from surface water run-off events, providing this is not unduly detrimental to the historic built environment, biodiversity, or open and green spaces.

146. A related but contrary deleterious result of new development on hydrology has been experienced in Lockington-Hemington. The very large volumes of surface water run-off that the more than 100 ha of warehouses and hard standing in the south of the Plan Area might produce has necessitated construction of retention and drainage infrastructure at a scale to cope with the worst predicted events. But local residents' experience is that at all other, unexceptional, times this infrastructure results in significantly reduced normal flow into Lockington Book and Hemington Brook, and the springs feeding them. These small, picturesque watercourses flow through the two villages, are an integral component of their character and have (until the new developments were constructed) made an important contribution to local biodiversity but are now reduced to trickles for most of the year.

147. This policy supports the North West Leicestershire Council *Zero Carbon Roadmap* 2019, and is in general conformity with North West Leicestershire Council Local Plan (2011-2031, adopted 2017) Policy Cc2.

Figure 17: Flood Zones
Based on Environment Agency flood zones 2 August 2023



POLICY ENV 11: FLOOD RISK RESILIENCE, WATERCOURSES AND CLIMATE CHANGE – A sequential test will be required for development in areas at risk from flooding as set out in National Planning Practice Guidance.

Proposals to construct new (or modify existing) floodwater management infrastructure (ditches, roadside gullies, retention pools, etc.), including within or close to the built-up area, will be supported on condition that they do not increase flood risk for residents and do not unnecessarily and adversely affect historical sites, biodiversity or important open spaces.

All development proposals shall demonstrate that::

a. if in a location susceptible to flooding from rivers or surface water, no alternative site with a lower risk of flooding is reasonably available. Within the site, the most vulnerable development is located in areas of lowest flood risk;

b. its location and design respect the geology, flood risk and natural drainage characteristics of the immediate area and is accompanied by a hydrological stud, where justified, whose findings must be complied with in respect of design, groundworks and

construction;

c. it includes a Surface Water Drainage Strategy, where justified, which demonstrates that the proposed drainage scheme, and site layout and design, will prevent properties from flooding from surface water, including allowing for climate change effects, and that flood risk elsewhere will not be exacerbated by increased levels of surface water runoff and will not threaten other natural habitats and water systems.

d. New developments shall demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, whereby a discharge to the public sewerage system is avoided where possible.

e. its design includes, as appropriate, sustainable drainage systems (SuDS) with ongoing maintenance provision, other surface water management measures and permeable surfaces;

f. it does not increase the risk of flooding to third parties;

g. it does not adversely affect (reduce) flow rates in watercourses downstream when rainfall is normal or low;

h. proposed SuDs infrastructure includes, where practicable, habitat creation comprising e.g. landscaping, access and egress for aquatic and terrestrial animals, and native species planting; and

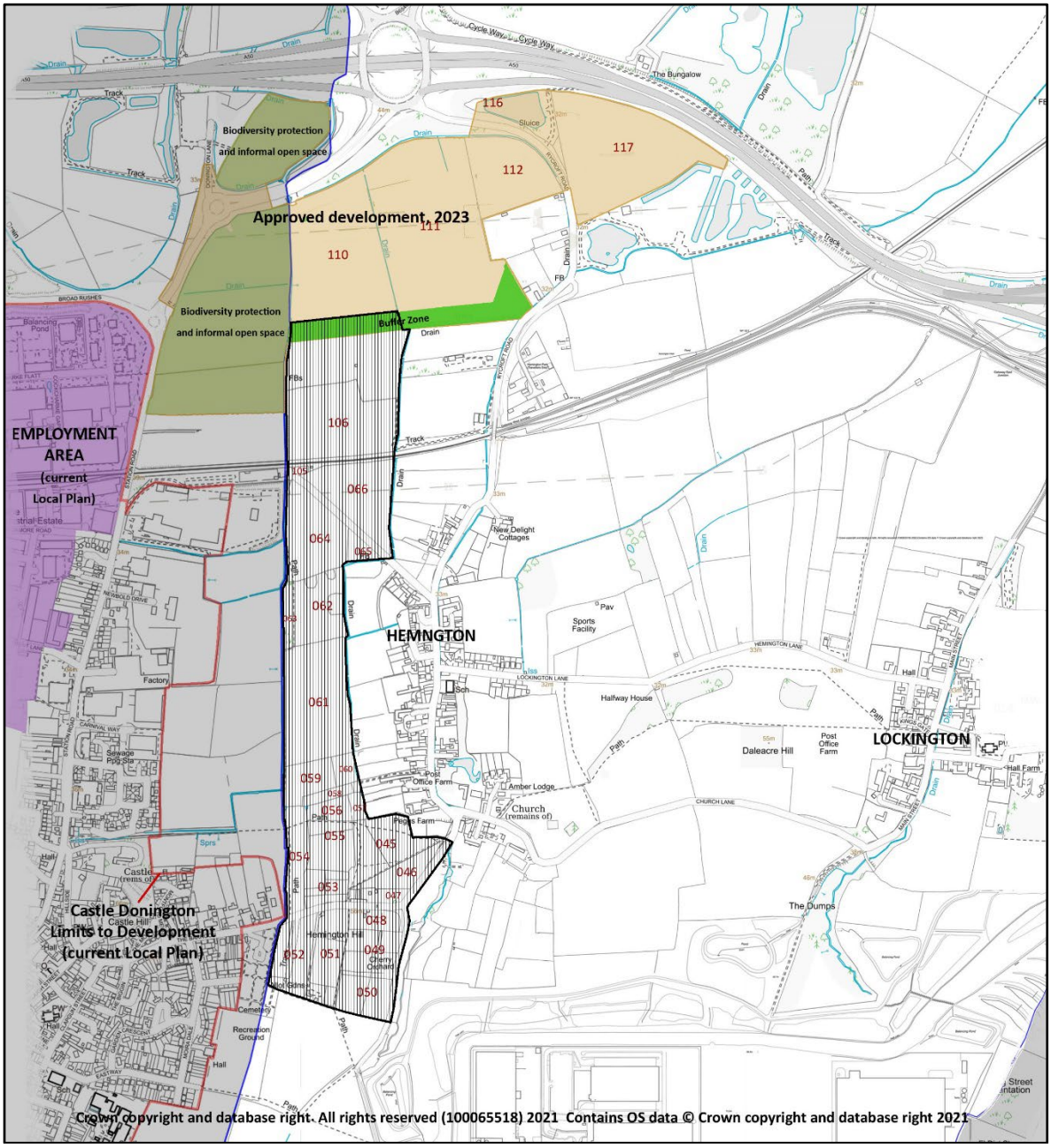
i. it explicitly takes the future effects of climate change on flood risk into account;

j. New development shall be designed to remain safe for occupants/users of the site in times of flood in accordance with the NPPF and PPG.

Local Areas of Local Separation

148. Policy En5 *Areas of Separation* in the current North West Leicestershire Local Plan refers only to the area between Coalville and Whitwick. The Lockington-Hemington Neighbourhood Plan policy is in general conformity with the NWLDC policy, but in detail follows the precedent set by adopted policies in other Leicestershire Local Plans (Harborough, Melton, Charnwood, etc.). The wording includes a phrase adapted from the Inspector's recommended addition to Harborough District Council Local Plan (1997 draft) policy EV/5, which has subsequently been adopted in HDC's and other current Leicestershire Authorities' Local Plan policies. (For details see www.harborough.gov.uk/downlaods/file/15/area_of_separation_review_web_publication_versionpdf .

Figure 18: Local Area of Separation in the Plan Area - to prevent coalescence of Castle Donington with Hemington. (Vertical hatched line symbol)



149. In drafting the policy, the Qualifying Body took account of the possible argument that protection of the space between neighbouring settlements is adequately covered by open countryside policies, but noted that the two relatively open areas between Castle Donington, Hemington and Lockington consist of a patchwork of open fields, paddocks, cemeteries, sport facilities, farms and residential properties which do not currently compromise the separate identities of the settlements but which would do so if further, infilling and 'exception' development was allowed (the present Local Plan policy options) or if broader strategic policy (e.g. *Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change* Leicester and Leicestershire Authorities Final Report April 2021, as amended March 2022) were to be actioned by NWLDC.

POLICY ENV 12: LOCAL AREAS OF SEPARATION – The area of land identified Figure 18 is designated as a Local Area of Separation. Development within this area should be located and designed to maintain the separation of the settlements.

Renewable energy generation infrastructure

150. National Planning Policy Framework (2021) paragraphs 152-154 and 156 make it clear that all communities are responsible for reducing emissions as part of the necessary approach to mitigating and adapting to climate change. Residents of Lockington-Hemington wish to play their part in this (in particular by not objecting in principle to renewable generation proposals where suitably located) but at a scale appropriate to the intimate, surviving, historic rural countryside of the central section of the Plan Area. The impact of wind generation infrastructure on local communities has been recognised by the government: a Ministerial statement made on 18th June 2015 notes that suitable areas for wind energy development must be identified in Local Plans (as has been done, incompletely, by North West Leicestershire District Council, see paragraph 156) and crucially that any such developments must have the support of affected local communities.

151. Lockington-Hemington Neighbourhood Plan Area is located in National Character Areas *70 Melbourne Parklands* and *69 Trent Valley Washlands*. The relevant *Statements of Environmental Opportunity* for the two NCAs state, respectively:

- LCA 70 "SEO 1: [Manage the new planting of The National Forest] and restore the characteristics of the historic parklands and woodlands. Conserve and manage the hedgerows and hedgerow trees, preserving the field patterns of early enclosures and maintaining the legacy of historic land use, bringing benefits for soil quality, biodiversity and recreation"; "SEO 4: Protect and enhance the historic landscape character and historic ecclesiastical centres..."
- LCA 69 "SEO 1: Carefully plan and manage new development within the NCA to ensure that landscape character and ecosystem services are strengthened, that heritage features, wildlife habitats, woodland and the hedgerow network are enhanced…"

152. No Landscape Character Assessment has been carried out by North West Leicestershire District Council in the north-eastern part of the District, which includes Lockington/Hemington.

153. The maps of the 'area identified as potentially suitable for large- or small-scale turbines' supporting NWLDC Local Plan Policy Cc1 2(a) are not of a suitable scale to provide sufficient local detail to be referenced usefully in this Neighbourhood Plan. Moreover, there is some doubt regarding their value for determining individual planning proposals: the only reason for exclusion from the 'suitable area' appears to be absolute proximity to existing settlements and commercial/industrial sites. East Midlands Airport is mapped as 'suitable' and no account has been taken of topography, aspect or other

factors.

154. No Landscape Sensitivity Appraisal has been carried out by NWLDC with respect to turbines or solar arrays. A small area of the Neighbourhood Plan Area east of Castle Donington (parcels A and C) was appraised for sensitivity to housing and employment development (Gillespies, 2019), but this is not pertinent to the following policy. Figure 19 of this Neighbourhood Plan therefore maps the landscape sensitivity of the Plan Area as assessed by the community. The area shaded green survives as a relatively unspoiled corner of rural England, with the two small villages, the medieval and Georgian fields, historic landscaped parkland and pockets of valuable woodland and other wildlife habitat, all overlooked from the popular viewpoint on Daleacre Hill. In this local context, its landscape sensitivity means that large-scale development, including energy generation infrastructure, would clearly be inappropriate and damaging. North of the M1/A50 corridor (mapped in brown) the Trent/Soar confluence floodplain is somewhat less sensitive; despite the extensive 20th-century quarrying, it has extensive areas of County level (or higher) biodiversity significance. Its landscape is less picturesque and access to it from the villages is constrained by the transport infrastructure, but it still has local importance as open countryside and any new energy generation development should be sensitively located and controlled (figure 19).

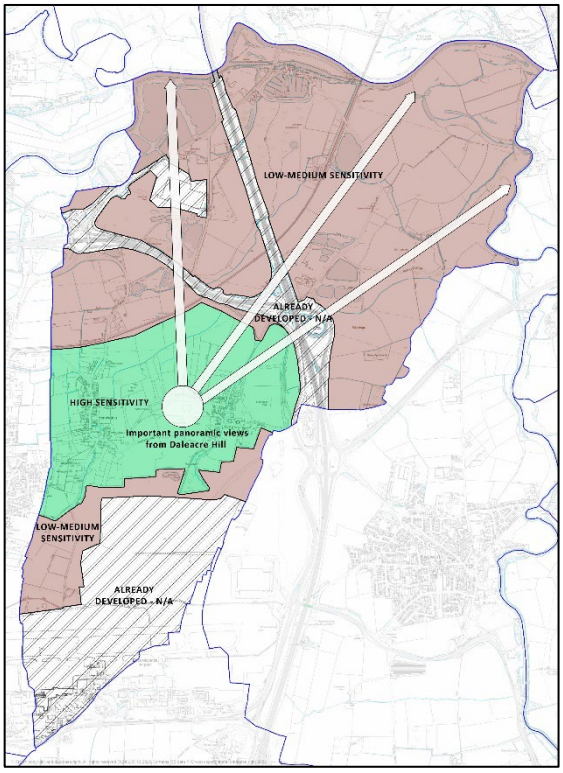


Figure 19: Landscape sensitivity to turbines and solar arrays in the Plan Area

155. Policy ENV 13 and figure 20 reflect the community's wish to make a landscape-sensitive, appropriate level of contribution to the recognised need for renewable energy generation. But it also takes into account residents' reasonable perception that the two rural, historic villages of Hemington and Lockington have been obliged to absorb disproportionate amounts of quarrying, commercial and national infrastructure development at very large scale on previously open countryside in the Plan Area, that the size and location of future developments should therefore be controlled and that the specified environmental, amenity and social conditions should be fully met.

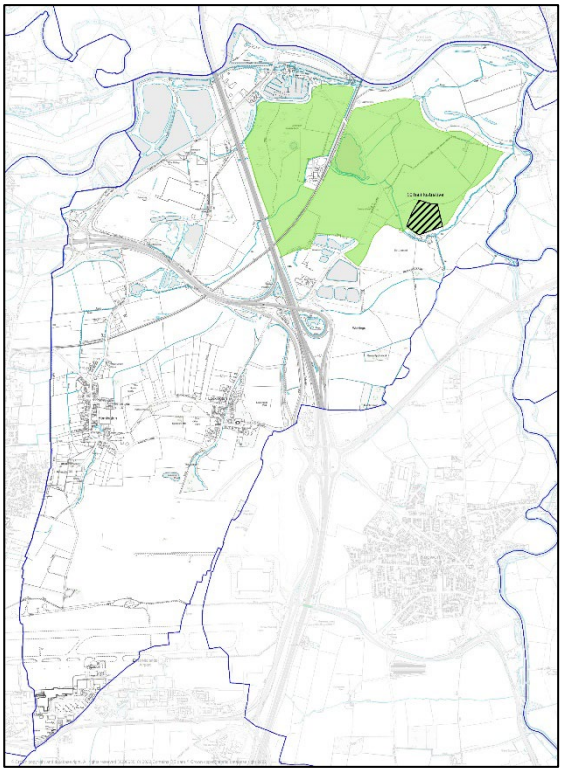


Figure 20: Areas suitable for wind and solar energy infrastructure, subject to conditions in Policy ENV 12. (The hatched area indicates an area of 10 ha for illustration of scale, not a proposed location)

156. Through the Neighbourhood Plan preparation, a number of factors were taken into account in determining the policy position:

157. **Choice of Suitable Area.** From the starting point of the 'Low-Medium Sensitivity' areas in Figure 19, we identified the smaller area in Figure 20 as the least sensitive space taking into account its distance from visual reception (housing, roads) and its current usage (reclaimed gravel extraction, low grade agriculture). The proximity to the existing Ratcliffe-on-Soar Power Station, although not decisive, supports the selection of this area.

158. **Size Thresholds.** The thresholds for the turbine heights and solar array area were based on an appreciation of existing installations in the local area and their visual impact. We also considered the generating capacity achievable within these size thresholds and considered that they were proportionate to the scale of the Parish.

159. The policy is in general conformity with NPPF 2021 paragraphs 156-158, and applies the Ministerial Statement of 2015; it is also in general conformity with Adopted North West Leicestershire Council Local Plan 2011-31 Policy Cc1 while adding local detail to it (including restoring omissions from the Local Plan).

POLICY ENV 13: RENEWABLE ENERGY GENERATION INFRASTRUCTURE – Proposals for wind and solar generation infrastructure of up to two turbines each of maximum tip height 30m and/or one solar array up to 10 ha area will be supported in the areas mapped in figure 20, subject to avoidance or mitigation of the following harmful effects on environment and amenity:

- adverse impact (noise, reflections, glare, shadow, flicker, other visual impact, water pollution, smell, air quality impairment, gaseous or particulate emissions) on the health,

wellbeing or amenities of residents and third parties

- adverse impact on identified views or on the sensitivity and character of the landscape (figure 20)
- adverse effect on footpaths and other recreational and amenity walking, cycling and riding routes
- adverse effect on biodiversity or species and habitat sites of at least local significance (Policies ENV 4 and ENV 5 or as revealed in relevant ecological surveys), adverse effect on statutory historic environment features or sites, non-designated heritage assets or ridge and furrow (policies ENV5 and 6 will apply)

Proposals will comply with NWLDC Local Plan policy Ec5 (f) in respect of the East Midlands Airport safeguarding zone.

In the case of solar PV arrays, proposals should also be supported by appropriate and relevant assessments and documentation in respect of transport, heritage, archaeology, landscape impact, environmental impact, flood impact, ecology, agricultural land quality, arboriculture (impact and method) and tree protection. Areas in which the community would, subject to these conditions, support proposals are shown in figure 20.

Proposals for renewable energy generation infrastructure larger than specified above (number, height or area) will not be supported.

6. Community Sustainability

Background

160. Hemington and Lockington are thriving villages whose community spirit and facilities are very important to all who live here.

161. Being at the centre of the country and the heart of the road, rail and air network, Hemington and Lockington are in a very advantageous location. For understandable reasons, this has been noticed and the last decade has seen the area developed, some would say exploited, for the benefit of the economy and the country. As we write, this development continues without abatement; East Midlands Airport is now designated a Freeport, global logistics firms continue to scoop up and develop the countryside surrounding the villages and the hamlet that once was, now suffers noise pollution, traffic congestion and the loss of its local green spaces.

162. Our survey showed that 99% of the respondents agreed with the vision for the Neighbourhood Plan which is "To maintain and enhance the good quality of life, community spirit and natural and built environment in the Parish and its villages, now and for future generations.'

163. The threat to our village communities from zealous over development is very real but our Community Sustainability Plan shows that with careful consideration, using community spirit as a focus, we can put in place a document to help protect Hemington and Lockington and its local green spaces and encourage the community to come together with a strong and purposeful voice.

The Villages

164. The villages of Lockington and Hemington are first recorded in the Leicestershire Survey of 1125. Before this, at the time of the Domesday Book in 1085, the assets of Lockington, Hemington and Long Whatton were listed under those of Shepshed.

165. At the time of the English Civil War, in the 1640s, Lockington Manor was occupied by the Bainbrigge family, while Hemington Hall was the residence of Sir John Harpur. William Bainbrigge's third wife was the sister of the Parliamentary General Henry Ireton (who was also the son-in-law of Oliver Cromwell), so the Bainbrigge family may have been sympathetic to the Parliamentary regime. The Harpur family was probably royalist, although Leicestershire was not a centre of firm allegiance to either side in the war. Despite this, a report of 1899 describes traces of earthworks on the hills overlooking Hemington, thrown up during the Civil War for the purpose of an attack on Hemington Hall, then the residence of Sir John Harpur, and folklore has it that Hemington Church was knocked about

by Cromwell's soldiers.

166. The Lockington Hall estate, along with the Harpur Crewe estate based at Calke Abbey - Ticknall, has been the major influence on the pattern of development within the village. The predominant influence of the estate is evident by the former extent of the estate farms and their associated buildings within the settlement and their direct relationship with the surrounding agricultural landscape. The influence of the Lockington Hall estate also extended into Hemington, the Lockington estate being responsible for the construction of Hemington House in the early part of the nineteenth century.

167. Hemington was originally a chapelry in the Parish of Lockington but became a separate Parish in 1866. In 1938 they were joined again as the Parish of Lockington-cum-Hemington. The Hemington Conservation Area was designated in 1974, with the Lockington Conservation Area following in 1992.

168. Friendly rivalry remains within the villages with Lockington having the Parish Church, the village hall and business centre, with Hemington having the public house, School, war memorial and sports ground. In recent times sporting events such as inter village cricket matches have maintained such rivalry. Joining of the names to 'Hemlock' is often used when the villages are combined for events - a rightful joining of the two villages.

A. Community Facilities and Amenities

169. Community Facilities & Amenities play an important part to life in Lockington and Hemington; they help to bring the communities together and to make us collectively proud of our Parish.

170. There are relatively few Facilities and Amenities within our small Parish. More extensive facilities exist in nearby Castle Donington and whilst these nearby facilities are a great benefit to parishioners, it is important that our Parish retains the facilities and amenities it presently has. Some of these provide local employment and also a reason for visitors to come to Lockington and Hemington, be it to see residents or visiting as tourists.

Hemington Primary School

171. With the support of the Curzon family, the Lockington & Hemington United District School Board was formed in 1876. Hemington School opened on 1st July 1878, with places for 120 children and an average attendance of 88. The Board also built an adjoining house for the schoolmistress, now incorporated into the main building. The school, now Hemington Primary School, continues to thrive with around 55 pupils from age 4 to 11 years.

172. The school's vision is *to enable, encourage and equip all children to achieve their best through an inspiring and nurturing environment.* The most recent OFSTED grading from 2018 is GOOD.

173. Current issues faced by the school include parking during drop-off and collection times around the school gates as well a lack of recreational facilities due to delays in development of the sports pavilion.

174. The school follows the Leicestershire County Council admissions policy, which includes criteria for cared-for children, catchment, siblings and special needs.

175. An annual sports day is held on the school field for everyone including the local community. The PTFA put on fairs as well at the school which are open to the community.

176. There is little or no physical room on site for the school to expand should additional capacity be required. A new primary school has been completed adjoining the Parish in Castle Donington which, whilst providing no additional capacity within the Parish, will alleviate local demand generally - many of the current pupil population reside outside the Parish.

The Village Hall

177. Built in 1935 at a cost of £835, the village hall became the social hub of both villages, including very successful performances by the local drama group. It was also the venue for dances, plays put on by the 'Hemlock Players', a youth club, Women's Institute meetings, ballet dancing classes and tai chi. It is currently undergoing modernisation by the Parish Council and still well utilised for a variety of classes, Parish Council meetings and school PTFA functions. There are approximately 15 vehicle parking spaces but there is the intention to clear a surfaced space to facilitate a further 25 spaces.

St Nicholas' Church, Lockington

178. Dating from the 1200s, the church is a Grade I listed building and the historic heart of Lockington. As a consequence of surrounding industrial development, the church is no longer on a through route and, as such, has become rather cut off from its community. The congregation for the now monthly services is very small and the sustainability of the church is severely threatened.

179. There is a strong desire, through this Neighbourhood Plan, to support the continuation of the church as a community asset. Individuals are being encouraged to come together to explore and develop ways for the building to be more widely used. Black tie events and film nights have been popular and discussions around music, poetry and other events are positive developments.

180. The church has no associated church hall. It has kitchen facilities but it does not have toilets. These are key to the staging of many of the events that would help to breathe life back into the church. Discussion is underway about how to fund toilet facilities. Car parking would be at the nearby village hall.

Public Houses

181. The Parish contains two public houses; the Jolly Sailor in Hemington and the Plank and Leggit near Sawley Marina. Of these, only the Jolly Sailor is truly accessible from and therefore part of the villages. As the only surviving amenity, (for example there used to be other pubs, post offices and butchers), it is a very important meeting and socialising point for the community.

182. Despite the hiatus caused by the pandemic, the Jolly Sailor continues to flourish attracting walkers, bikers and regulars both local and from further afield. The pub is small and there is no car park as this has become a beer garden, which accommodates more people than the internal space. There is a small function room for events and the landlord is willing to provide a bar for Parish events.

183. The pub hosts music nights with local bands, games and bingo nights and a weekly quiz. It supports both the local football and cricket clubs and serves as a general meeting point for all activities local and national e.g. Remembrance Day and Platinum Jubilee.

184. There is also Beer with the Bishop, which is organised in conjunction with the church.

The War Memorial

185. Situated in Hemington and unveiled in April 1921, the war memorial commemorates the residents of Lockington and Hemington who were killed or missing in the two world wars, eight from the first and one from the second. Three of those who died in the First World War are buried in the churchyard at Lockington. The annual Remembrance service continues to be well attended by villagers and associated families.

Allotments

186. There are allotments just within the Parish bordering the boundary with Castle Donington Parish, and can be taken up by parishioners.

187. The allotments were put up for sale by the Harpur Crewe estate in 1999. The tenants at that time agreed to form the Hemington Hill Allotments Association and buy them at a set amount per sq yard and the sale was finalised in 2000.

188. The association is run by a committee. There are 25 plots which are bought and sold through the association at the same price with a bit added for inflation, no profit making. Members of the association can rent out all or part of their plots. The secretary holds the waiting list of people who either want to buy or rent a plot.

Footpaths and Bridleways

189. Dark Lane was the original route between the villages, linking the southern ends of the two Main Streets. In 1888, the present Hemington Lane/Lockington Lane was constructed by the Lockington Estate in conjunction with the Harpur-Crewe Estate of Hemington. Dark Lane remains in use as a public bridleway.

190. Other roads and footpaths have been affected by developments around the Parish. More recently, the building of the East Midlands Gateway warehouse site and Rail Freight Terminal with its newly extended railway link have closed the vehicle access from Church Street, Lockington to Kegworth. Footpaths and bridleways have been re-routed and new paths have been created.

191. Directly between the villages, the well-used footpath over Daleacre Hill offers open views of the varied Parish landscape. Whilst originally not a welcomed development, the additional and replacement footpaths and bridleways installed as part of the East Midlands Gateway facility have been well received.

192. Horse riding is a popular pastime in the area and there are a number of privately owned equestrian facilities which make good use of local bridleways.

193. While limited signage may deter new users, the bridleways are well used by local riders. They have good drainage, are not greatly used by walkers and have grass verges for cantering.

194. Poor general maintenance means that overhanging branches and erosion of some paths can cause issues. Also motocross bikes use them, which will cause maintenance problems in the long term.

195. There are several cycle paths which are well used, enabling journeys to and from work, to local villages and good recreational access. Footpaths link to Sawley, Shardlow, Castle Donington and Kegworth as well a 6 mile circular trail around the airport, which the airport funds and maintains.

Hemington Park

196. The park is an area of around 6 acres between the villages off Dark Lane, which was gifted to the Parish in the will of Hugo Harpur-Crewe, and is maintained by Hemington Park

Trust Charity. It has recently had 5 oak trees planted by the schoolchildren to commemorate the Queen's Platinum Jubilee. This mirrors the '5 oaks' planted on Ladies Close, which celebrated Queen Victoria's Diamond Jubilee in 1897.

Sports Field

197. Conveyed to the Parish in 1897 as 'Hemington Recreation Ground' (Charitable Trust). The Parish Council are trustees of the land. Another charity 'Hemlock Recreational & Sporting Advancement' was formed in 2020 to provide facilities for recreation and leisure. This major recreational area and sports field is located on Lockington Lane, Hemington.

198. The field is used by the school as its sports facility, along with the Parish football and cricket teams.

199. A new pavilion is currently under construction on the sports field. Quotes obtained for the new sports pavilion have been significantly impacted by Covid, Brexit and other inflationary pressures. This has created a delay in its construction but it should be completed by 2024.

200. Hemington Hammers F.C. is a Grassroots football team. The team plays in the East Midlands Public Authorities League One. There are currently no children's or ladies teams.

201. The Jolly Sailor public house has a 'friendly' cricket team which plays at the sports field.

Play Areas

202. There is a children's play area in each village.

203. Hemington play area on Lockington Lane was given to the Parish in 1897 as the 'Playground also known as the Little Rec' to be used by the children attending the adjacent school. It is maintained by the Parish Council as trustees.

204. Lockington Play area, adjacent to the village hall on Hemington Lane was given to the community in 1947 as 'Lockington War Memorial Field'. It is owned by Fields in Trust and managed by the Parish Council.

205. Both play areas and the sports field are currently (2022) undergoing planned improvement activities through Parish Council work and grant funding.

206. Communal seating is important to enable less able people to walk and then rest; it is also important for meeting friends and for quiet reflection. In addition to benches along footpaths, both play areas have recently had a "reflection" bench installed, by North West

Leicestershire District Council, together with a cherry tree, to encourage reflection on the lives of those who died, from whatever causes, during the Covid-19 pandemic.

Rivers and Lakes

207. The rural location of the Parish aligned with its Trent Valley position results in an increased awareness and responsibility for water courses and potential flooding issues within the community. It also allows for the more positive contribution towards leisure activities with walks alongside the village 'brooks', marina boating, fishing lakes and river or canal fishing all being available.

208. The Pride of Derby fishing club has a section between Sawley and Shardlow within the Parish boundary with various characteristics according to its website.This is due mainly to its artificially made section and holding weir created in 1790 to allow the Trent & Mersey Canal to cross the River Trent to the Sawley Cut and access the river again downstream .This results in slow deep water downstream from the confluence and shallow fast water below Sawley Weir. There is a large population of bream and roach in slower areas and carp/barbel in faster waters.

209. Main rivers, such as the River Soar, are those under the authority of the Environment Agency, a non-departmental public body sponsored by DEFRA (Department of Environment, Food and Rural Affairs).

210. The Environment Agency carries out maintenance, improvement or construction work on main rivers to manage flood risk. They are also responsible for working in partnership with the Met Office to provide flood forecasts and warnings.

211. The downstream reaches of the Hemington Brook from the culvert, outside Daphne's Orchard and Lockington Brook, north of Church Lane, are classed as 'main rivers'. The EA arranged for de-silting of Hemington Brook in 2020 and we currently await a date for Lockington Brook de-silt.

212. Such activities are advised to be carried out in 5-6 year cycles, with monitoring and inspection in between. Severn Trent also performed a pipework inspection and clean out in both villages in 2020 after severe storms in 2019 resulted in flooding issues.

213. Other rivers are called ‘ordinary watercourses’. Lead Local Flood Authorities, District Councils and Internal Drainage Boards carry out flood risk management on ordinary watercourses.

214. The owner of a watercourse is usually the owner of the land that the watercourse runs on or under. Where the watercourse is on the boundary of the land, the landowner is responsible for the watercourse up to its centre.

Fishing

215. Rycroft Fisheries is a popular fishing venue with both match and pleasure anglers, many people refer to the fishery as “Hemington”, fishing for bream, carp, chub, roach and tench. There is a seasonal café at the fisheries.

Sawley Marina

216. Outside of the main residences is Sawley Marina, operated by Aquavista. It is the UK’s largest inland marina. It lies on a navigational cut of the River Trent near Long Eaton in Derbyshire.

217. With a water space that covers 23 acres, there is leisure mooring for 414 berths and residential mooring for 186 berths, which provide for permanent waterside living.

218. Sawley Marina is a part of the Parish but generally engages socially and commercially with the nearby conurbations of Sawley and Long Eaton, which are outside of the Parish. As such, the site and its permanent residents form a unique and largely self-contained community within the Parish.

219. During the development of this Neighbourhood Plan the Aquavista Site Office was approached to share the original NP survey and open events to encourage input. The Parish Council will take on the improved involvement of the Marina community going forward.

POLICY CFA1: THE RETENTION OF COMMUNITY FACILITIES AND AMENITIES - Development leading to the loss of Hemington Primary School, the Village Hall, St Nicholas’ Church, The Jolly Sailor Public House, the war memorial, Hemington Park, the sports field or the play areas (as described in this Neighbourhood Plan) will not be supported unless it can be demonstrated that:

a) There is no longer any need or demand for the existing community facility; or

b) The existing community facility is, demonstrably, no longer economically viable or able to be supported by the community – this will be demonstrated through the results both of a full valuation report and a marketing campaign lasting for a continuous period of at least 6 months. Such viability and support includes fundraising and volunteering by parishioners and others; or

c) The proposal makes alternative provision for the relocation of the existing community facility to an equally or more appropriate and accessible location within the Parish which complies with the other general policies of the Neighbourhood Plan.

Promoting additional community facilities and amenities

220. Community consultation confirmed not only the importance of our community facilities and amenities in the Parish, community identity and spirit, history and heritage, It has also shown a desire for improved and additional facilities.

221. For example, support has been expressed for communal workshop areas, meeting facilities, more footpaths and cycle friendly routes, better community transport and better promotion of the village hall and the church.

222. The community is committed to developing and promoting local facilities as well as ensuring that, as far as is possible, they are fully accessible to all.

POLICY CFA2: NEW AND IMPROVED COMMUNITY FACILITIES - Proposals that improve the quality and/or range of community facilities, will be supported provided that the development:

a) Will not result in unacceptable traffic movements or other disturbance to residential, community or business properties; and
b) Will not generate a need for parking that cannot be adequately catered for; and
c) Is of a scale appropriate to the needs of the locality and conveniently accessible for residents of the Parish wishing to walk or cycle; and
d) Be of a size and scale not adversely affecting the character, infrastructure and environment of the Parish, including the countryside; and
e) Reflects the needs of people with disabilities.

COMMUNITY ACTION 2: SUPPORT FOR ALL PARISHIONERS - The Parish Council will work to ensure that parishioners residing outside the two villages will receive equal information and support whenever required.

B. Businesses and employment

Support for existing employment

223. Whilst being dwarfed as an employment centre by nearby large-scale businesses associated with the airport and the major road network; self-employed businesses and home working flourish within the Parish. Businesses range from upholsterers to farmers, musicians to international sales trainers. We welcome such entrepreneurship and will continue to encourage innovation and prosperity.

224. Critical to this is the provision and updating of technology and infrastructure that allows us to compete on a global stage.

225. Where there are buildings that are dedicated to business use in the Parish it is recommended that they be protected against being lost to other uses.

Air space and rail freight

226. East Midlands Airport, together with the nearby rail freight terminal, has been designated part of the East Midlands Freeport (March 2022). This brings opportunity and responsibility. The increase in rail freight, road freight and air freight will be significant.

Given our location the need to protect our air quality and noise levels is important for the future.

POLICY BE1: ACTIVE ENCOURAGEMENT FOR EXISTING BUSINESSES & EMPLOYMENT OPPORTUNITIES - There will be a strong presumption against the loss of commercial premises or land within the Parish (Use Classes B2, B8 and E(g)). Applications for a change of use to an activity that does not provide employment opportunities will only be supported if it can be demonstrated that:

a. The commercial premises or land in question has not been in active use for at least 6 months; or
b. The commercial premises or land in question has no potential for either reoccupation or redevelopment for employment-generating uses. This will be demonstrated through the results both of a full valuation report and a marketing campaign lasting for a continuous period of at least 6 months.

Support for new employment opportunities

227. New employment initiatives in the right location can help to boost and diversify the local economy and to provide more local employment opportunities.

228. There is concern over new business within the Parish because of the major EMG development and recent St Modwen application, both of which are considered to be too large for the size of the Parish. Views expressed suggested there would be no objection to development appropriate to the rural nature of the village and the Parish. However, there was significant opposition to any larger scale business development, citing reasons such as the inability of the roads to cope, increased traffic flows and HGVs and it not being good for small villages.

229. However, within the community survey, a large majority (59%) said they would welcome some new businesses into the village, so long as any new business proposals are sensitive to the character of the Parish avoid harmful impacts on issues agreed to be locally important such as increased traffic flows, parking, residential amenity, the preservation of historic/heritage assets and the local environment.

230. Interestingly, only 39% thought locally available employment was important compared with 48% who were less concerned. This may reflect the proximity to existing thriving businesses in Castle Donington and easy access to Nottingham, Derby and Leicester.

231. The survey shows that people are keen on businesses such as a cafe or small grocery store to enhance the sense of community and would like better promotion of the village hall as a venue for pop-up businesses (e.g. craft and local artisan market). 47% would like to see communal workshop areas.

232. There is, however, a need to recognise and support the increasing numbers of people who conduct their businesses from home. The Neighbourhood Plan covers this in other sections.

POLICY BE2: ACTIVE ENCOURAGEMENT FOR NEW BUSINESSES AND EMPLOYMENT - In supporting additional employment opportunities, new development will be required to:

a) Fall within the built-up area, unless it relates to small scale leisure or tourism activities, or other forms of commercial/employment related development which specifically benefits a countryside location; and
b) Where possible, be sited in existing buildings or on areas of previously developed land; and
c) Be of a size and scale not adversely affecting the character, infrastructure and environment of the villages and the neighbourhood plan area, including the countryside; and
d) provide sufficient on-site parking; and
e) Ensure that no significant or adverse impact arises to nearby residence or other sensitive land uses from noise, fumes, light pollution or other nuisance associated with the work activity; and
f) Where appropriate, be well integrated into and complement existing businesses.

Home working

233. In rural areas, a benefit of supporting home working is that it helps to promote employment activities whilst reducing the dependency of the car for journeys to employment sites outside the Parish.

234. Homeworking, in part, has recently grown in popularity because increased living costs mean families cannot afford the levels of external childcare previously enjoyed.

235. A significant number of people work from home in the Parish and there are many small businesses in the village. Impact on home life (e.g. shared bedrooms, reduced living space) is high due to the need to find working areas within the family home. This can be for one or more adults.

236. The 2011 census notes that 6.2% of the Parish population worked mainly at or from home. This is approximately double the national (3.5%) and regional (3.3%) averages. It is therefore important to be supportive of home workers' needs. In the community survey, half of those who work stated that they work from home for at least a part of their working week.

237. Where parishioners have the desire, the Parish wishes to encourage family life, entrepreneurial working and business growth through homeworking. Where homes choose to convert and/or build/re-purpose external buildings to working accommodation, consideration should be given to the size, style and nature of such buildings to ensure we retain the heritage and rural feeling/environs of the villages and surrounding areas.

POLICY BE3: HOME WORKING – Where planning permission is required proposals for the use of part of a dwelling for office and/or light industrial uses, and for small-scale free-standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses, will be supported where:

a) Such development will not result in unacceptable traffic movements and that appropriate parking provision is made;
b) No significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, light pollution, or other nuisance associated with the work activity; and
c) Any extension or free-standing building shall be designed having regard to policies in this Plan and should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction.

Farming and farm diversification

238. Until the second half of the twentieth century both villages had an agricultural based economy and the landscape around them, with its regular field boundaries, was largely determined by the enclosure of the lands (completed in the 1780s). The agricultural landscape surrounding the village is in both pastoral and arable use. The fields to the north and south of Hemington Lane/ Lockington Lane show clear evidence of earlier farming methods, with medieval ridge and furrow features. A large area of the parish is on flood plain and therefore impacted during the winter and after prolonged rainfall.

239. Several of the current names of properties show their links to the farming heritage. These include Peggs Farmhouse in Hemington, Hall Farmhouse in Lockington, and several buildings with 'barn' connections. Other properties were sites of activities associated with the farms and estates, such as, in Lockington, the bakehouse at 13 Main Street, the Smithy building at 39 Main Street, and the Lockington Estate's former carpenter's store on Church Street (now part of Lodge Barn).

240. Current farming businesses are fewer in number but cover large areas. The Lockington estate is the major land owner and in Hemington there is a real connection in farming and retail with the 'Love Our Earth' shop in Castle Donington selling locally produced stock as well as promoting plastic free goods and packaging. Also within Hemington there is a cider orchard, which has had trees planted recently.

241. There is general support for farming diversification. The conversion of former agricultural buildings could enable diversification and lead to the sustainable re-use of vacant buildings providing opportunities for the establishment and development of small businesses that generate income and employment opportunities for local people.

POLICY BE4: FARM DIVERSIFICATION - In order to support farm diversification and the sustainable growth and expansion of businesses, the conversion of existing agricultural buildings and/or change of use of agricultural land will be supported provided that:

a) The use proposed is appropriate to the rural location; and
b) Conversion/adaptation works does not have a detrimental effect on the distinctive rural character of the Parish; and
c) Any development will not have a significant adverse impact on any archaeological; and architectural, historic or environmental features; and
d) The local road system is capable of accommodating the traffic generated by the proposed new use and does not adversely affect the Parish infrastructure, particularly local road networks, water supply and sewerage, and will meet parking requirements within the curtilage of the farm; and
e) There is no significant adverse impact on neighbours through noise, light or other pollution, increased traffic levels or increased flood risk.

Visitors and tourism

242. Lockington and Hemington is a beautiful rural Parish to which visitors are attracted. The Parish is keen to extend a welcome to visitors whilst ensuring that their visit does not have a negative impact - for example, in the context of traffic.

243. Visitors include bell ringers; dog walkers; organised walks by the rambler's association; people with historical interests in the listed buildings, crook beamed, thatched cottages, as well as the historical settlement going back to pre-Cromwell times; bikers and cycling groups; visiting football and cricket teams – the village has a strong connection with international cricketers which brings teams and visitors from around the globe; visitors to the Jolly Sailor, the garden of which especially attracts families from on sunny days; the pub's support of local musical talent attracts visitors to enjoy open air concerts.

244. There is accommodation for tourists: Daphne's Orchard, a campsite, is in a secluded part of the village and a popular AirBnB is also available.

245. Recently a 'pop-up' tea room has been available to residents and visitors. The Green Room is currently open on Monday, Friday and at weekends and is situated on Main Street, Lockington.

246. There are issues associated with visitors to the Parish. Parking can be difficult at key times when pavements can be blocked and unusable for pushchairs and mobility scooters. Conversely, some facilities are not advertised and thus under used (and at risk) – for example, the church.

247. Generally, visitors are familiar with some of what the village has to offer but perhaps do not have a comprehensive view. There is the potential for tourism to be encouraged and managed over the lifetime of the Neighbourhood Plan. For example; through the introduction of pictorial signs and leaflets sharing local stories and heritage, and the provision of safe parking that does not impact local residents.

POLICY BE5: TOURISM - Tourism developments will be supported provided that they demonstrate that:

a) They are of an appropriate scale so as not to have an adverse effect on local character and amenity; and
b) Such development will not result in significantly increased traffic movements; and
c) No significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, light pollution, or other nuisance associated with the work activity; and
d) Where feasible, the development involves the re-use of existing buildings or is part of farm diversification.

The net loss of tourism facilities will not be supported unless they are no longer viable or alternative provision is made available.

COMMUNITY ACTION 3: EAST MIDLANDS FREEPORT - The Parish Council will work to fully understand the implications for the Parish of the Freeport and ensure that where possible, potential benefits are maximised and issues minimised.

Broadband infrastructure & telephony

248. The modern economy increasingly requires a good communications infrastructure. High-speed Internet connectivity is driving business innovation and growth, helping people access services and opening up new opportunities for learning. This is particularly important in small rural settings where better broadband enables improved access to an increasing number of on-line applications and services provided by the public and private sector, can help to reduce social exclusion and create business opportunities.

249. Concern about mobile phone signals in the Parish featured in community consultation. As in other rural areas, where a growing number of parishioners work from home and a lack of public transport can mean that some older people become isolated, communication technology is important.

250. There is less concern expressed by parishioners about broadband coverage, although official OfCom data shows potential for improvement.

POLICY BE6: BROADBAND AND MOBILE PHONE INFRASTRUCTURE - Proposals to develop broadband capability which ensures that existing and future amenities and infrastructure keep pace with national and international standards will be supported, to enable the Parish to be economically competitive.

Improvements to the mobile telecommunication network that will serve the Parish will be supported.

Where new masts are installed, these should be shared where possible by more than one provider.

Any infrastructure improvements requiring above ground network installations must be

sympathetically located and designed to integrate into the landscape, i.e. not be in or near to open landscapes.

C. Transport & traffic

251. The main approach to the Conservation Areas of Hemington and then Lockington is from the A50 Junction 1 along Rycroft Road, currently a rural road with open setting on either side including a fishery and the outlying Hemington properties. We already have a longstanding HGV issue primarily on the road through Hemington Conservation Area. Despite sending some 70 photographs of incidents to the authorities, LCC Highways & Highways England will not deal with this, citing this is due to illegal activity on the part of drivers using their phones for directions and thus is a police matter. Yet it is real to residents who are concerned for safety and the damage to property that it has caused.

252. The traffic comes from both directions. From Castle Donington up Hillside and along Barroon and then down Hemington Hill, through Hemington and out to the A50 along Rycroft Road - and the reverse route. Given the very low unemployment levels in the area, and based on observations at other sites locally, the likelihood is that cars will form the majority of transport to any future development site from outside the immediate area. This will defeat the purpose of other sustainable transport modes.

253. This area is certainly desired by operators of large warehouses as evidenced by approvals in the last 5 years of East Midlands Gateway, an Aldi distribution centre, two more warehouses at Trent Lane in Castle Donington, and most recently last year the approval of the strategic site at Netherfield Lane. Of these 80% of the 139 Ha East Midlands Gateway site, 100% of the Aldi site 39 Ha site and 100% of the 34 Ha Netherfield Lane site are situated in the small Parish of Lockington cum Hemington where both villages sit in Conservation Areas. The other 20% of East Midland Gateway sits in Castle Donington Parish. Any future developments will have cumulative impacts in real terms on the residents of the area which, whilst assessed as acceptable on desktop studies, do not reflect the realities often driven by human behaviour.

254. The route from J24 of the M1 through Lockington and Hemington to J1 of the A50 becomes a ‘rat run’ whenever there is a problem on the local major roads, particularly the A50. We have a Google assessment of how attractive this is, taken during such an incident where Google suggested an eight minute time saving by routing through Hemington and then Lockington which has direct road access to Junction 24 of the M1.

255. Although there is no railway station in the village, East Midlands Parkway opened early in 2008 at Ratcliffe-on-Soar (3 miles to the east) provides links on the Midland Main Line. The western part of the East Midlands Gateway freight terminal, and a part of East Midlands Airport, both lie in the southern part of the Parish.

256. Roads through the villages are covered by a 7.5-ton weight limit (except for access) which, unfortunately is not always observed, leading to significant levels of concern for safety at times. Enforcing restrictions on large and heavy vehicle (96% of respondents agree/strongly agree) and controlling the speed of vehicles (90%) are very important to respondents of the 2021 survey.

257. The recent development of the Parish has led to some parking issues and traffic problems along Rycroft Rd and Main Street in Hemington and Hemington Lane / Main Street junction in Lockington. Indeed, 53% of respondents registered a concern for the safety at junctions.

258. There is not currently a regular public transport provision through the villages but a dial-a-ride bus can be ordered at certain times, although this can be somewhat random for availability. Additionally the Castle Donington Volunteer Centre arranges minibus and drivers for a donation, for services such as shop visits and hospital appointments. 71% of survey respondents think access to transport is important.

259. For most people living in the Parish, however, the car is the principal mode of transport even for short journeys. At least 75% of all journeys made by respondents are made in a private motor vehicle.

260. Walking (69%) and cycling (38%) are important for leisure activities. Additionally, 40% of respondents walk when taking children to school.

261. The NPPF (2021) encourages a reduction in congestion and greenhouse gas emissions through the introduction of measures, which promote a reduction in the number of journeys made by car, and there are a number of actions that can be taken by individuals and by the public and private sectors to support this objective.

262. The Plan, therefore, focuses on those areas where it can have an influence on the need to travel by car, highway safety and parking provisions. In particular it includes measures to promote new areas for parking and ensures that, where necessary, traffic management measures are provided in connection with new development.

Traffic Management

263. The area of North West Leicestershire in which our Parish sits has become a magnet in the last two decades for large developments including logistics and storage facilities. Whilst not necessarily enhancing employment opportunities for local residents, it has built on the locations of the M1, A42, A50 roads along with East Midlands Airport, which is the second biggest freight airport in the UK after Heathrow.

264. Businesses in the area include Amazon, DHL, Marks and Spencer, Aldi, Games Workshop, Breedon Group , SEGRO , Tarmac Quarry , Very Group , Kuehne and Nagel and Nestle.

265. Issues that have been realised with these developments are increased traffic levels in villages and speed, large number of HGVs and traffic jams at junctions. Initial developments also impacted the levels and quality of water within both village brooks.

Examples of road blockages due to HGVs in both villages

Parking and traffic congestion

266. The consultation questionnaire identified local concerns about traffic volume and speed (87% concerned or very concerned), and car parking (73%).

267. Although both villages are affected by these issues, Hemington probably suffers more from congestion due to two factors. It is more of a through route for traffic going between the A50 Junction 1, Castle Donington and Lockington. It also has a lower proportion of houses with off-street parking. This often leads to cars parking on both sides of Main Street, often on pavements, making access difficult, particularly for larger vehicles and at peak times, including both ends of the school day.

268. Speeding is an issue at the approaches to both villages. Rycroft Road, from the A50 to Hemington, has a 30 mph limit which is often exceeded and accidents have occurred at the bends near New Delight where roadside railings have been damaged. The approach to Lockington from the north is also limited to 30 mph. It is mostly narrow with passing places but frequent speeding is evident.

269. The road between the villages, Lockington/Hemington Lane, is subject only to the national speed limit on its 800 metre length. Visibility is limited by bends in the road and there is a footpath along the south side, so residents are concerned that vehicles travel at unsafe speeds although within the legal limit.

Parking issues on Main Street, Hemington

Public Transport

270. Whilst the villages are located at a point in the country for excellent overall transport infrastructure (East Midlands Airport , M1 , A50 , East Midlands Parkway) , there is an issue with a lack of available public transport within the Parish, particularly in the main residential areas. Access to regular buses requires getting to Castle Donington first , which can be an inconvenience for people. Castle Donington Volunteer Centre runs an excellent service for people to book minibus travel to supermarkets etc.

POLICY T1: TRAFFIC MANAGEMENT - With particular regard to the rural highway network of the Parish and the need to minimise any increase in vehicular traffic all development must:

a) Be designed to minimise additional traffic generation and movement through the village; and
b) Incorporate sufficient off-road parking; and
c) Not remove or compromise the use of any existing off-road parking areas, including garages, unless a suitable equivalent alternative is provided; and
d) Provide any necessary improvements to site access, communal parking and the highway network either directly or by financial contributions; and
e) Where practicable, improve and create footpaths and cycle ways to improve access to key Parish services.

COMMUNITY ACTION 4: PUBLIC TRANSPORT - The Parish Council will work with service providers to raise community awareness of public transport options available

Electric Vehicles

271. Over the lifetime of the plan there will be a major shift in motor vehicle technology as electric vehicle technology supersedes the existing petrol and diesel-powered vehicles. The UK as a whole has to address a major upgrade in infrastructure to generate and distribute the additional electrical power that is needed to charge the batteries of the electric vehicles. At a local level, every house that owns an electric vehicle will have to address how the vehicle will be re-charged – either at a remote station or at the home location. The Parish supports the introduction of green energy technology, will prepare for electric vehicles and address the issue of how cars can be re-charged either at off-road locations; and for those houses that do not have the option for off-road charging. It is possible that charging points may be installed at roadside or car parking locations.

272. Any new housing development should include infrastructure and available power supply that will support charging of electric vehicles that are parked at each house.

POLICY T2: ELECTRIC VEHICLES - The provision of communal vehicular charging points within the Parish will be supported so long as there is universal access and minimise negative impact on the availability of existing parking within the Parish.

7. Monitoring and Review

273. The Neighbourhood Plan will last up to 2031. During this time, it is likely that the circumstances which the Plan seeks to address will change.

274. The Neighbourhood Plan will be monitored regularly. This will be led by Lockington-Hemington Parish Council on at least an annual basis. The policies and measures contained in the Neighbourhood Plan will form the core of the monitoring activity, but other data collected and reported at the Parish level relevant to the delivery of the Neighbourhood Plan will also be included.

275. The Parish Council proposes to formally review the Neighbourhood Plan on a five-year cycle commencing in 2027 or to coincide with the review of the North West Leicestershire Local Plan if this cycle is different, or when significant changes occur in national planning policy that impacts on Lockington-Hemington.

APPENDIX 6: LOCAL (NON DESIGNATED) HERITAGE ASSETS

The 'Local List' as defined by the Neighbourhood Plan

LHLL1 Water trough, Diseworth Lane, Hemington

This trough is situated on the west side of Diseworth Lane, about 25 metres from its junction with Hemington Hill, just outside the boundary of Hemington village and close to Castle Donington. Diseworth Lane was once a busy thoroughfare between the villages of Hemington and Diseworth but was cut off in 1943 by the construction of RAF Castle Donington airfield, now East Midlands Airport. The lane still allows vehicle access to adjoining fields and is a popular footpath and cycle track linking to several tracks including the Airport Trail which circles the airport boundary.

The trough is fed by a spring in the field sloping down to it and the water overflows in grooves cut in the front edge. It is about three metres long, 50 centimetres wide, 20 centimetres deep and has a stone rear face where it joins the field bank. Its size and position strongly suggest it was used to provide water for animals passing between the villages. Older local people recall drinking from the trough as children when playing in the area

Age: Probably 18th century

Rarity: One of two in the Plan Area (see below) and another in Castle Donington; otherwise unique and characteristic.

Architectural/aesthetic value: Made from a single block of local sandstone, with blue brick parapet in front. A small but attractive feature that adds value to the rural setting on the edge of the village. It represents the agricultural origins of the settlement.

Archival connections: There is a reference to some Donington men being paid in 1669 for 'scouring the ditch at Hemington Spring'. The trough was probably built later to keep the flow of water clear. Local walk guides refer to it as an 'ancient horse trough'

Archaeological significance: n/a

Village landmark: The trough has survived in spite of extensive disruption of the landscape to the south of the village. It is well-known to locals and valued as a landmark.

Community value: The community value of the trough comes from its association with past agricultural heritage and living memories of its use as a source of drinking water.

Notes:

1. A similar but larger 18th century trough in Castle Donington is designated as a Grade II listed building number 1101789.
2. There is another similar, smaller trough at the south end of Lockington (opposite No 1B Main Street).

LHLL2 Numbers 8, 10 and 12 Church Street, Lockington

These terraced cottages were originally built as farmworkers' cottages, part of the Lockington Estate. They are joined to the outbuildings of Hall Farm, with the same dark red brickwork. The roofs were probably originally dark clay, similar to the attached farm buildings, but are now plain red clay tiles. The cottages have retained most of their original Yorkshire sliding sash windows. The lower windows at numbers 10 and 12 have been replaced but still show evidence of the earlier slightly arched frame in the brickwork. Number 8 shows evidence of a doorway filled in and relocated to a window opening.

Age: Hall Farmhouse is late eighteenth century, so the cottages were probably built around the same time.

Architectural/aesthetic value: The cottages are typical of estate-related buildings in the village and their setting, close to the Church and other listed buildings, adds to their value. A good example of contemporary building materials and style.

Village landmark: Enhances the setting of the Church, a key feature of the village.

Community value: Centrally located on quiet road, frequented by walkers and cyclists.

LHLL3 Winnow Barn, 27 Main Street, Lockington

This privately-owned barn conversion was originally a working farm building, part of the Lockington Estate. The building next door, at number 29 was formerly the Home Farm/Lockington Estate Office. As its name suggests, Winnow Barn was probably used for the storage and threshing of cereal crops, which are still grown in fields around the village. In appearance it is a large, plain red brick structure, with a grey slate roof. Its front-facing windows and door frames are modern and irregularly placed, probably reflecting the converted internal layout, but some signs of the original frontage can be seen in the brickwork, including ventilation spaces between bricks and a large central beam that probably spanned an entrance.

Age: Probably late nineteenth century

Architectural/aesthetic value: The building retains a few of the original features indicating its purpose as working agricultural structure. Its conversion is representative of the re-purposing of many former barns in the village.

Archaeological value: The site may contain some below-ground evidence of its former use, but none is apparent.

Village landmark: A notable, attractive building, clearly visible from the roadside. Situated opposite the entrance to Lockington Hall.

Community value: N/A. Privately owned, so of no direct community value other than its appearance.

LHLL4 Lockington-cum-Hemington Village Hall

The Village Hall was built in 1935 at a cost of £835. It soon became the social hub of both villages, including very successful performances by the local Drama Group. It was also the venue for dances, plays put on by the 'Hemlock Players', a youth club, Women's Institute meetings and dancing classes. It is currently undergoing modernisation by the Parish Council.

Age: Built in 1935

Architectural/aesthetic value: A simple brick and tile building typical of community halls and modest domestic and civic buildings of the inter-wars years

Archaeological value: n/a

Village landmark: Yes. Well-used community centre for the two villages; the hall is sited near the junction of Main Street Lockington and Hemington Lane. It is immediately visible on the approach to Lockington from Hemington.

Community value: Yes. The hall serves both villages in the Parish and its ongoing improvement programme will enhance its value.

LHLL5 The Three Horseshoes, 5 Main Street, Hemington

A private house, formerly The Three Horseshoes public house. The street frontage has a plain but pleasantly symmetrical design with a central front door and large multi-paned windows on each side, in a Yorkshire Horizontal Sliding Sash style. The construction is red brickwork with heavy stone lintels and windowsills and dark blue plain roof tiles. There is a tall, double chimney stack at each end of the roof. There are extensions and outbuildings to the rear.

Age: Probably late 18th-early 19th century. Public house closed in 1993

Architectural/aesthetic value: Fits in well with surrounding buildings, some of which are listed

Archaeological value: n/a

Village landmark: Locally recognised as a former public house, and gives its name to an adjacent access road.

Community value: Although now a private home, recognised locally as part of local history.

LHLL 6 Hemington Primary School

With the support of the Curzon family, the Lockington Hemington United District School Board was formed in 1876. Hemington School opened on 1 July 1878, with places for 120 children and an average attendance of 88. The Board also built an adjoining house for the school mistress, now incorporated into the main building. The school, now Hemington Primary School, continues to thrive with around 50 pupils from age 4 to 11 years.

Age: Opened 1878

Architectural/aesthetic value: Good example of the 'Arts & Crafts' style of new local schools with integrated classrooms and house following the Elementary Education Act, 1870. The school has retained its original frontage, with all newer extensions at the rear of the building.

Archaeological value: n/a

Village landmark: Yes. Prominently situated at the centre of the village on Main Street near the junction with Lockington Lane.

Community value: The school serves both villages in the Parish and its wider catchment area. It is valued by generations of former pupils, families and staff.

APPENDIX 7

IMPORTANT VIEWS IN LOCKINGTON-HEMINGTON

1. From front of The Old Vicarage, Lockington, streetscape views of Church Street, St Nicholas' Church and the Churchyard.

2. From the earth bund between The Dumps and King Street Plantation, 360° panorama east to the parish boundary (and beyond toward Kegworth), north across Lockington village, St Nicholas' Church and Lockington Hall parkland, west over The Dumps and Daleacre Hill to Hemington and south to King Street Plantation and the Gateway Logistics Park.

3. From Ladies Close, north and east over Hemington village.

4. From Daleacre Hill Lockington, east over Lockington village to the church and north for several miles across the Parish to the river Trent.

5. From Daleacre Hill Hemington, west over Hemington village and north across the parish and the Trent valley floodplain.

6. From the footpath alongside the A50 on the railway overbridge, generally south to Hemington and Lockington villages and their settings.

7. Hemington War Memorial: village view taking in several Listed buildings including Peggs Farmhouse, The Nunnery, Hemington Hall and Hemington House.

Lockington-Hemington

Design Guidelines and Codes

Draft Report

October 2022

Delivering a better world

Quality information

Prepared by	Check by	Approved by
[redacted]	[redacted]	[redacted]
Associate Urban Designer	Director	Director

Revision History

Issue no.	Issue date	Details	Issued by	Position
2	03/10/22	Review	[redacted]	Lockington-Hemington Neighbourhood Plan Steering Group
1	25/07/22	Review	[redacted]	Director
0	21/02/22	Research, site visit, drawings	[redacted]	Associate Urban Designer

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Introduction

01

1. Introduction

Through the Department for Levelling Up, Housing and Communities' Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Lockington-Hemington Parish Council. The support is intended to provide design guidance and codes based on the character and local qualities of the area.

1.1 Purpose of this document

The Neighbourhood Plan Advisory Committee has sought to develop a set of design codes guiding any future development in the village.

The National Planning Policy Framework (NPPF; 2021, paragraph 127) states that "Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers."

The stages of production for this document are outlined here:

1 **Site visit and analysis.**

2 **Develop design code document.**

3 **Feedback period.**

4 **Address feedback.**

5 **Final review.**

6 **Submission of a final report.**

1.2 Area of study

Lockington-Hemington is a civil Parish, located in North West Leicestershire. The Parish includes the villages of Hemington and Lockington, as well as the surrounding rural landscape.

Both villages are situated within a largely agricultural landscape between Castle Donington and Kegworth, just north of East Midlands Airport.

Hemington lies on a largely level site within a shallow valley created by Hemington Brook, which flows northwards alongside Main Street. Lockington occupies a relatively level site and is characterised on its western side by Daleacre Hill. The adjacent power station in Ratcliffe-on-Soar is very dominant in the landscape.

Lockington and Hemington were joined together in one parish in 1938. The villages share a number of facilities including the Parish Church of St. Nicholas in Lockington (1), a primary school (in Hemington) and a village hall (in Lockington). The two villages are very well connected via Hemington Lane/ Lockington Road and a series of pedestrian footways on Daleacre Hill.

The landscape is characterised by open floodplain, mostly flat, low lying land adjacent to the River Trent. It comprises a mixture of arable and pastoral farmland, with significant areas of wetland habitat. Woodland is sparse, with tree cover limited to hedgerow trees and small copses.

The landscape sits alongside with significant transport infrastructure including the M1/A50, Derby-London railway line and East Midlands Airport; as well as more recent large amounts of industrial development.

Figure 01: View of Lockington from Daleacre Hill.

Figure 02: View of some parts of Hemington from Daleacre Hill.

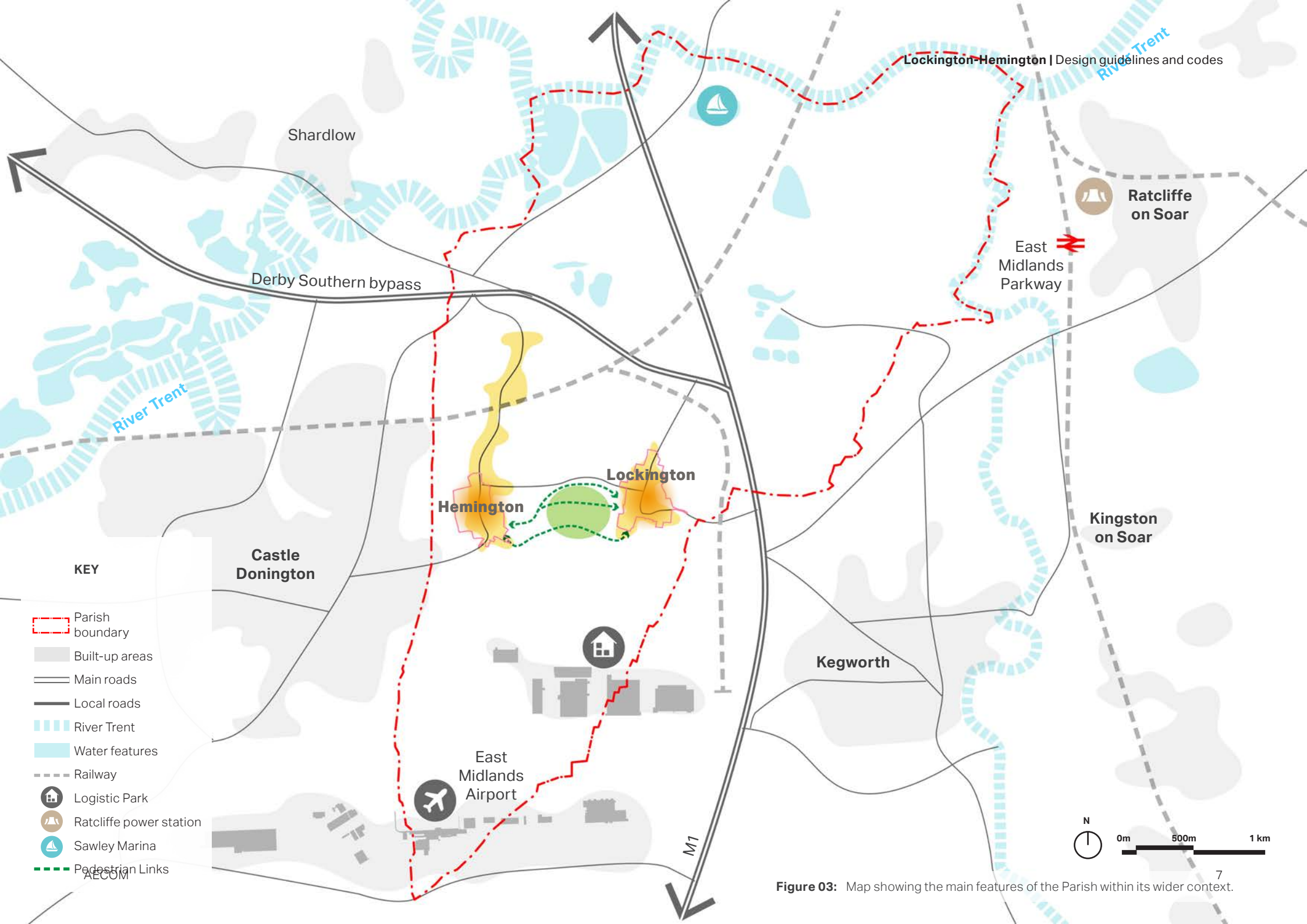


Figure 03: Map showing the main features of the Parish within its wider context.

1.3 Design guidance and best practice

As the National Planning Policy Framework (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities". National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Developers should refer to these key documents when planning future development in Lockington-Hemington. The following documents at a national level have informed the design guidance within this report:

2021 National Model Design Code
DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

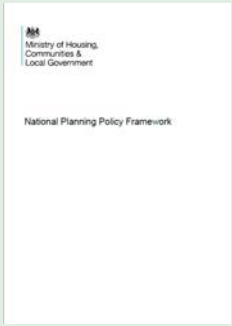
2020 - Building for a Healthy Life
Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing.

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

2021 - National Planning Policy Framework DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places.



2021 - National Design Guide

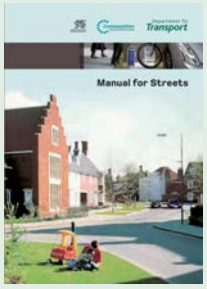
DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.



The NPPF goes on to root neighbourhood planning at the heart of the drive for quality development: "Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development" (paragraph 125).

01.3.1 Local planning policy context

Local planning policy can provide design guidance that is tailored to the context of the development and supported by analysis that is taken directly from the area. Therefore, it is vital local policy is considered when developing in Lockington-Hemington.

2011 - 2031 - North West Leicestershire Local Plan

Adopted in November 2017, The North West Leicestershire Local Plan 2011-2031 provides a planning policy framework for guiding development in the District up to 2031. It comprises a vision, strategic objectives, site allocations and development management policies. It is used to guide development in the determination of planning applications over the plan period 2011-2031.

2017 - Good design for North West Leicestershire SPD

The guidance contained within this document explains how the district measures good design locally. It also suggests how local communities and other stakeholders might be better involved in shaping new places; it promotes good, ordinary places – places that people and businesses are proud to call home.

Local character analysis

02

2. Local character analysis

This section outlines the existing context and key characteristics of Lockington-Hemington related to heritage, built environment, streetscape, views, landscape and topography.

2.1 Parish Structure

The villages of Lockington and Hemington sit north of the East Midlands airport, immediately east of Castle Donington. Derby and Leicester are within 15 and 30 minutes drive respectively.

The surrounding area is a mix of character: on one side, the attractive riverside setting of the River Trent, with easy access to the wider countryside through a number of strategic walking routes; on the other, the major transport infrastructure (M1 and A50), sand quarries and logistic parks.

Currently, in addition to the Parish Church of St. Nicholas, a primary school and a village hall, there are some amenities such us a pub, Lockington business centre. Castle Donington's amenities are also within 5 minutes drive.

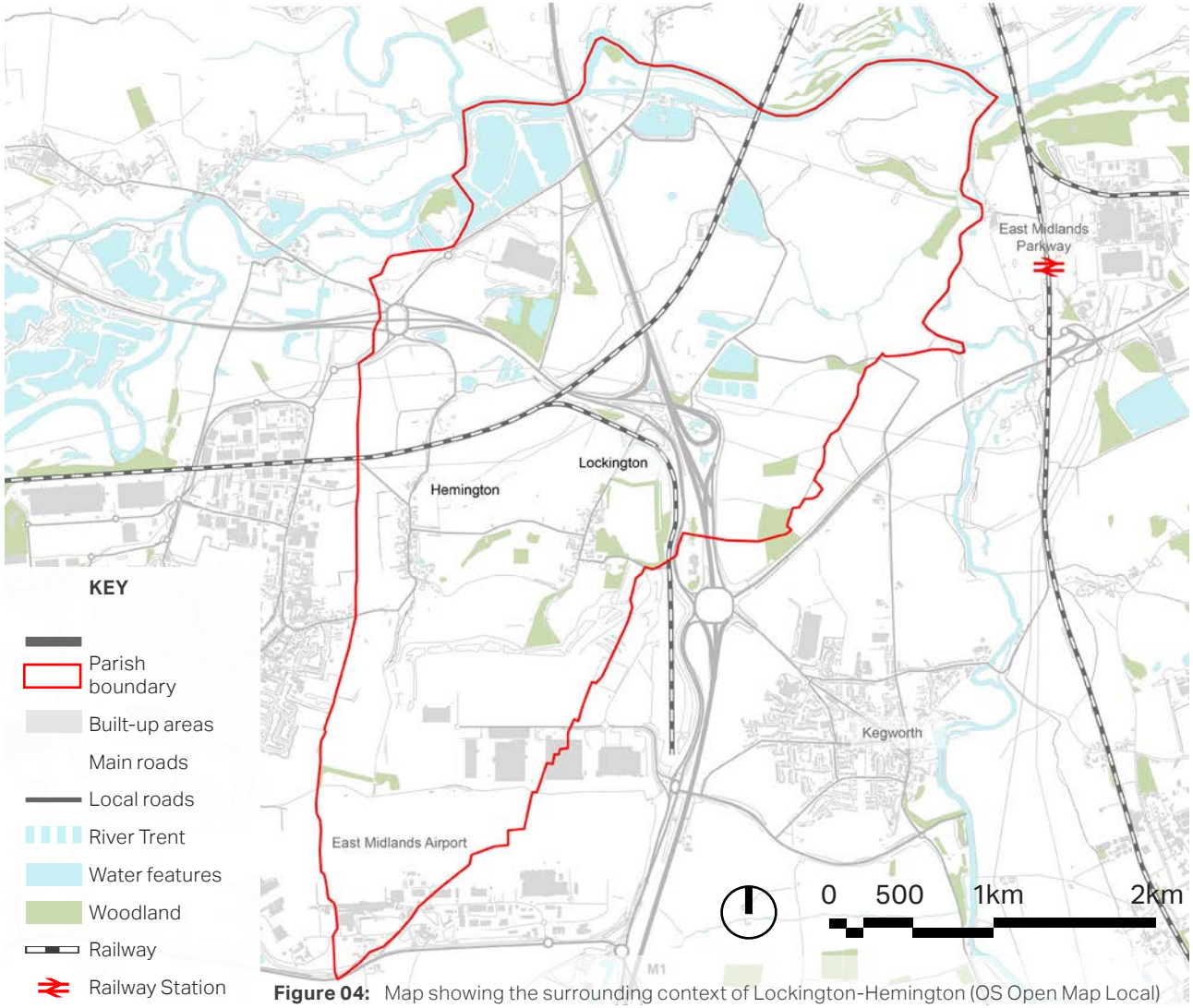


Figure 04: Map showing the surrounding context of Lockington-Hemington (OS Open Map Local)

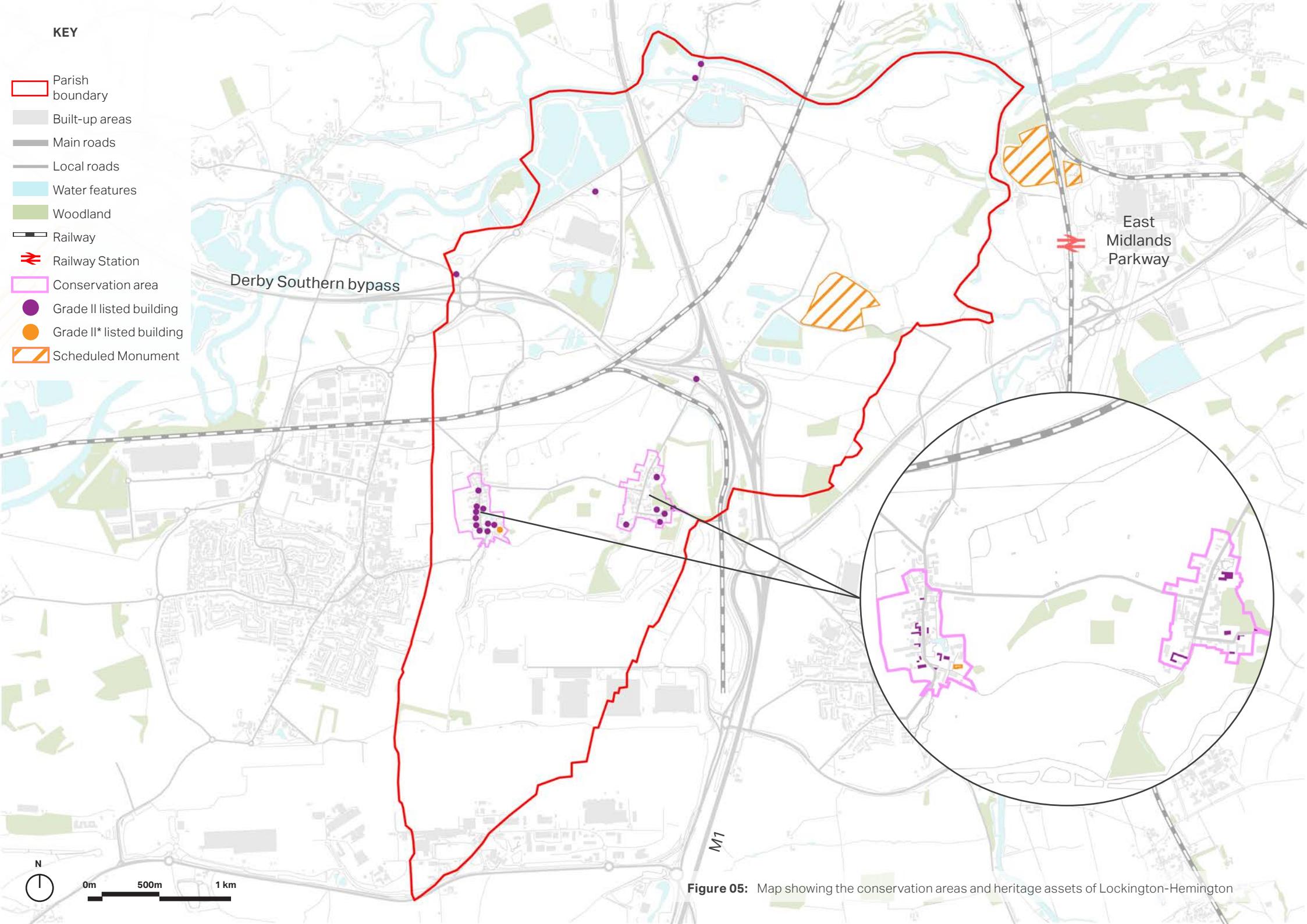


Figure 05: Map showing the conservation areas and heritage assets of Lockington-Hemington

2.2 Heritage

There are two separate conservation areas for Hemington and Lockington Villages. The Hemington Conservation area was established in 1974; the Lockington Conservation area followed in 1992. These cover much of the village as well as a small area of the surrounding landscape.

The Hemington conservation area contains thirteen listed buildings, with the ruins of Hemington Chapel being also designated as Scheduled Ancient Monument, while Lockington has seven listed building within its conservation boundary. In addition, there are also few listed buildings outside the villages of which Hemington House is the most notable.

The heritage and character of both villages have some consistent features which can be seen in both conservation areas. For example, many buildings are constructed by stone and/or brickwork.

Notable listed buildings include:

Hemington House
Dating to early 19th century, Hemington House is a grade II listed building of 2 storeys in height and with red brick and hipped slate roof. Additional architectural details include painted render door cases with attached Doric columns, diaper-panelled frieze and cornice.

Lockington Hall
Lockington Hall (grade II listed) was constructed in 1688 as a two storey building with a 'H shaped' plan. Built as a mansion, it has been remodelled over the years, adding a second storey, a Tuscan colonnade to the seven bayed east front, two service wings and a porte-cochere to the five bayed north entrance front. It was converted to offices in 1973-4.

Daleacre Farmhouse
Dating to 1786 this building is grade II listed, 3 storeys high and in red brick with tiled roof. Ground and first floors have tripartite sash windows with cambered heads; second floor has 3-light horizontal sliding sashes.

Magnolia Cottage
Dated c.17th century Magnolia cottage is a grade II listed building of 2 storeys, mostly rebuilt in the 20th century. The ground floor has brick infill, while the first floor has white-washed roughcast. The roof is a thatched roof, with a rebuilt central brick chimney.

The Nunnery
The Nunnery (of circa 1550) is a listed Grade II* building, formerly, lodging and kitchens for Hemington Hall. Originally of rubble stone construction, the building has been subject to many alterations over the years with bricks being now the prevalent material, with tiled roof and rebuilt stone chimney.

The Oak House
Dating 17th century and partly rebuilt this grade II listed building has timber frame with diagonal braces and brick infill, the right bays mostly rebuilt in brick to front. Other notable architecture details include thatched roof, brick chimneys to either side.

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Figure 06: Image showing the Hemington House from Hemington Hill.
Figure 07: The grade II listed 'Lockington Hall' which faces onto the Main St.
Figure 08: Daleacre Farmhouse, a 17th century red brick building with tiled roof.
Figure 09: The grade II listed 'Magnolia Cottage' which faces onto the Main Street and has a distinct whitewashed roughcast infill.
Figure 10: Image of the grade II* listed the Nunnery which features bricks with tiled roof and rebuilt stone chimney.

F.9

F.10

of central bay and gabled timber porch in left gable end.

The Old Vicarage

The Old Vicarage, although superficially of the nineteenth century, dates in part from the seventeenth century. It is a grade II listed building remodelled in the c19th century with a new extension to the right. Architecture details include: rendered porch with semicircular arch and keyblock, flanking Doric pilasters, and moulded cornice.

Thatched Cottage

Thatched cottage is a grade II listed building that occupies position of visual importance across north end of village street. Dated c17th century and refurbished in c20th century, it was originally timber-framed, but it has been rebuilt in brick in right gable. Rubble stone base, it has thatched roof with brick chimneys rebuilt.

F.11

F.12

F.13

Figure 11: Image showing the 17th century gabled timber porch of The Oak House, which can be seen from the Main Street.

Figure 12: The grade II listed 'The Old Vicarage' which faces onto Church Street and has a distinct rendered porch with semicircular arch and keyblock.

Figure 13: Image of the grade II listed Thatched cottage which has been rebuilt in bricks.

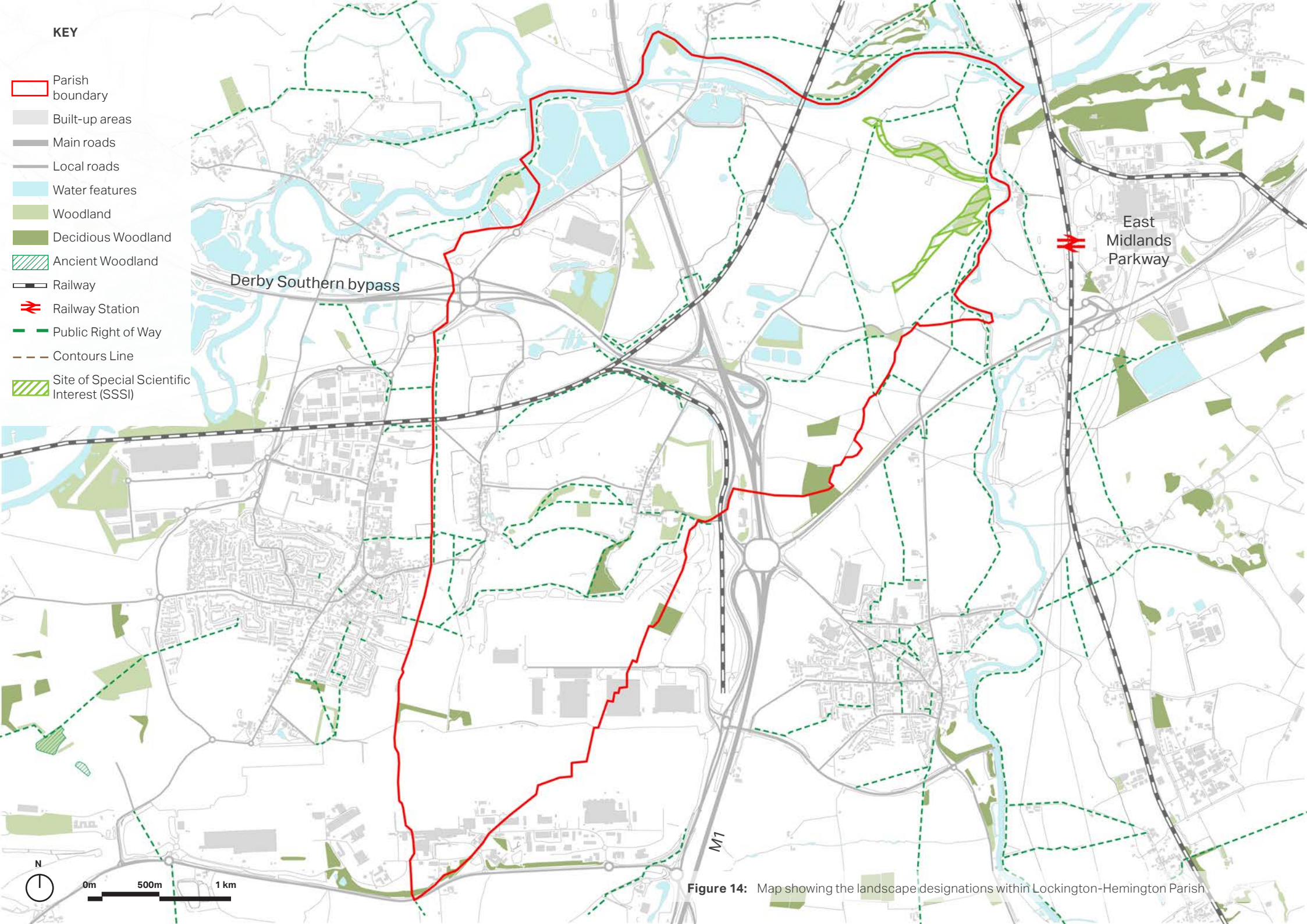

Figure 14: Map showing the landscape designations within Lockington-Hemington Parish

2.3 Landscape and open space network

Hemington-Lockington lies within the Trent Valley open floodplain which is mostly flat, with the land sloping up to the south around Castle Donington.

The landscape is characterised by large fields, with some pockets of smaller-scale piecemeal enclosure around the villages. The scale of features within the landscape is varied; smaller scale hedgerows and trees enclosing the fields contrast with large scale industrial buildings.

The parish is distinguish for a mix of arable cropping and wet pasture land, with hedgerows and dykes forming field boundaries. Wetland habitats including floodplain marsh and lowland fens (both of which are Priority Habitats) are a frequent feature within the parish boundary. These include a number of quarries that have been restored to a semi-natural habitat. Lockington Marshes is nationally designated as a SSSI. Woodland is relatively sparse and is limited to hedgerow trees and small copses.

Willows are a common feature along ditches and watercourses.

Due to the relatively flat topography and very sparse trees, there are quite a few long views across the landscape. The higher ground to the south overlooks the flood plain and beyond to Derbyshire and Nottinghamshire.

There are prominent views to the cooling towers of Ratcliffe-on-Soar Power Station, located in Rushcliffe District, and numerous associated power lines cross the skyline of the character area, creating a wirescape. Other skyline features include church spires in Castle Donington and Kegworth.

Large amounts of industrial development/ quarrying also detract from the remnant rural qualities of the landscape close to Lockington and Hemington.

Figure 15: The play area next to the Hemington-Lockington Village Hall, on Hemington Ln.

Figure 16: One of the numerous public pedestrian footpath within the Lockington-Hemington Parish.

2.4 Flood risk

Lockington-Hemington Parish sits on lowland, mostly flat, land adjacent to the River Trent. There are, therefore, significant flooding risks within the north of the Parish as shown on Figure 18. Both villages lie within Flood Zone 3 (as defined on the Environment Agency's flood risk mapping) making development in these areas without mitigation measures unwise.

With regards to groundwater flooding, the villages are within a low lying topography and due to the proximity to the local watercourse network (comprising the River Trent and Castle Donington and Hemington Brooks) naturally high groundwater levels may be present in localised areas.

Figure 17: Example of a Sustainable Urban Drainage System (SuDS), in Hemington.

Figure 18: Map showing the Flood risk areas within Lockington-Hemington Parish

2.5 Building typology

The parish has developed over hundreds of years, and this is reflected in the wide mix of building typologies. Semi detached, detached and farm buildings can all be found within the neighbourhood area, although many buildings have had modern alterations over the years.

The villages are made up of mostly semi-detached and detached housing which stemmed off the two villages Main Streets, Lockington Lane and Hemington Lane. Few example of terraced housing can be found on Hemington Main street.

The predominant height within the Parish is 2 storeys, with few properties pf three storeys.

Both villages host many substantial properties which contribute to create the place identity.

F.19

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Figure 19: Image showing example of terraced former farm cottages, on Church Street, in Lockington
Figure 20: Image showing example of terraced housing within the Parish.
Figure 21: Image showing detached housing, which is the predominant housing type within the Parish.

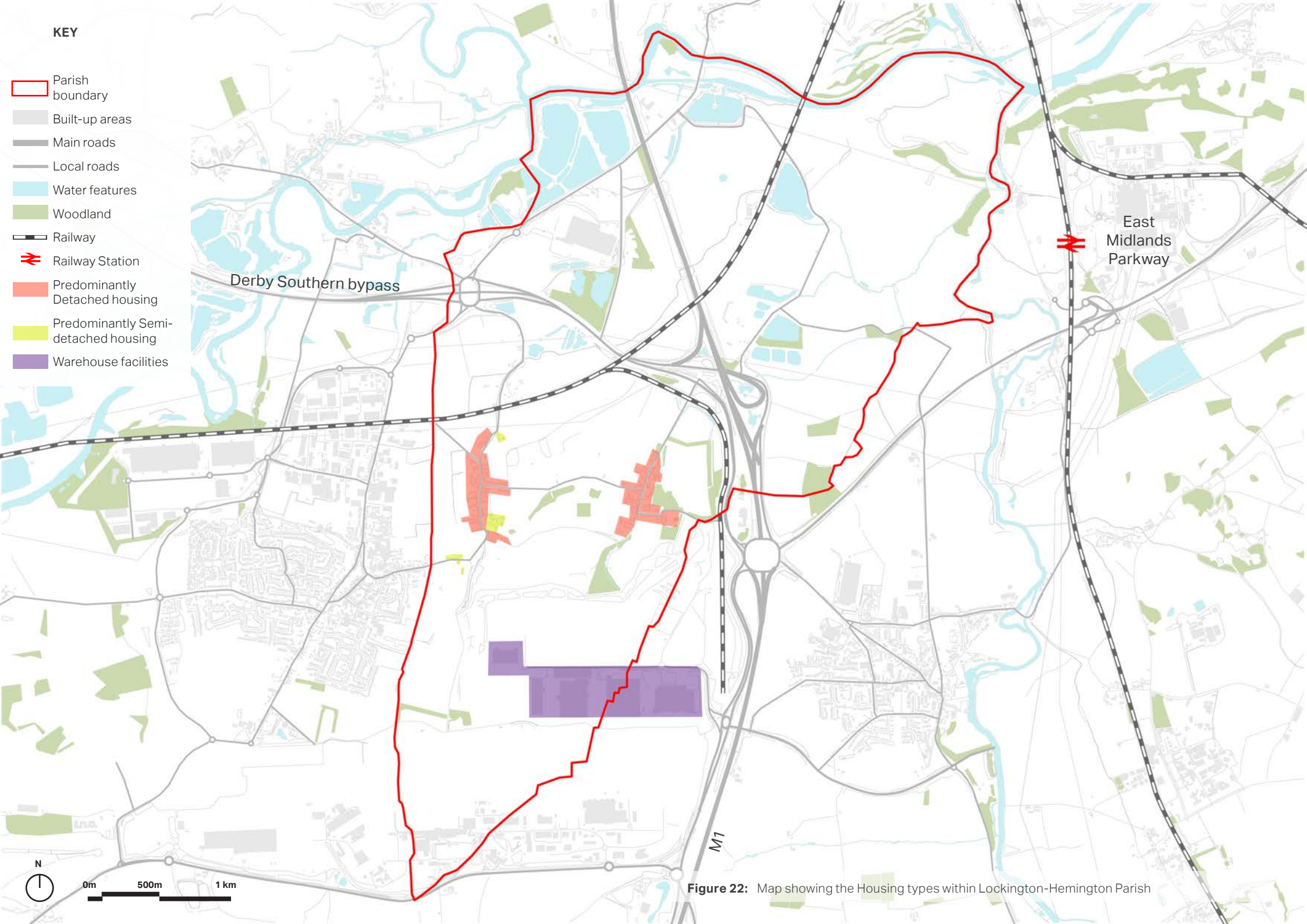


Figure 22: Map showing the Housing types within Lockington-Hemington Parish

Design guidelines & codes

03

3. Design guidelines and codes

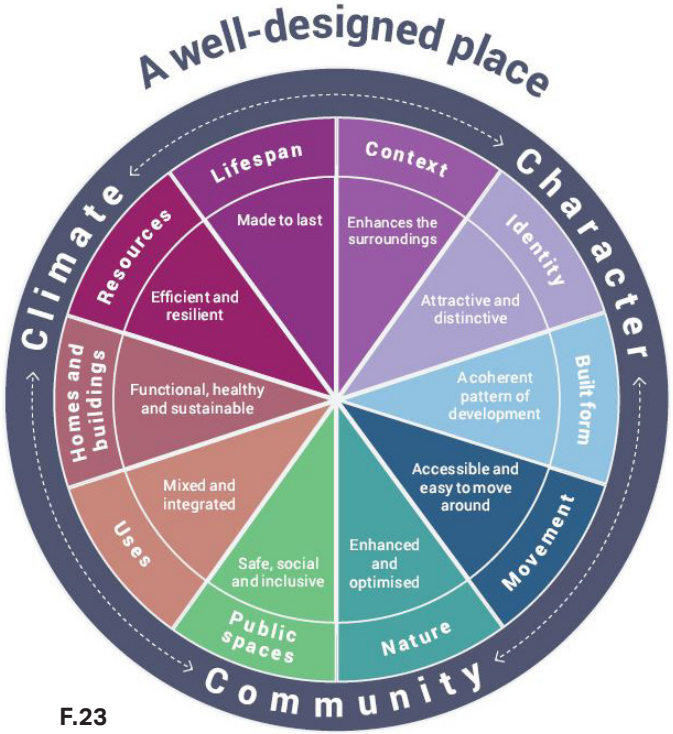
This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Parish will be expected to follow.

3.1 Place making

What urban designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals.

These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents.



F.23

Figure 23: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

3.2 General principles and guidelines

The design guidelines and codes, with reference to Lockington-Hemington Neighbourhood Area, will follow a brief introduction of the general design principles.

The guidelines and codes developed in the document focus on residential environments including new housing development and warehouse and logistics facilities in Lockington-Hemington.

In any case, **considerations of design and layout must be informed by the wider context**, considering not only the immediate neighbouring buildings, but also the landscape and rural character of the wider locality. The local pattern of streets and spaces, building traditions, materials and natural environment should all help to determine the character and identity of a development.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area. Therefore, some design principles that should be present in any design proposal are:

- Respect the existing pattern of the village and the surrounding hamlets to preserve the local character;
- Respect the heritage, landscape and key views, if any, identified in the Parish;
- Aim for high quality design that reflects and respects the local vernacular;
- Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;
- Harmonise and enhance existing village and hamlets in terms of physical form, architecture and land use;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Incorporate necessary services and enhance infrastructure without causing unacceptable harm to retained features; and
- Aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area.

3.3 Lockington-Hemington design guidelines and codes

This section introduces a set of design principles that are specific to Lockington-Hemington. These are based on:

- Baseline analysis of the area in Chapter 2;
- Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life 12 documents which informed the principles and design codes; and
- Discussion with members of the Neighbourhood Plan Advisory Committee informed by their engagement with the wider community.

The codes are divided into **6 sections**, shown on the next two pages, each one with a different number of subsections. Each section and subsection is numbered (e.g DC.01) to facilitate its reading and consultation.

Design Codes for Lockington-Hemington village

Theme	Code	Title
DC.01 In keeping with local character	1	Heritage, views and landmarks
	2	Development affecting heritage assets
	3	Set in rural landscape/ development edges
	4	Patterns of growth within the rural landscape
	5	Infill development and building extensions
DC.02 Access and movement	6	Accessible and attractive footpath network / access to the countryside
	7	People friendly streets
	8	General street
	9	Rural/ edge lane
	10	Parking and servicing
	11	Cycle parking
DC.03 Landscape, nature and open space	12	Create a green network
	13	Biodiversity
	14	Water management
	15	Trees
	16	Open spaces

Theme	Code	Title
DC.04 Built form	17	Development layout
	18	Building heights
	19	Density
	20	Legibility and wayfinding
	21	Boundary lines, boundary treatment & corner treatment
	22	Views and vistas
	23	Materials and architectural details
	24	Windows
	25	Door
	26	Chimneys
	27	Roofscape
	28	Hard landscaping, materials and street furniture
DC.05 Sustainability	29	Minimising energy use
	30	Lifetime and adaptability
	31	Minimising construction waste
	32	Recycling materials and buildings
	33	Electric vehicle charging points
	34	Storage and slow release
	35	Permeable paving
DC.06 Design of large scale employment and commercial	36	Context and location
	37	Frontages
	38	Access, yards, servicing and parking
	39	Amenity spaces and adjacencies
	40	Architecture
	41	Sustainability in employment buildings

Design Codes for Lockington-Hemington

Code.1 Heritage, views and landmarks

Lockington-Hemington Parish has a rich heritage in terms of historic buildings and structures, landscape, views and landscape features. Any new development needs to respect the historic built form and stimulate ways in which heritage assets could be further promoted and protected. Design guidelines include:

- Continuation of the historic built form on Main Street; buildings should be modest in scale and front directly onto the pavement or be set back behind narrow front gardens with low boundary walls/ edges.
- Retention of countryside views which contribute to historic rural character. Development density should allow for open spaces between buildings to preserve views of countryside setting and maintain the perceived openness of the villages.
- Enable open views and vistas to landmark assets such as St Nicholas Church and Daleacre Farmhouse.

Figure 24: Buildings fronting directly onto the pavement.

Figure 25: Modest scale buildings set back behind narrow front gardens with low edges.

Figure 26: Continuation of the historic built form on Main Street

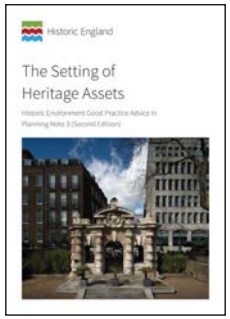
Figure 27: Open view of Daleacre Farmhouse.

Figure 28: Open view of Lockington with St Nicholas Church tower visible in the middle.

Code.2 Development affecting heritage assets

Step 1. Identify heritage assets and the effect on their setting

All developments should identify and consider heritage assets and their settings within the initial design stage. Both built heritage and archaeological assets have a setting. The setting of a heritage asset is considered to be 'the surroundings in which a heritage asset is experienced'.



The Setting of Heritage Assets. Historic Environment: Good Practice Advice in Planning.

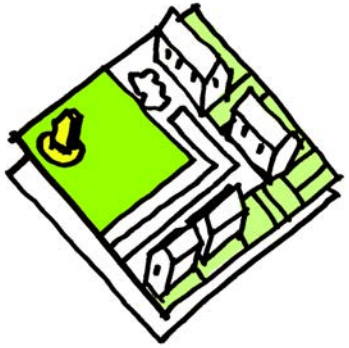
Historic England

2017

The codes in this section have been elaborated following the guidance on the The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning. Note 3 (Second Edition)

Local authority involvement

At pre-application stage, it is advisable to inquire the local authority so it can indicate whether it considers that a proposed development has the potential to affect the setting of a heritage asset. The local authority can specify an 'area of search' around the proposed development within which it is reasonable to consider setting effects

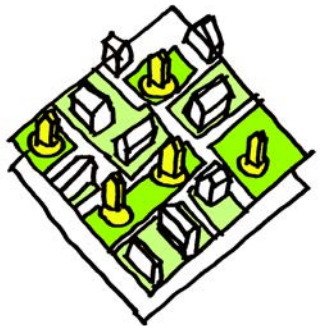


Immediate surroundings

For developments that are not likely to be prominent or intrusive, the assessment of effects on setting may often be limited to the immediate surroundings, while taking account of the possibility that setting may change as a result of the removal of impermanent landscape or townscape features

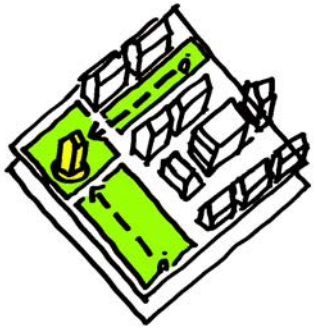
Assessment of large developments

The area of assessment for a large or prominent development can often extend for a distance of several kilometres. In these circumstances, while a proposed development may affect the setting of numerous heritage assets, it is advisable that local planning authorities work with applicants in order to minimise the need for detailed analysis



Large number of heritage assets

Where assessments of large numbers of heritage assets are required, Historic England recommends that local planning authorities give consideration to the practicalities of gathering and representing community interests and opinions on changes affecting settings



Viewing points

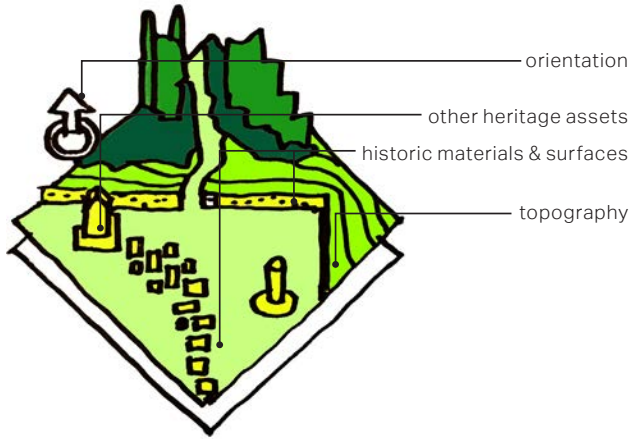
Where the development proposal affects views that affect the significance of an asset to be appreciated, it is often necessary to identify viewing points for assessment. An explanation why a particular viewing point has been selected will be needed

Step 2. Assess the role of settings in significance of heritage assets

The second stage in analysing the potential impact of development on heritage assets is to understand how setting contributes to the significance of the asset.

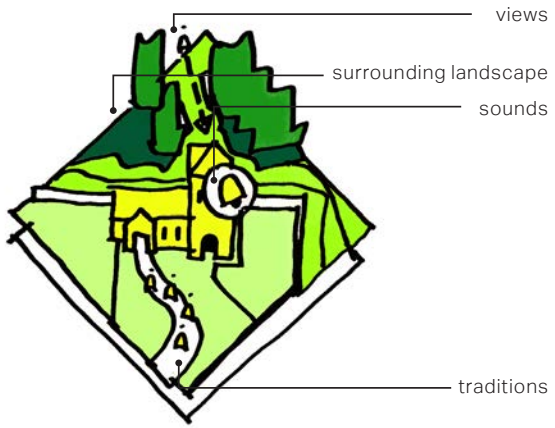
The following aspects should be considered:

- The physical surroundings of the asset, including its relationship with other heritage assets;
- The asset's intangible associations with its surroundings, and patterns of use;
- The contribution made by noises, smells, etc to the significance of the asset; and
- Consider the way views allow the significance of the asset to be appreciated.



Physical surroundings of the asset

- Topography
- Other heritage assets (including buildings, structures, landscapes, areas or archaeological remains)
- Definition, scale and 'grain' of surrounding streetscape, landscape and spaces
- Formal design eg hierarchy, layout
- Orientation and aspect
- Historic materials and surfaces
- Green space, trees and vegetation
- Openness, enclosure and boundaries
- Functional relationships and communications
- History and degree of change over time



Experience of the asset

- Surrounding landscape or townscape character
- Views from, towards, through, across and including the asset
- Intentional intervisibility with other historic and natural features
- Visual dominance, prominence or role as focal point
- Noise, vibration and other nuisances
- Tranquillity, remoteness, 'wildness'
- Busyness, bustle, movement and activity
- Scents and smells
- Diurnal changes
- Sense of enclosure, seclusion, intimacy or privacy
- Land use
- Accessibility, permeability and patterns of movement
- Degree of interpretation or promotion to the public
- Rarity of comparable survivals of setting
- Cultural associations
- Celebrated artistic representations / traditions

Step 3. Assess the potential effects of the development on the significance of the heritage asset

In assessing the effects of a development, the following should be addressed:

- Location of the site of proposed development in relation to the asset
- Form and appearance of the proposed development
- Permanence of the development in the landscape.

Location and sitting of development

- Proximity to asset
- Position in relation to relevant topography and watercourses
- Position in relation to key views to, from and across
- Orientation
- Degree to which location will physically or visually isolate the asset

Wider effects of development

- Change to built surroundings and spaces
- Change to skyline, silhouette
- Noise, odour, vibration, dust, etc
- Lighting effects and 'light spill'
- Change to general character (i.e.: urbanising or industrialising)
- Changes to public access, use or amenity
- Changes to land use, land cover, tree cover
- Changes to communications/accessibility/permeability, including traffic, road junctions and car-parking, etc
- Changes to ownership arrangements (fragmentation/ permitted development/etc)
- Economic viability

Form and appearance of development

- Prominence, dominance, or conspicuousness
- Competition with or distraction from the asset
- Dimensions, scale and massing
- Proportions
- Visual permeability (extent to which it can be seen through)
- Materials (texture, colour, reflectiveness, etc)
- Architectural and landscape style and/or design
- Introduction of movement or activity
- Diurnal or seasonal change

Permanence of development

- Anticipated lifetime/temporariness
- Recurrence
- Reversibility

Step 4. Maximise benefits and minimise harm to the heritage asset

In order to maximise the benefits and minimise potential harm experienced by heritage assets and their settings, the potential effects of development need to be considered from the project's outset. Opportunities to maximise benefit include:

- Removing or re-modelling intrusive buildings or features;
- Replacement of a detrimental feature with a new and more harmonious one;
- Restoring or revealing a lost historic feature or view;
- Introducing a wholly new feature that adds to the public appreciation of the asset;
- Introducing new views and vistas that add to the public experience of the asset;
- Improving public access and interpretation of the asset and setting.

Measures to reduce harm include:

- Repositioning of the development;
- Changes to design;
- Creation of effective visual or acoustic screening;

Reduction of harm and maximisation of benefits can be secured by stipulations in planning conditions or legal agreements.

Design quality is an important consideration in determining the balance of harm and benefit. Where attributes of a development affect setting and cause some harm to significance cannot be adjusted, screening may be used to reduce intrusion. However, any proposed screening must be sensitively designed in harmony with the setting so that it mitigates impact rather than amplifying the effect of the development. Screening ought never to be regarded as a substitute for well-designed developments within the setting of heritage assets.

Code.3 Set in rural landscape/ development edges

Lockington-Hemington Parish has a strong rural landscape which should not be undermined by new development. Some design guidelines on how new development should treat development edges are:

- Development adjoining public open spaces and important gaps should either face onto them to improve natural surveillance or have a soft landscaped edge;
- New development should conserve existing native trees and shrubs along the lanes as well as incorporating any green asset within design.
- Abrupt edges to development with little vegetation or landscape on the edge of the development should be avoided;
- Ensure that small and isolated woodlands in the parish are linked to larger green areas nearby to protect connectivity of habitats and biodiversity;
- Landscape schemes should be designed and integrated with the open fields to avoid coalescence with other neighbouring settlements; and
- Edges must be designed to link rather than segregate existing and new neighbourhoods. Green corridors can provide additional pedestrian and cycle links that will contribute to the successful integration with the Parish.

Figure 29: Example of an edge lane, where buildings front the landscaped area, Ryecroft Rd, Lockington-Hemington.

Figure 30: The rural character of Hemington Hill offers a gradual transition from the urban environment to the rural countryside.

Code.4 Patterns of growth within the rural landscape

The Parish owes much of its character to the historic pattern and layout of the roads and buildings as well as its close relationship with the surrounding countryside.
Some design guidelines for small scale development within Lockington-Hemington village are:

- New development (including warehouse and logistics facilities) should preserve the landscape setting of Lockington-Hemington village and the transition between the settlement fringe and the open countryside;
- New development in close proximity to designated and non-designated heritage assets must propose green screenings to mitigate any unpleasant visual impact, while also preserving key views;
- New development must demonstrate a good understanding of the scale, building orientation and enclosure of the surrounding built environment (no.1);
- Development densities should reflect the character of the village;
- The size of plots and their pattern should be varied to contribute to the rural character (no.2);
- New development should create a diversified building line to shape short and long-distance views (no.3);
- Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided.
- Existing hedges, hedgerows and trees should be integrated into design, whilst more planting and vegetation is encouraged to form part of the green network strategy (no.4); and
- Appropriate signage should be incorporated along the road or in central 'village greens' to indicate the low speed limits or provide navigation (no.5).
- The layout of any new development should have affordable homes integrated with private dwellings to reflect existing dwellings in the village and promote a sense of community.

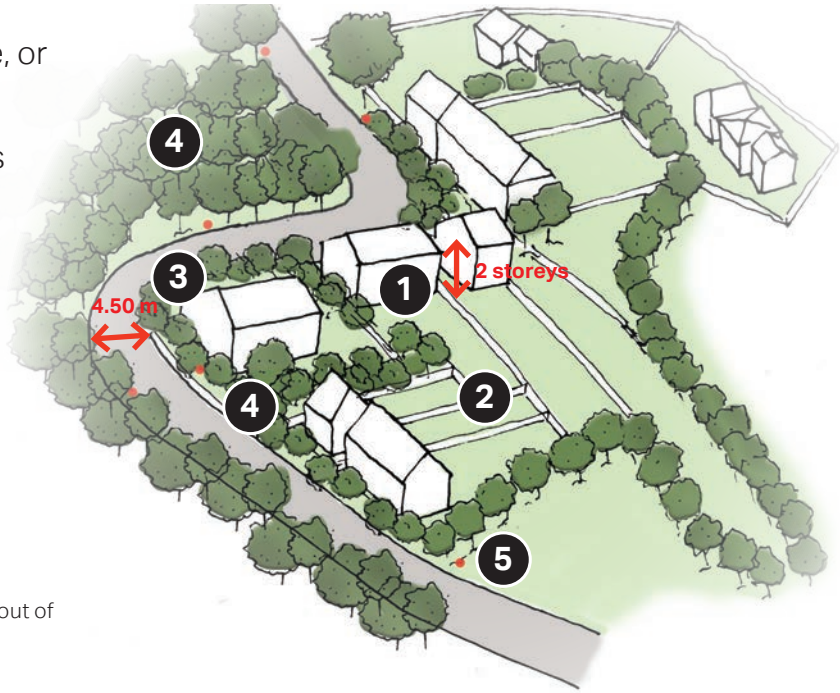


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Figure 31: Illustrative plan for a rural edge development highlighting design elements, related to the pattern and layout of buildings.

Code.5 Infill development and building extensions

Infill development helps preserve the pattern of growth and building lines. However, proposed designs should be appropriate and sensitive to the rural setting and therefore, some design guidelines are needed and presented below:

- Infill development should complement the street scene into which it will be inserted. It needs to reflect the materials, scale, massing and layout of the surrounding properties;
- The above elements also need to be considered in relation to topography, views, vistas and landmarks.
- New building lines should be reasonably consistent along a street with existing buildings.

Figure 32: Positive example of infill development in Lockington-Hemington village that fits nicely into the local context in terms of scale, massing, architectural styles and details.

Figure 33: Positive examples of infill development in Lockington-Hemington village that complement the local context through the use of local architectural styles, scale and massing, physical boundary treatments.

Extensions to dwellings can have a significant impact not only on the character and appearance of the building, but also on the street scene within which it sits.

A well-designed extension should enhance the appearance of its street, whereas an unsympathetic extension can create problems for neighbouring residents and affect the overall character of the area. Therefore, some design guidelines on housing extensions are needed and presented below:

Side extensions

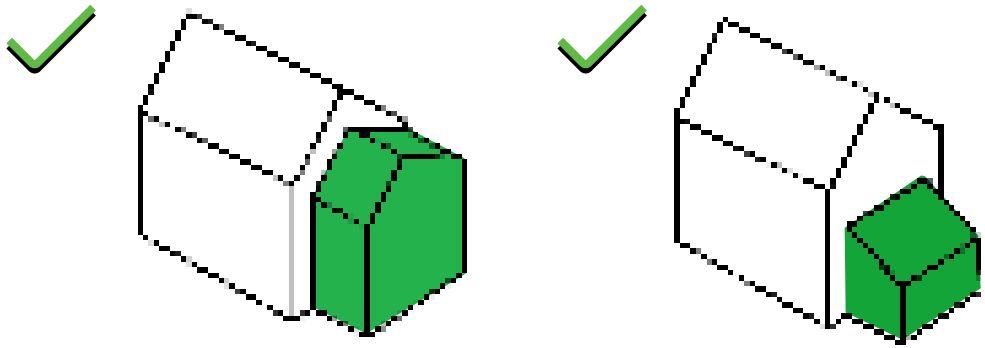
- Side extensions should not detract from the appearance of the building, its surroundings and the wider rural setting;
- Single-storey and double storey side extensions should be set back from the main building and complement the materials and detailing of the original building;
- The roof of the extension should harmonise with that of the original building; flat roofs should be avoided; and
- Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

Rear extensions

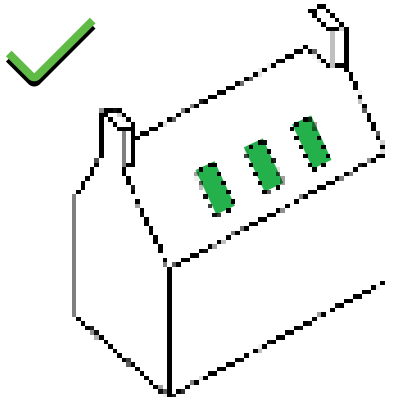
- The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light; and
- A flat roof is generally acceptable for a single storey rear extension.

Figure 34: Positive example of side extension, Lockington-Hemington

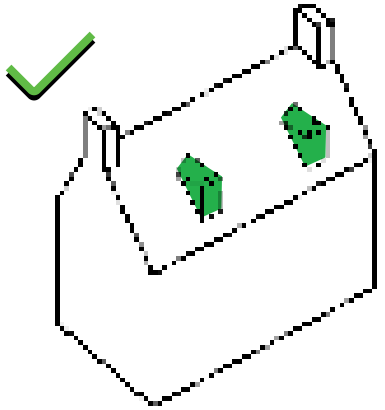
Figure 35: Positive example of side extension, The Nook



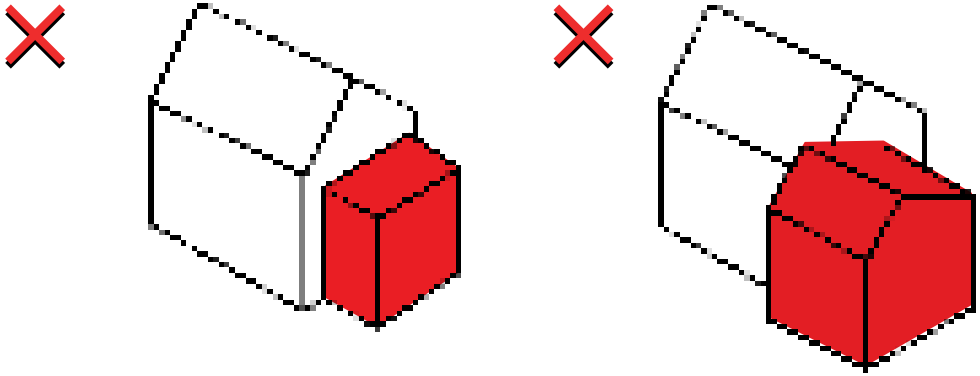
Good examples for side extensions, respecting existing building scale, massing and building line.



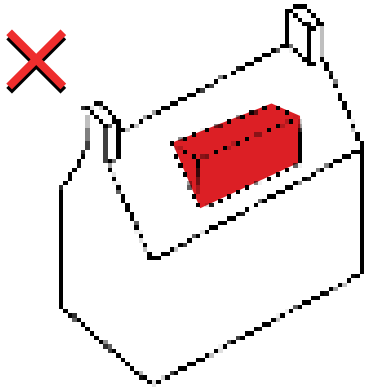
Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



Both extensions present a negative approach when considering how it fits to the existing buildings. Major issues regarding roofline and building line.



Loft conversion incorporating a long shed dormer which is out of scale with the original building.

Code.6 Accessible and attractive footpath network/access to the countryside

There are a number of footpaths within Lockington-Hemington which link the villages to the surrounding countryside, while also providing scenic walks. Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking. Therefore, protection, improvement and design of new footpaths should be considered in new developments and some design guidelines are:

- Where possible, newly developed areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities. Establishing a robust pedestrian network across new developments and among new and existing development is key in achieving good levels of connectivity and promoting walking and cycling;
- Where possible, new proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity.
- Design features such as gates or barriers to footpaths must be kept at a minimum and the latter must be avoided;
- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the parish. However, new signposts must respect the rural character of the parish and avoid creating visual clutter; and
- Footpath network needs to be in place before first occupation of houses on the site.

F.36

Figure 36: Signage to indicating the footpath within the Village

F.37

Figure 37: Appropriate signage to indicate the footpath within a rural landscape, Lockington-Hemington.

Code.7 People-friendly streets

It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians and cyclists. Some guidelines for future development are:

- Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians and cyclists;
- Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range of traffic calming measures could be introduced by design;
- New streets should be linear with gentle meandering, while also providing evolving views to the surrounding countryside;
- Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide safe, well-0verlooked onward pedestrian links;
- Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and
- Any new development should provide well-connected streets of varied character. A legible street hierarchy should include primary, secondary, tertiary roads and edge lanes. The next pages present illustrations examples of those street typologies.

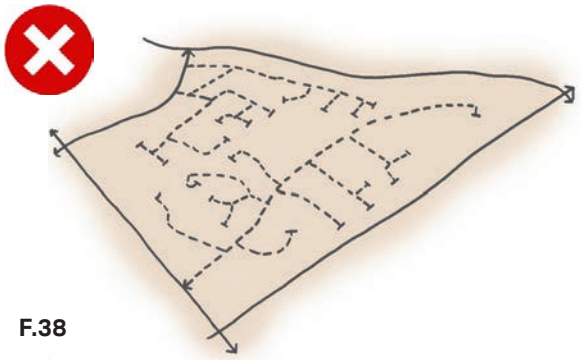


Figure 38: A layout dominated by cul-de-sacs encourages reliance on the car for even local journeys.

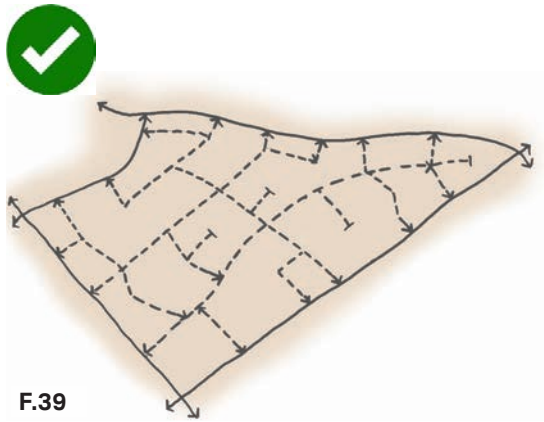


Figure 39: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

The following road typologies are general guidance for new development and should be read alongside appropriate regional and national guidance along with referring to more specific codes set out in the character area codes later in the report.

In Lockington-Hemington the road network is informal and rural in nature. The two main typologies seen in the village are the general street and the rural or edge lane.

Code.8 General street

The general street type is the prevalent street across new development. The desired design features for this street type are:

- Where applicable and practical, speed limits should be 20mph with low traffic volumes and low speed and include design elements for traffic calming e.g. minimising the corner kerb radius, raised tables, horizontal deflection, and the like.
- Carriageways should accommodate two-way traffic and parking bays should be designed for cyclists to mix safely with motor vehicles.
- Front gardens should be well planted to create an attractive environment.
- Preferably, locate parking to the side of the property to mitigate the impact of cars on the streetscape.
- If cars are parked at the front at least 50% of the frontage should be landscaped and with a property boundary treatment.
- If terraced dwellings are used front parking courts are acceptable as long as car groupings are broken up (max 6 cars), and there is a high quality material and landscape treatment.
- It is preferable to have trees on streets as these help to mitigate climate change. If this is not possible, front gardens should be deep enough to host trees.
- Avoid using cul-de-sac solutions; instead use street furniture (e.g. bollards) to stop vehicle circulation whilst allowing other movement types.

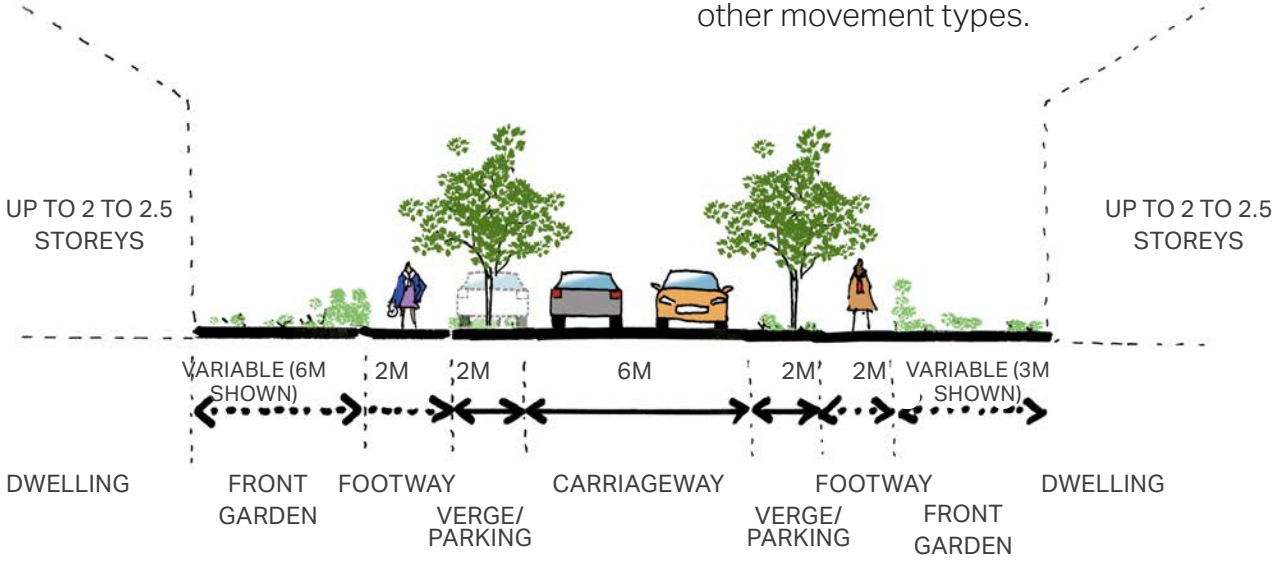


Figure 40: Illustrated street section of a general street.

Code.9 Rural/edge lane

Rural/ edge lanes are used where the village meets the countryside or woodland areas and a positive transition is required. The desired features for this street type are:

- Design speeds must be 20mph or less, to create a quieter environment.
- These lanes can gently meander, softening the presence of the street, providing interest and evolving views whilst helping with orientation.
- Circulation is usually in the form of a shared lane between 6 and 8m hosting all modes of transport (i.e. pedestrian, cycling and motor vehicles) and no footways.
- Providing a planting buffer and landscaping between the edge of the carriageway and the countryside in order to: protect countryside areas, provide transition and control pedestrian accessibility where required. The use of hedgerows where edge lanes face onto agricultural land is particularly encouraged.
- Connect the edge lane to paths and other public right of ways where possible and the general movement network.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures are used instead of kerbs or road markings.
- Swales and rain gardens could also be added into the landscaping to address any flood issue.

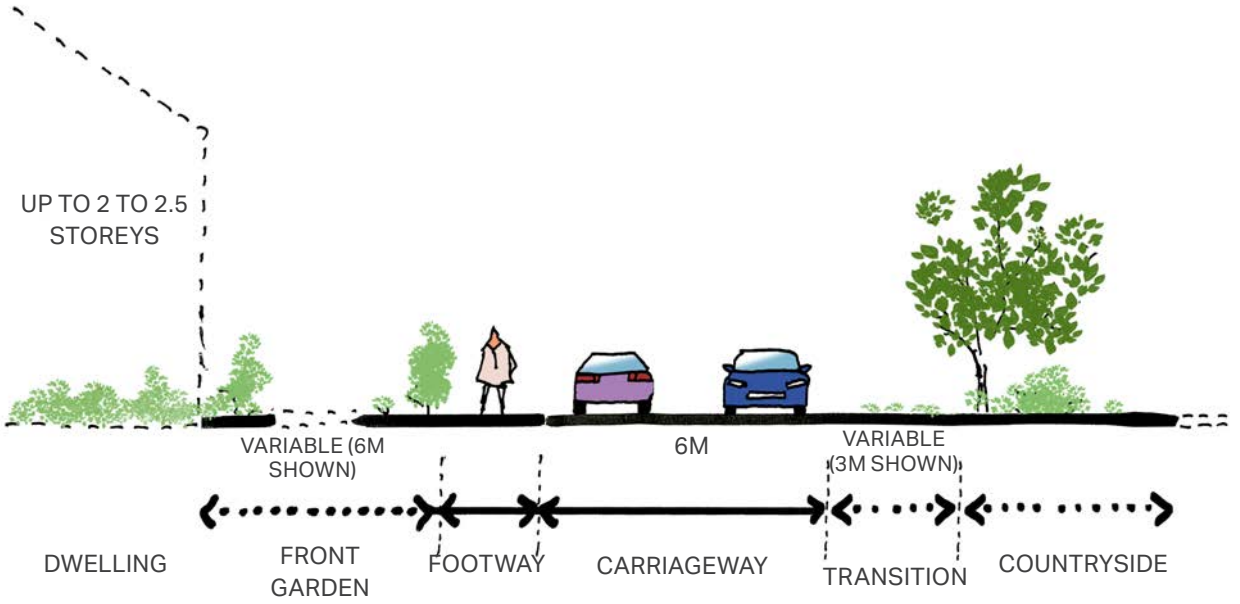


Figure 41: Diagram of a suitable edge lane.

Code.10 Parking and servicing

The demand for private cars within the Villages still remains high, at the time of writing, and therefore car parking has to be carefully integrated into the design.

The car parking typologies found in the Parish are mainly on-plot parking; however, there are also cases of on-plot garage parking and on-street parking.

Therefore, the design guidelines one the next pages will focus on the above mentioned typologies.

Guidelines for on-plot or on front car parking

- Parking should be well integrated into design so as not to dominate the public realm;
- High-quality and well-designed soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual attractiveness of the parking and enhance the rural character of the Parish; and
- Hard standing and driveways must be constructed from porous materials, to minimise surface water run-off and therefore, help mitigate potential flooding.

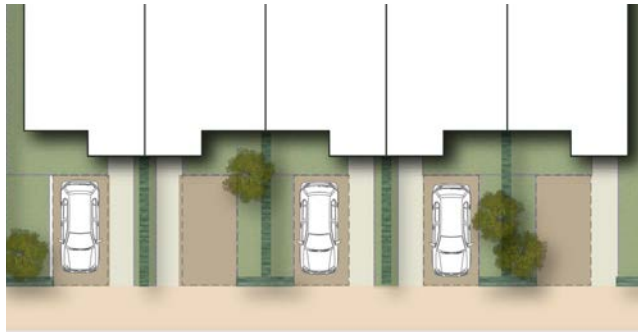


Figure 42: Illustrative diagram showing an indicative layout of on-plot front parking.

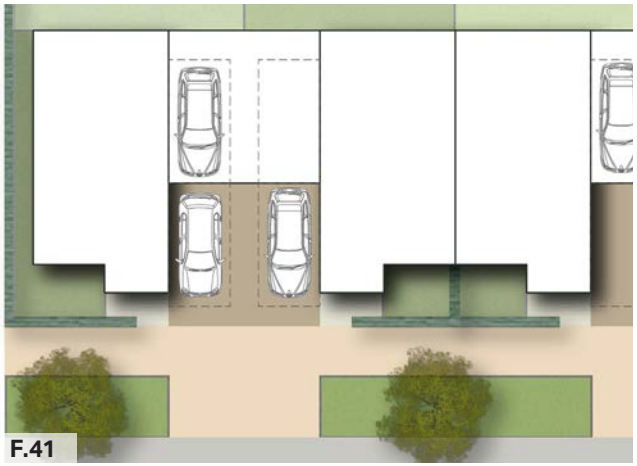


Figure 43: Illustrative diagram showing an indicative layout of on-plot side parking.

Guidelines for on-street car parking

- The street scape should not be dominated by continuous on-street parking spaces. Where possible, tree planting and grass areas can be incorporated between parking bays to improve aesthetics;
- On-street parking can be parallel, perpendicular, or echelon in relation with the traffic speed and the traffic volume;
- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles; and
- On-street parking should be wired to allow each bay to be able to charge electric vehicles.

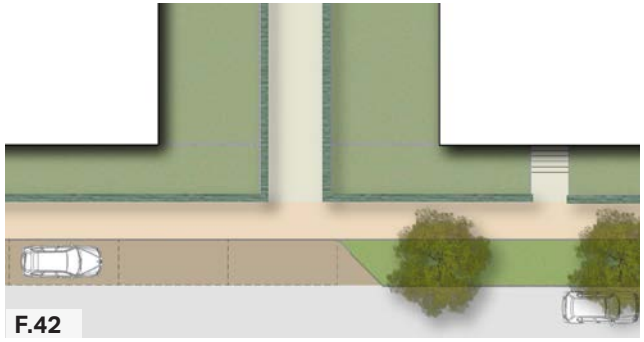


Figure 44: Illustrative diagram showing an indicative layout of on-street inset parking.

Figure 45: Example of on-street parking with parking bays and street trees to mitigate the impact of the cars on the streetscape, Poundbury.

Figure 46: Example of on-plot garage parking, Lockington-Hemington.

Guidelines for garages

- Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and
- They should provide minimum 3m x 7m internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.

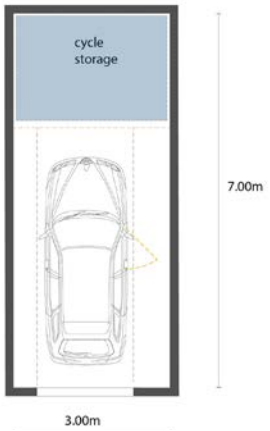


Figure 47: Indicative layout of a garage with a cycle storage area, minimum imensions.

Code.11 Cycle parking

Houses without garages

- For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage must be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep; and
- The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

- The minimum garage size should be 7m x 3m to allow space for cycle storage;
- Where possible, cycle parking should be accessed form the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- The bicycle must be removed easily without having to move the vehicle.

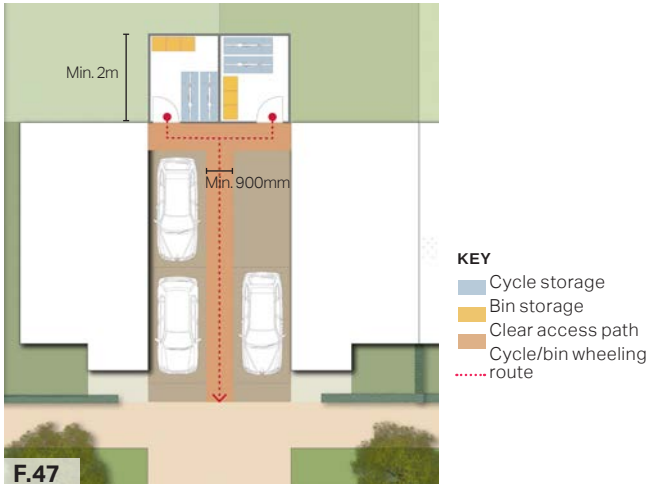


Figure 49: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.

Figure 48: Provide racking spaces on public open spaces.

Figure 50: Provide secured storage space for bikes within the domestic curtilage.

Code.12 Create a green network

A well connected green network should be created throughout the new developments to provide links to the countryside for people as well as habitats. Opportunities should be sought to introduce green assets into design and contribute to biodiversity. Some design guidelines on green networks are:

- Green networks should link existing and newly proposed street trees, green verges, open spaces, villages and the countryside together;
- SuDS should be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue;
- New development should front onto green assets and access should be granted for all groups of people;
- The proposed wildlife corridors and landscape gap could also taken into account when designing for a green network; and
- Green networks could contain some formal provision, such as a Neighbourhood Equipped Area of Play (NEAP), playing fields and an area for active recreation. Their many benefits include the improvement of the health and well-being of individuals and promotion of the development of inclusive communities.

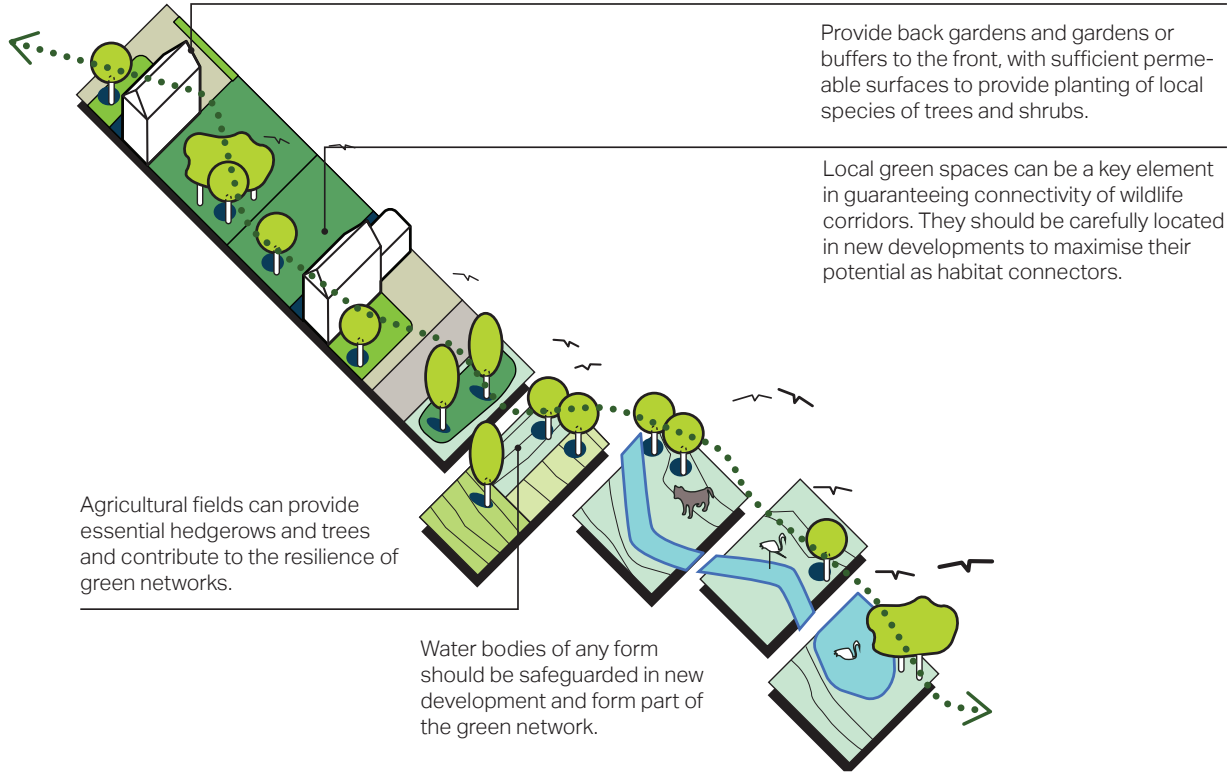


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Figure 51: Diagram to illustrate the green assets that can play an important role as wildlife corridors.

Code.13 Biodiversity

There are many green assets within the Parish like rich vegetation, trees, farmland, open fields, drainage ditches and green spaces that all together enhance biodiversity and the natural environment. New development should prioritise biodiversity enhancement through design. Some design guidelines are:

- New development should protect and enhance the existing habitats and biodiversity corridors through an accurate Biodiversity Net Gain report. This should include full details on the number of units gained, and the method and assumptions;
- Biodiversity and woodlands should be protected and enhanced where possible;
- New development proposals should aim for the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens or installing bird boxes or bricks in walls;
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. For that reason, rich vegetation and plantation is suggested;
- Blue assets can also contribute to biodiversity connectivity. Therefore, the existing ditches should be considered in design proposals when planning for wildlife corridors;
- The biodiversity Net Gain, including habitat, hedgerows and river biodiversity units, especially around Hemington Brook, should be increased for any proposed development; and
- All areas of biodiversity that require further planting/ enhancement should be planted before start of construction.

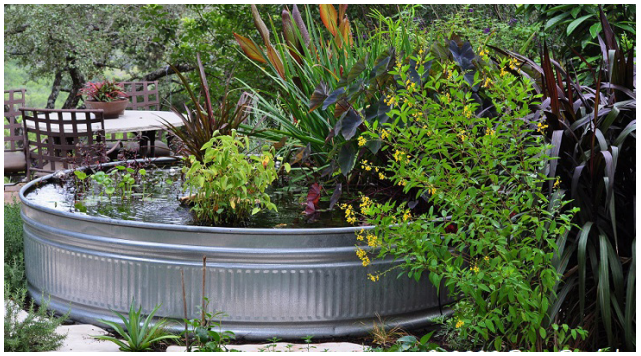


Figure 52: Incorporate water and wildlife friendly ponds in gardens.

Figure 53: Allotments can have positive impact on the landscape and community

Code.14 Water management (SuDS)

Due to the presence of a good number of ditches throughout the Parish, there are areas that sit within flood risk zones. Therefore, the use of sustainable drainage systems, known as SuDS, is needed to manage water, reduce flood risk and improve water quality.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. However, a number of overarching principles that could be applied in new development are:

- Manage surface water as close to where it originates as possible;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down, so that it does not overwhelm water courses or the sewer network;
- Improve water quality by filtering pollutants to help avoid environmental contamination;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often also important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water, whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

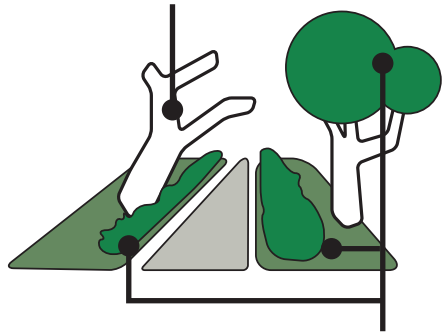
Figure 54: Example of SuDS integrated with a crossing point, Hemington.

Code.15 Trees

New street planting helps maintain visual consistency along the public realm. It is associated with better mental health and well-being by reducing stress, lessening heat islands, and providing protection from natural elements such as wind and rain. Some guidelines for new development are:

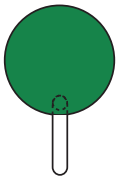
- Aim to preserve existing mature trees and hedges by incorporating them in the new landscape design;
- To ensure resilience and increase visual interest, a variety of native tree species is preferred over a single one;
- Flower beds, bushes and shrubs should be welcomed in new developments, since they contribute to the livelihood of the streetscape and create visual interest and colour to their surroundings;
- Hedgerows can be planted in front of bare boundary walls to ease their visual presence or they can be used to conceal on-plot car parking and driveways within curtilages;
- Native trees can normally be used to mark reference points and as feature elements in the streetscape;
- Native trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits; and
- The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights etc.

Loss of trees is only justifiable if they constitute hazards

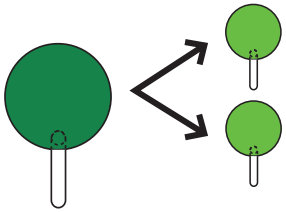


Protect veteran trees and hedgerows

Retain trees on development site



Justify the loss of trees, and replace each affected tree on a 2:1 ratio



Code.16 Open spaces

Open spaces play a vital role in creating a positive environment. These are places fostering community and gathering, thus creating lively places in neighbourhoods. Therefore, new development should prioritise the design of open spaces and some design guidelines are:

- The location of new open spaces within new development should be decided based on the location of the existing ones considering the needs of the existing population too;
- All recreational spaces should be designed to link up with each other and also link up with existing adjoining sites.
- Substantial recreational space should be provided to include woodland walks, lake walks, sport pitches and play areas;
- Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance;
- Open spaces should be equipped with good quality of street furniture to create pleasant seating areas, shaded spaces avoiding hidden spots; and
- The materials and style of any street furniture in the open spaces should be consistent throughout the Parish and aim to proudly represent the local character.

Figure 55: Positive example of an open space overlooked by properties including flowers and vegetation

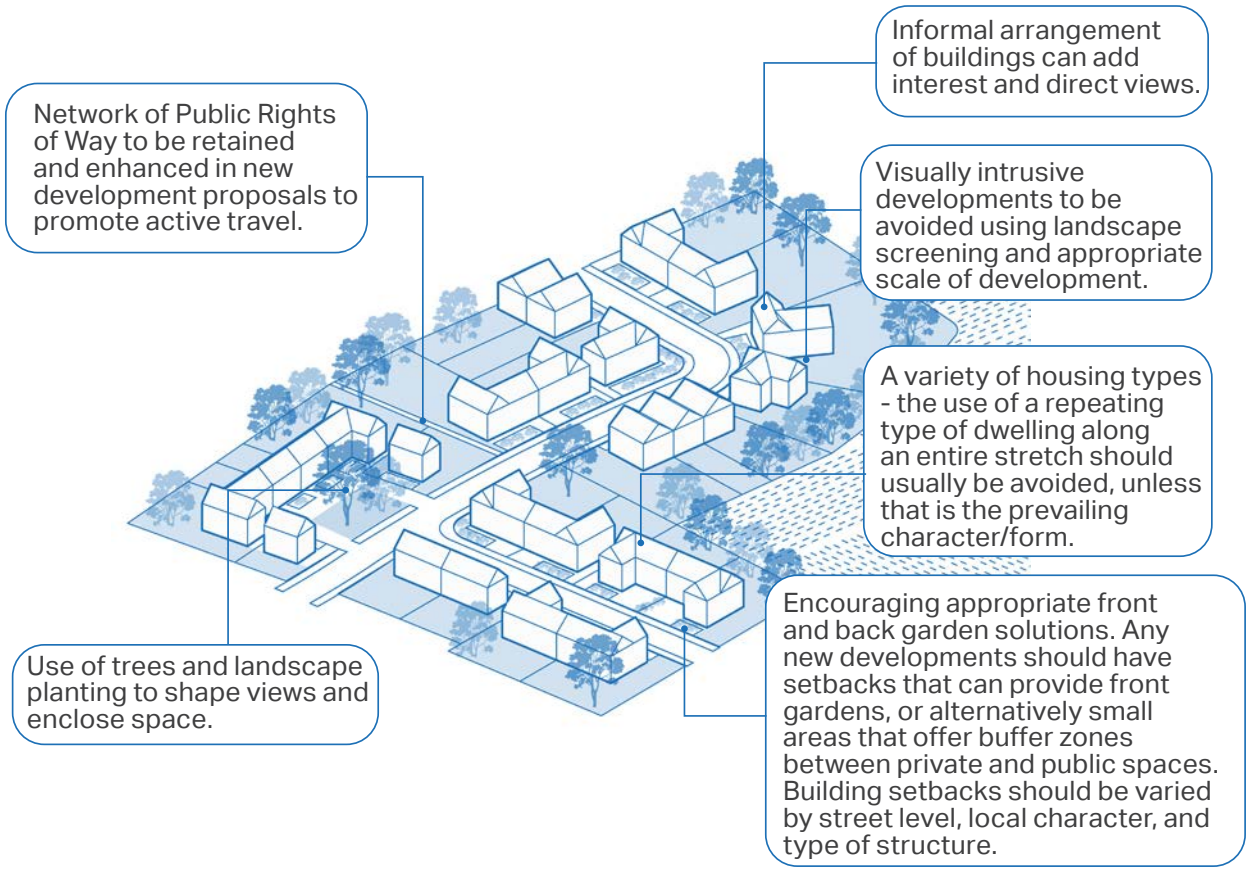
Figure 56: Example of good quality street furniture that accommodate the open green space offering places for gathering and resting.

Figure 57: Properties overlooking a public open space which is equipped with grass areas, large green trees and street furniture, Poundbury.

Code.17 Development layout

Any new development within the Parish should preserve its rural qualities and close relationship with the countryside, while also respecting the existing building layouts and patterns of growth. Therefore, some design guidelines are:

- New development should create a smooth transition, in terms of density and vegetation;
- Physical boundaries such as hedgerows, should enclose and define each street along the back edge of the pavement, adhering to a clear building line that can allow minor variations for each development group;
- New development should propose routes laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide secure and overlooked onward pedestrian links;
- New development should create good street rhythm by addressing the roofscape and keeping regular plot widths;
- The layout of new development should optimise the benefits of daylighting, through the use of solar panels, and passive solar gains, through building orientation, as this can significantly reduce energy consumption; and
- New developments should have regard to the future climate change implications.



Code.18 Building heights

There is a low housing density in the Parish reinforcing the its rural character. More specifically, properties tend to be 1- or 2-storeys high with decent-sized rear gardens. The rooflines are irregular and either continuous, where there are clusters of houses, or they get interrupted with nature, where gaps between buildings are generous. Chimneys decorating the roof also interrupt the roofline offering a visual interest.

Maintaining a consistent roofline within Lockington-Hemington Parish is important to allow for long-distance views towards the surrounding countryside and respect the existing context. Therefore, some design guidelines are:

- New development should propose maximum height of 2 storeys;
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process;
- Roof shapes and pitches must employ a restrained palette on a given building; overly complex roofs must be avoided; and
- Locally traditional roof detailing elements such as roofing materials, chimney stacks and edge treatments should be considered and implemented where possible in cases of new development.

Figure 58: Local example of continuous roofline, of 2-storey buildings, interrupted by chimneys.

Figure 59: Local examples of roof materials that could be used in new development, e.g. grey slate and clay pantiles.

Code.19 Density

The concept of density is important to planning and design as it affects the vitality and viability of the place. The density within the Parish is quite low. as befits its rural location and character. Therefore, some guidelines for new development are needed to ensure that the existing housing density numbers are respected.

- Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village;
- Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside;
- Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing density should support a 'human scale' development; and
- Small scale development and in-fills are encouraged, because they follow the scale and pattern of existing grain and streets and therefore, retain the character of the area.

Figure 60: Example of a newer development with reduced green spaces and gaps between properties,Lockington-Hemington.

Code.20 Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to understand, therefore likely to both function well and be pleasant to live in or visit. It is easier for people to orient themselves when the routes are direct and visual landmarks clearly emphasise the hierarchy of the place. Some design guidelines are:

- A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development;
- Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation. For that reason, the architectural style of those buildings could be slightly differentiated from the rest to help them stand out;
- Landmark elements could also be a public art, historic signage totem or even an old and sizeable tree;
- New signage design should be easy to read. Elements likes languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;
- Signage can also help highlight existing and newly proposed footpaths and cycle lanes, encouraging people to use them more; and
- Signage could be strategically located along walking and cycling routes to signalise location of local and heritage assets and raise people's awareness.
- Provision for people with visual impairment, for instance tactile paving or tactile lettering on signs.

F.57

Figure 61: Example of signage that could be integrated along footpaths to navigate people towards important destinations, like Lockington-Hemington Primary School or St Nicholas Church, as well as provide information about habitats and other species in the area.

F.58

Figure 62: Example of signage posts within the Village to help navigate people.

F.59

Figure 63: Example of tactile paving to facilitate movement for people with visual impairment.

Code.21 Boundary lines, boundary treatments and corner treatment

Together with the creation of potential local landmarks, three more crucial aspects of a successful streetscape and urban form is the issue of corners, boundary lines and boundary treatments. Therefore, the following guidelines should be applied in new development.

- Buildings should front onto streets. The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street;
- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the Parish such as local bricks and tiles;
- In the case of edge lanes, natural boundary treatments can act as buffer zones between the site and the countryside and offer a level of protection to the natural environment;
- If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element, signalling its importance as a wayfinding cue;
- The form of corner buildings should respect the local architectural character. Doing so improves the street scene and generates local pride;
- All the façades overlooking the street or public space should be treated as primary façades; and
- Road layouts should be designed to slow traffic and advantage pedestrians over vehicles.

Figure 64: Residential road with Landmark property at important intersections, Lockington-Hemington.

Figure 65: Positive example of a meandering edge lane where properties overlook the adjacent open field, Lockington-Hemington.

Code.22 Views and vistas

Landmarks, views and focal points are the tools to achieve places that are easy to read and memorise, thus helping users to easily orientate themselves. Therefore, creating short-distance views broken by buildings, trees, or landmarks helps to create memorable routes.

On the other hand, it is also important to preserve long-distance views that offer pleasant sceneries along the footpaths and roads. This allows for a visual connection between places and encourages people to walk and cycle. For that reason, new houses should be appropriately oriented to maximise the opportunities for both short and long-distance views.

In addition, development should be located away from ridge tops, upper valley slopes or prominent locations.

Planning decisions should always attempt to maintain or where possible enhance key views and vistas.

Figure 66: Preserve long distance views from and to St Nicholas Church

Code.23 Materials and architectural details

Lockington-Hemington has a wide variety of architectural styles and details that can act as references for new development. In particular, pitched roofs with either artificial slate or plain tiles and elevations where brick, render or boarding are predominant.

Some design guidelines for new development are:

- Architectural design shall reflect high quality local design references in both the natural and built environment; and
- Any new development should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Roofing

Grey/Red slate tiles

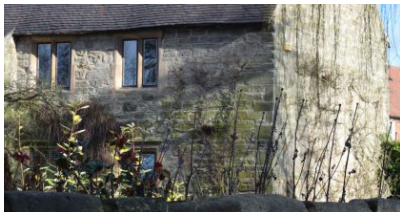
Clay pantiles

Thatched roof

Walling & building facades

Yellow brick

Red Brick



Dressed stonework

Rubble stone

Render

Windows

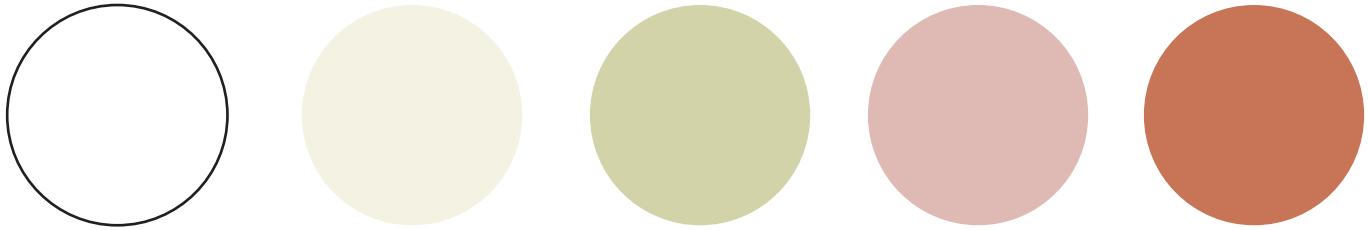
Casement windows

Vertical Sliding Sash

Yorkshire Horizontal Sliding Sash Window Unit

Front doors (timber and painted)

Colour palette

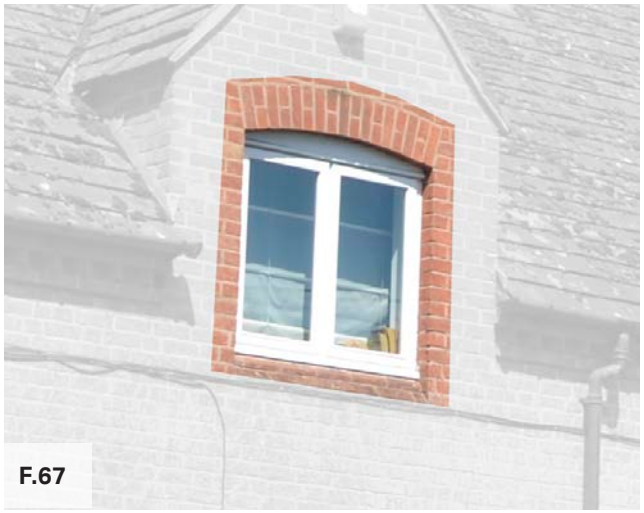


Code.24 Windows

The detailing, materials and fenestration of windows along building façades can inform the character of the street. Within Lockington-Hemington, there are a variety of window styles which should be used as guidance for future windows in the Parish.

Windows should match the general orientation, proportion and alignment of other windows in the same building as well as those on adjacent properties, reinforcing the continuity of the streetscape.

Window subdivisions should be arranged symmetrically about the horizontal and vertical areas of the openings. Large panes of glass that are not subdivided should be avoided, as they can distort the visual scale of the building.



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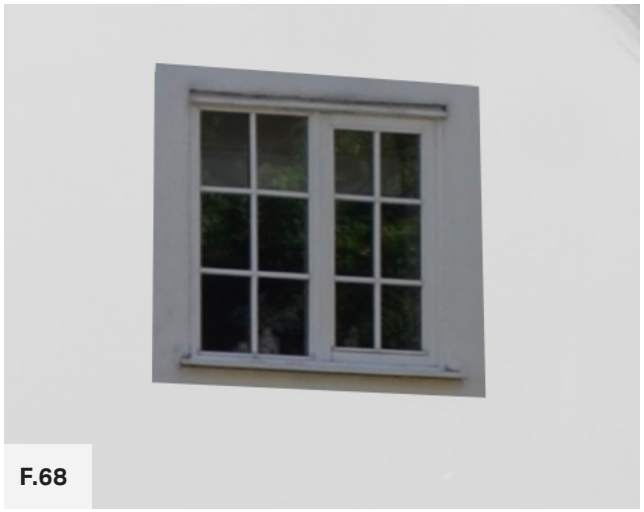

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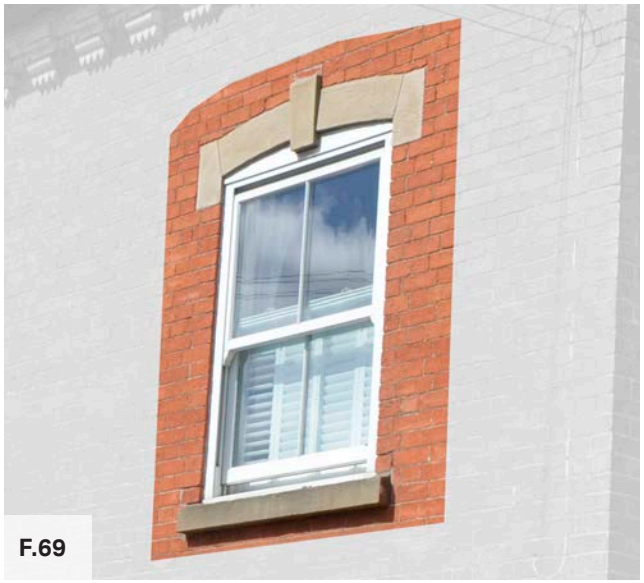

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Figure 67: Arch-topped windows are a particular feature of the Lockington-Hemington vernacular

Figure 68: Casement window example in Lockington-Hemington

Figure 69: Multipane sash window example in Lockington-Hemington

Code.25 Doors

Different types of doors are used throughout the Village contributing to an interesting and varied streetscape.

New development could use the existing architectural styles as inspiration.

Small porches at the entrance of buildings should respect the building line of the street, particularly where a strongly defined building line is an important characteristic of a street. The roof pitch should match that of the original building to ensure it blends in with the building.

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Figure 70: A protruding thatched roof porch example in Lockington-Hemington

Figure 71: A rectangular Roman door style door example

Figure 72: Pitched roofed porch door style example in Lockington-Hemington

Code.26 Chimneys

Chimneys can be seen across the village in all housing types, therefore they can be placed in several locations. A modern approach should be taken to chimney design and should only be incorporated where they serve a function.

Chimneys should match the primary elevation material and be placed symmetrically to the ridge line.

Chimneys should rise above the roof and when on an end elevation should connect to the ground.

Chimneys should be positioned on the roof ridges, centrally on a gable end or against an out scale wall and should have pots.

Particular attention should be given to the bonding pattern, size, colour, and texture of bricks.

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F.74

Figure 73: Chimney stack with red brick in the Village
Figure 74: Chimney stack with red brick in the Village

Code.27 Roofscape

The scale of a roof should be designed in proportion to the height of the elevation. Subtle changes in angle of the roof pitch provides a variety of roofscapes, avoiding monotonous building compositions.

Development shall use a common palette of locally distinctive vernacular building material, comprising of slate and red clay pantiles for gable and pitched roofs.

Roof renovation should consider any existing features of interest and ensure the use of matching details and materials.

Where plain clay tiles are used, roofs must have a pitch of 50^0. Roofs with pitches in the range of 35^0-40^0 should use slates.

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Figure 75: Pitched roof with pitched dormers example in Lockington-Hemington

Figure 76: Hipped roof example in Lockington-Hemington

Figure 77: Thatch roof example in Lockington-Hemington

Code.28 Hard landscaping, materials and street furniture

Streets are the most important components of public space and these are referenced in the hierarchy of movement section.

Paved areas are a major element within most developments and their design has a significant impact on the overall appearance, quality and success of a scheme. Care must be taken when choosing appropriate materials and when detailing paved areas as part of the overall design.

High quality materials such as stone, gravel and brick can provide a durable and attractive hard surface, although there is an extensive range of modern materials that can contribute positively to the quality of outdoor spaces if chosen with care. The laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme. If laying patterns used random bond, broken bond, gauged width, and the European fan should be preferred .

Some overall design guidelines on good quality of public realm are:

- The public realm should provide high quality paving sensitive to the surrounding context using sustainable and durable materials;
- Permeable paving is encouraged to contribute to rain water infiltration;
- Street trees and grass verges, where appropriate, should be integrated into the design of the public realm;
- Street furniture should be added in the public realm only if they serve a purpose, whilst unnecessary features should be avoided; and
- Large unbroken areas of a particular surface material should be avoided, especially tarmac. Areas can be made distinctive by using materials of a similar colour but with different textures.

Figure 78: Examples of quality materials and visually pleasing layout patterns that could be considered for public realm surfacing.

Design Codes on sustainability for new developments in Lockington-Hemington Parish

The codes 30-36, include some design guidelines that could have a positive impact to the environment.

Code.29 Minimising energy use

Buildings contribute almost half (46%) of carbon dioxide (CO2) emissions in the UK. The government has set rigorous targets for the reduction of CO2 emissions and minimising fossil fuel energy use.

There is a good number of energy efficient technologies that could be incorporated in buildings. The use of such principles and design tools is strongly encouraged to future proof buildings and avoid the necessity of retrofitting.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating.

F.74 features an array of sustainable design features. Those on the top show the features that should be strongly encouraged in existing homes, while those on the bottom show additional features that new build homes should be encouraged to incorporate from the onset.

Code.30 Lifetime and adaptability

The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change.

'Lifetime' homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/ contracting families who may be dependent on nearby friends and family for emotional and physical support.

Figure 79: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.

Figure 80: Positive example of integrating solar panels at the design stage.

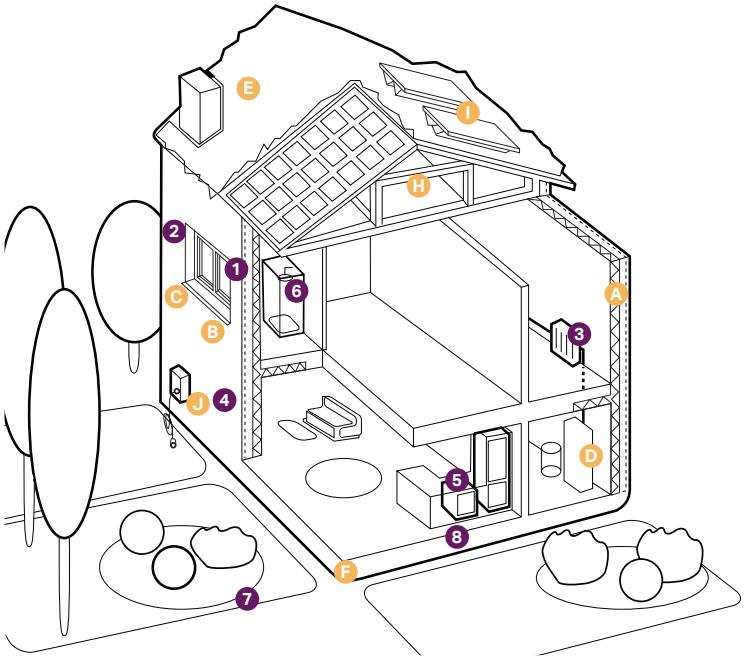

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Figure 81: Diagram showing low-carbon homes in both existing and new build conditions.

Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly waste-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional features for new build homes

A. **High levels of airtightness**

B. **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling

C. **Triple glazed windows and external shading** especially on south and west faces

D. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

E. **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

H. **Construction and site planning** timber frames, sustainable transport options (such as cycling)

I. **Solar panel**

J. **Electric car charging point**

Code.31 Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

- Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;
- On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;
- Identify materials used in high volumes; and
- The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.

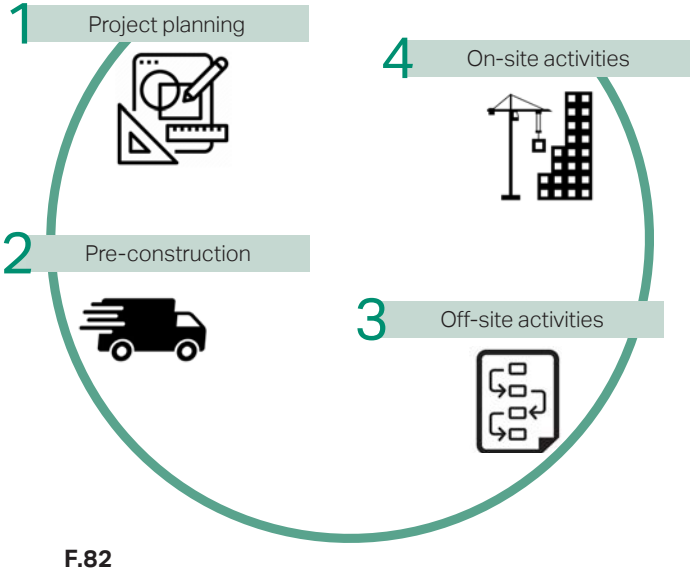


Figure 82: Diagram to illustrate the 4 main stages where waste management practices can be implemented.

Code.32 Recycling materials and buildings

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;
- Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and
- Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well.

Code.33 Electric vehicle charging points

Lockington-Hemington Parish strongly supports proposals for in private transport using electrically and other non fossil fuel powered vehicles. Those can be integrated both on and off street. Some design guidelines on how new development should design for electric vehicle charging points are:

On-street car parking or parking courts

- Car charging points should always be provided adjacent public open spaces. Street trees and vegetation is also supported to minimise any visual contact with the charging points;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; and
- Car charging points within parking courts are highly supported, since they can serve more than one vehicles.

Figure 83: Example of on-street electric vehicle charging points.

Figure 84: Example of electric vehicle charging points in a parking court.

Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking; and
- Cluttering elevations, especially main façades and front elevations, should be avoided.

Figure 85: Example of off-street electric vehicle charging points.

Code.34 Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. In general, some design guidelines to well integrate water storage systems are:

- Consider any solution prior to design to appropriately integrate them into the vision;
- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes; and
- Combine landscape/planters with water capture systems.

Figure 86: Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.

Figure 87: Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.

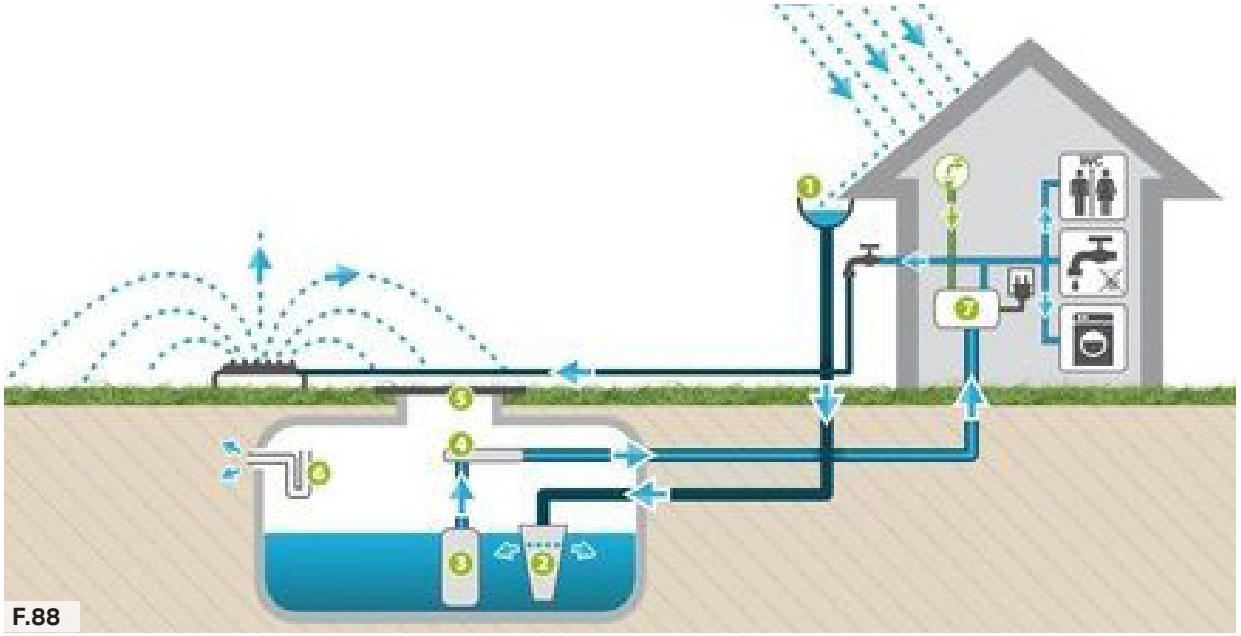


Figure 88: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

Code.35 Permeable paving

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

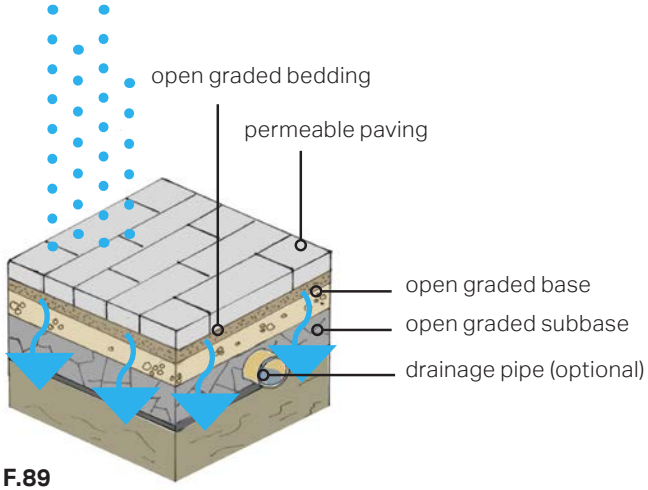
Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving. Therefore, some design guidelines for new development are:

- The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts; and
- Permeable paving can be used where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private areas within the individual development boundaries.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems[1].
- The SuDS Manual (C753)[2].
- Guidance on the Permeable Surfacing of Front Gardens[3].

1. Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf
2. CIRIA (2015). The SuDS Manual (C753).
3. Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at:https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf



F.89

Figure 89: Diagram illustrating the function of a soak away.

F.90

Figure 90: Example of a permeable paving.

Code.36 Context and location

Context, including topography and visual impact, will influence the siting, massing, form and height of commercial development. In general, some design guidelines to well integrate them in the context are:

- Existing tree belts and hedgerows can be important features around which to structure the layout of new development. Their retention can be essential in locations where industrial development can be seen from distant public viewpoints and the existing landscape setting needs to be protected or enhanced. Retained features should be suitably protected during the construction period.
- Planting can be used to help improve the relationship of the building with the street, to soften the visual impact of the building and also the parking and servicing areas which can often be large areas of hard landscaping. Smaller buildings can also be wrapped around larger buildings to help soften their visual impact. Alternatively, buildings can be designed to celebrate or sit comfortably in their setting.
- Landscaped areas should also provide places for workers to sit and enjoy, where possible, and to provide shade.
- Trees and new woodland should be incorporated into development early in the design process in larger sites, ensuring adequate space around them can be achieved.
- New development will be sympathetic to its rural setting;
- The appearance of 'big box' buildings from various viewpoints must be considered and should not be located in visually prominent or intrusive positions such as high points or within sensitive view corridors;
- New development of employment sites should be located within settlement boundary or on previously developed land;
- Proposals which stand outside the settlement boundary or greenfield sites should be avoided whenever possible.

Figure 91: Negative example of large employment obstructing a long distance view in Lockington-Hemington.

Code.37 Frontages

The siting and design of new buildings should maximise surveillance along streets, car parks and pedestrian routes. Therefore, some design guidelines for new development are:

- Buildings should be sited to allow windows and entrances to overlook streets and other pedestrian routes within or adjacent to the site.
- New industrial and commercial plots will be expected to front buildings onto the public realm and to enclose 'private' external spaces such as yards and car parks, behind them.
- Particular care should be taken with 'big box' structures which typically have limited active frontages. The use of windows, materials (such as green walls) and architectural detailing can be used to add interest to what might otherwise be large, blank façades, and locate entrances, glass façades, cafeterias, offices or signage along the street frontage. Any windows should face the street and public areas.

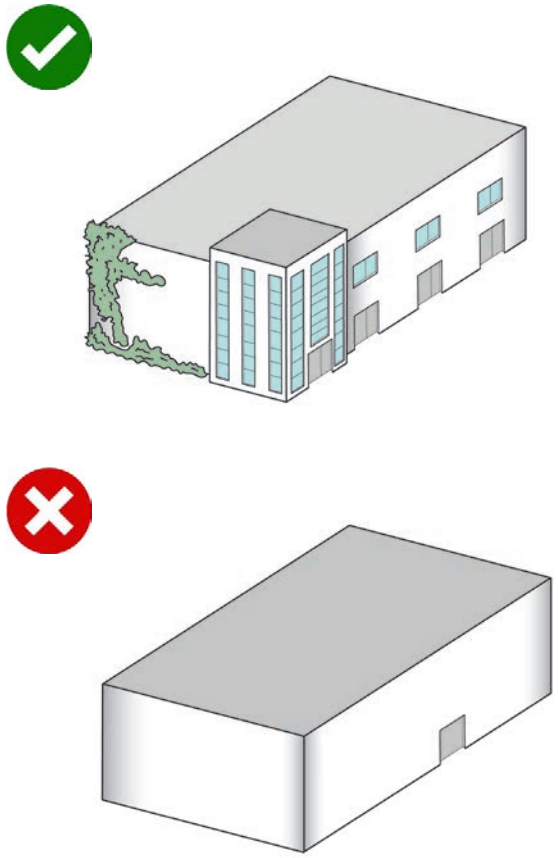


Figure 92: Frontages - even 'big boxes' should have a public face to present.

Code.38 Access, yards, servicing and parking

Design of future employment sites should consider:

- Locate landscaped parking and servicing areas to the rear or side where possible to avoid these areas dominating the street scene and/or the plot.
- Provide a dedicated pedestrian entrance directly from the street and segregate servicing and pedestrian routes.
- Take advantage of sites with access from multiple sides to separate access.
- Consider shared yard to optimise space on smaller sites.
- Incorporate sufficient space for HGV turning circles within the site to prevent HGV manoeuvring on highways.
- Consider provision of shared HGV parking for units that only require occasional HGV access.
- Integrate parking within buildings and away from the street edge and separate yard-space, employee parking and visitor parking.
- Charging points for electric cars should be provided.
- Avoid using visually distinct sources of illumination that result in disproportionate signage and intrusive to the countryside, such as internally-illuminated box signs and totem pole.
- Trees in parking areas will need high quality underground provision for roots to grow in order for them to survive and flourish.

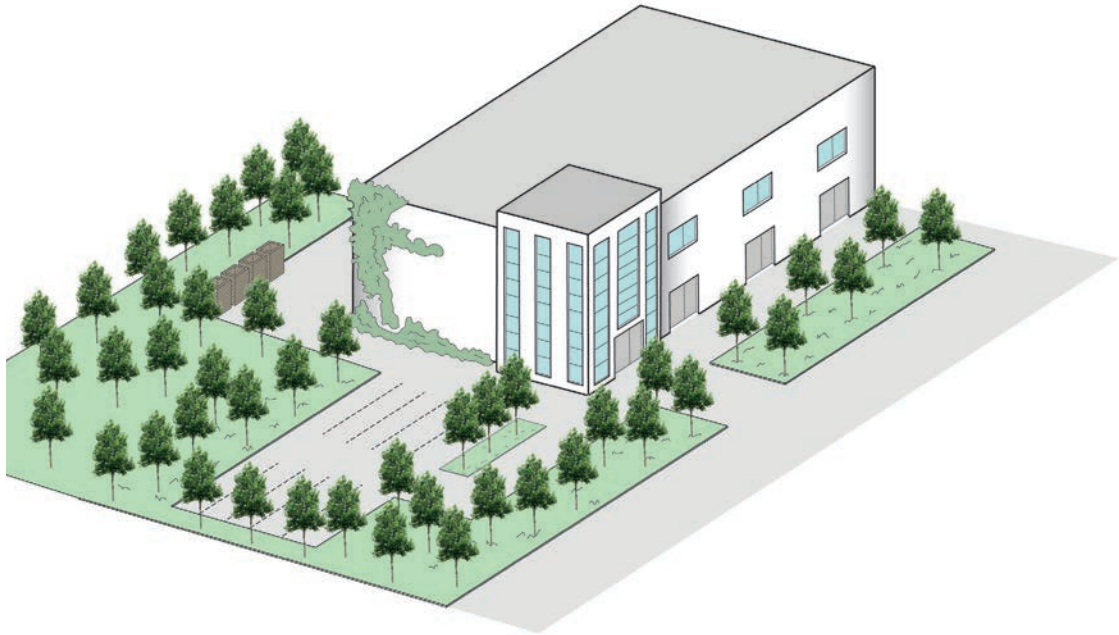


Figure 93: Parking screened to the side, servicing to the rear.

Code.39 Amenity space and adjacencies

Landscaped areas should also provide places for workers to sit and enjoy, where possible, and to provide shade. Some guidelines to consider are:

- Create well designed public spaces and meeting places, avoid creating new low quality green space at the edge of an employment or industrial site.
- Orient industrial and residential units to minimise overlooking of yard space.
- Incorporate acoustic mitigation measures such as winter gardens, high-quality windows and mechanical ventilation, triple glazing and walls into residential blocks.
- Use ancillary uses and landscaping to provide a buffer between residential and employment or industrial uses such as parking or cycle storage.

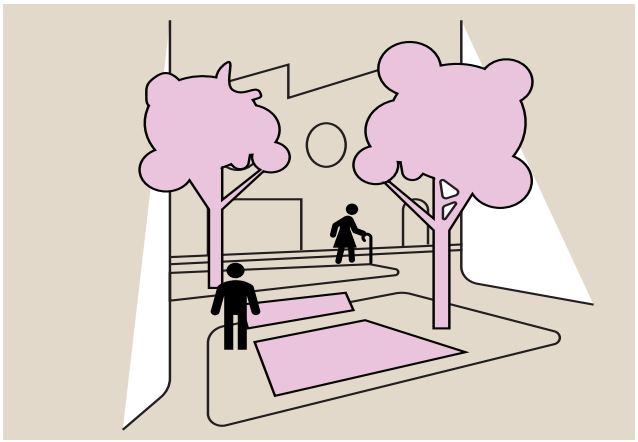


Figure 95: Diagram showing public spaces integrated within the employment site.

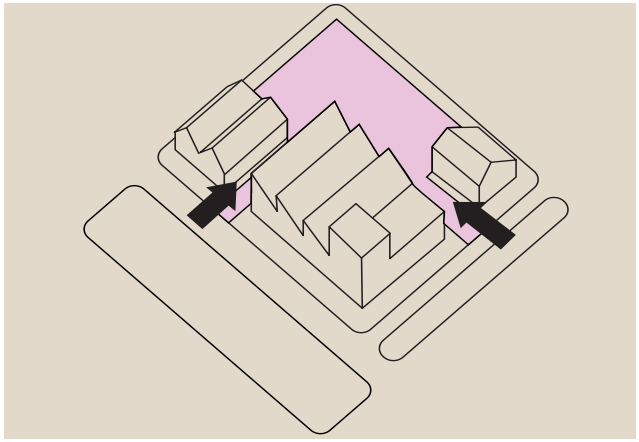


Figure 96: Diagram showing a favoured site with access from multiple sides to separate access points.

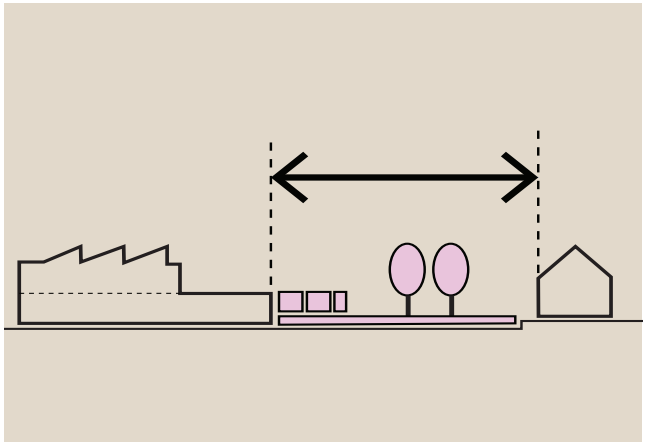


Figure 94: Diagram showing the use of ancillary uses and landscaping to provide a buffer between residential and employment/industrial uses.

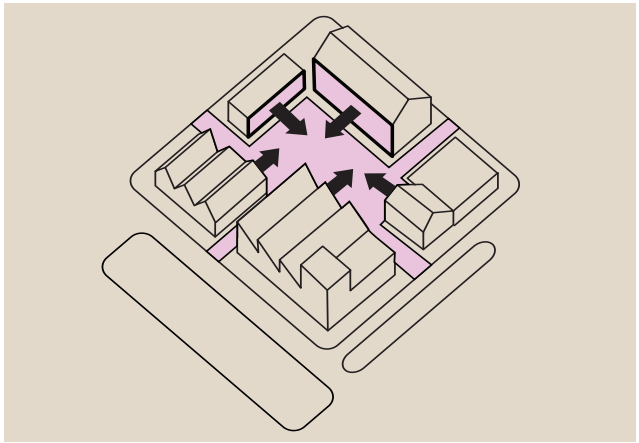


Figure 97: Diagram showing shared yards to optimise operation space on smaller sites.

Code.40 Architecture

New buildings should be of high quality, contemporary design, appropriate for the use and context. The design of any building, even the simplest industrial shed, should always make some positive visual contribution to its environment. Local materials can be used on larger or non-domestic buildings – such as red non-domestic development brick, render, timber or clay tiles.

Contemporary and innovative architecture that subtly references local character is encouraged. The visual impact of colours and finishes of wall and roof cladding materials should be considered in relation to the background and context of the building.

The impact of new buildings on neighbouring properties in terms of their effect on sunlight and on daylight should be minimised. The use of out-of-hours night time lighting should be minimised, which also benefits wildlife such as bats. Where lighting is required for security and/or community safety, downward directed, vandal resistant, energy efficient light units should be installed. Increased light pollution from car park and security lighting may cause disturbance to the local community. Lighting should not be placed next to wildlife habitats or where the light columns would appear above a prominent topographical ridge line.

Figure 98: The headquarters of furniture manufacturer Vitra, in Germany, demonstrate that striking architecture and strong landscape can sit proudly in a sensitive environment. The building shown is a showroom.

Code.41 Sustainability in employment buildings

New development should incorporate sustainable building design through measures to minimise the need for energy and water consumption, encourage recycling, minimise waste, and use sustainable construction methods.

Some design guidelines for new development are:

- As well as considering energy efficiency and building fabric from the outset, new buildings offer the potential to include solar panels as sources of renewable energy for heating and electricity, and green roofs offer multiple benefits such as absorption of rainwater, insulation, wildlife habitat, mitigating the heat island effect and providing an aesthetically pleasing landscape.
- New industrial or commercial development should also encourage travel by sustainable modes of transport – on foot, by bike or by public transport. Whilst industrial sites have not traditionally been very accessible by these modes, new sites will need to respond to the climate emergency. A reduction in car use can be achieved by:
  - Providing convenient, short, direct routes to the main entrances;
  - Ensuring the development is directly served by adequate public transport services;
  - Providing secure covered cycle stores near entrances and adjacent to overlooking windows;
  - Providing changing and showering facilities for cyclists;
  - Providing on- and off-site cycleways to enable connection to the area's wider cycle network;
  - Providing green infrastructure – in particular the use of appropriate tree species to improve local air quality;
  - Improving customer care in terms of delivery of goods and services to assist non-car users;
  - Using commuter planning measures to reward car sharing, car pools for employees, cycling, walking and the use of public transport;
  - Providing electric vehicle recharging infrastructure within car parks and for commercial vehicles (where appropriate);
  - Preparing staff travel plans.

Figure 99: Positive example of large industrial with integrated solar panels on the roof elsewhere

3.4 Checklist

Because the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, several questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the character of streets, greens, and other spaces;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3 (continued)

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between hamlets?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9

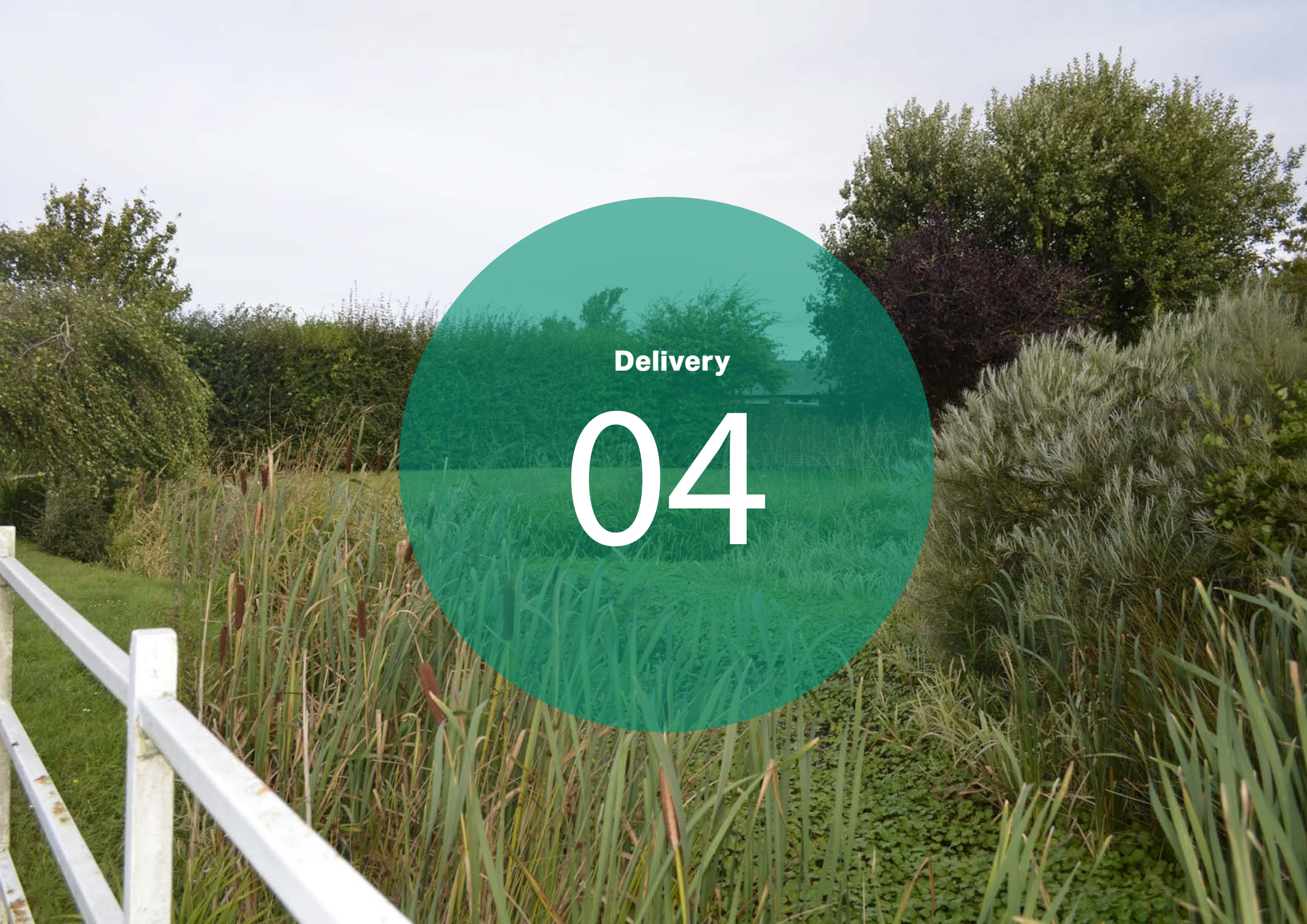
Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?


Delivery
04

4. Delivery

The Design Guidelines & Codes will be a valuable tool in securing context-driven, high quality development in Lockington-Hemington. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines and Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines and Codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines and Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: Delivery

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Long Whatton and Diseworth Neighbourhood Plan

Submission Draft
(2020-2040)

Long Whatton and Diseworth Parish Council
January 2025

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1 Introduction

Neighbourhood Plans

1.1 The 2011 Localism Act has given communities the right to draw up a Neighbourhood Plan. This right is aimed at giving local communities genuine opportunities to influence the future of the places where they live.

1.2 The preparation of the Long Whatton and Diseworth Neighbourhood Plan is intended to allow people who live, work and have a business in the area to have a say where they think new houses and businesses should be located and what they should look like. A Neighbourhood Plan can also identify and protect important Local Green Spaces, conserve local heritage and protect areas of nature conservation interest. The Long Whatton and Diseworth Neighbourhood Plan will be a statutory plan which means that once it has been finalised, decisions on planning applications will be made using both the Local Plan and the Neighbourhood Plan, and any other material considerations.

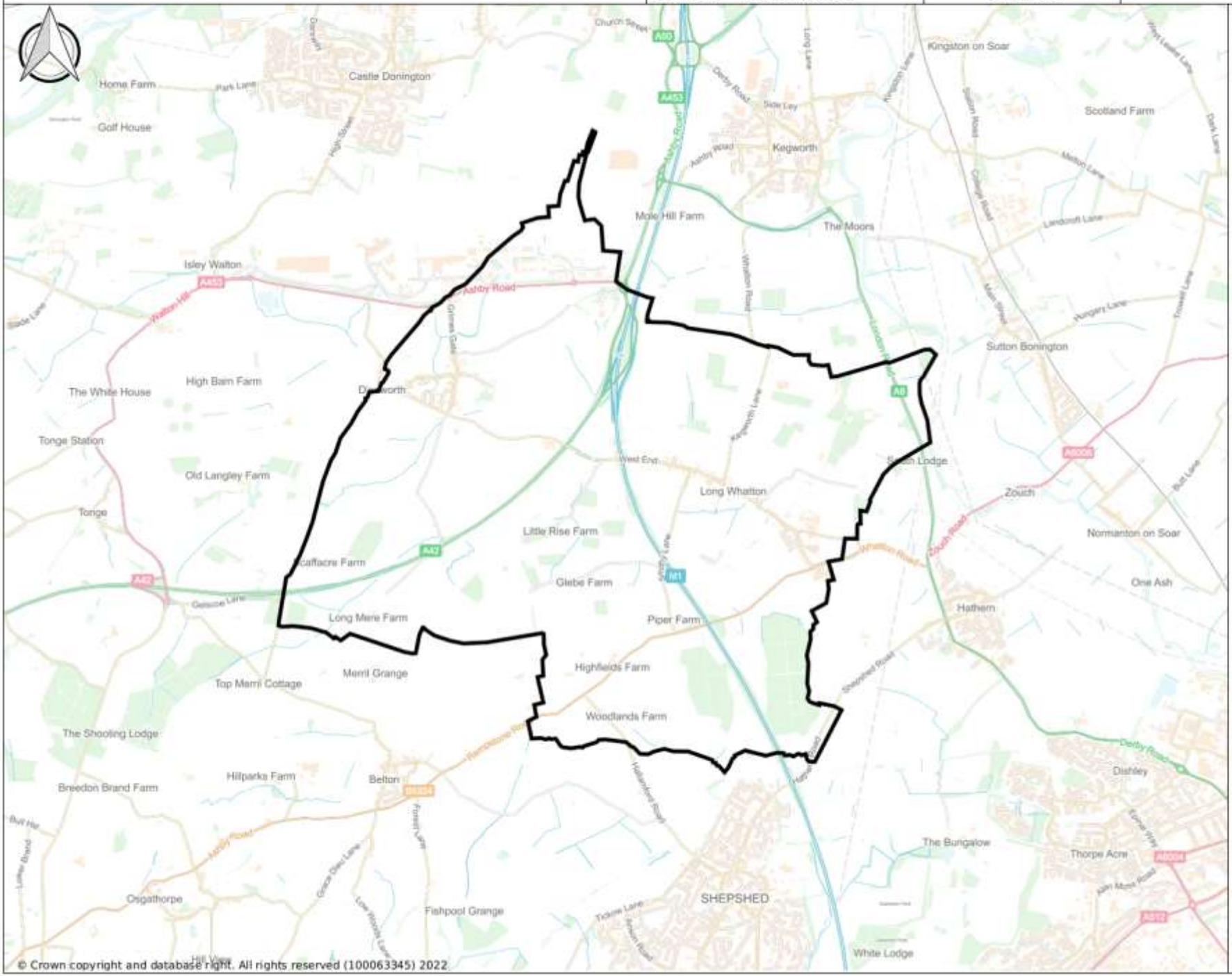
The Long Whatton and Diseworth Neighbourhood Area

1.3 Long Whatton and Diseworth parish lies to the south of East Midlands Airport in North West Leicestershire district, England. The parish adjoins Rushcliffe Borough in Nottinghamshire to the east and Charnwood Borough to the south-east. The parish includes the settlements of Long Whatton and Diseworth.

1.4 The Neighbourhood Area (Map 1) includes the whole of Long Whatton and Diseworth parish. Long Whatton and Diseworth Parish Council applied for Neighbourhood Area designation on 21 September 2020. The Neighbourhood Area was designated on 14 October 2020.

1.5 The Neighbourhood Area covers 1,942 hectares.

Neighbourhood Area	Long Whatton and Diseworth	
Map 1	**Author:**	0 200 400 800m Scale: 1:50000
	Date: 01/04/2022	



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Plan Period

1.6 Long Whatton and Diseworth Parish Council is the 'Qualifying Body' responsible for preparing the Neighbourhood Plan but it has been supported by a Neighbourhood Plan Working Group comprising Parish Councillors and local residents. The plan period covers the period to 2040 to align with the emerging North West Leicestershire Local Plan Review.

Basic Conditions

1.7 A neighbourhood plan must meet each of a set of basic conditions before it can be put to a referendum and be made. The basic conditions state that plans must:

- Have regard to national policies and advice contained in guidance issued by the Secretary of State.
- Contribute to the achievement of sustainable development.
- Be in general conformity with the strategic policies contained in the development plan for the area.
- Not breach, and otherwise be compatible with, EU obligations (now part of UK Law).
- Comply with other prescribed matters.

National Policies and Guidance

1.8 The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023, 19 December 2023 and 12 December 2024. This sets out the government's planning policies for England and how these are expected to be applied.

1.9 The planning practice guidance that supports the NPPF is published online.

The Development Plan

1.10 The relevant development plan for the area is the North West Leicestershire Local Plan 2011 to 2031. The current Local Plan was adopted by North West Leicestershire District Council on 16 March 2021 following a partial review.

1.11 Over the plan period, the Local Plan makes provision for a minimum of 9,620 dwellings and 66 hectares for employment purposes. This growth is distributed in accordance with a settlement hierarchy with the principal being that those settlements higher up the hierarchy will take more growth.

1.12 Long Whatton and Diseworth villages are identified as a Sustainable Villages which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development or on brownfield land.

North West Leicestershire Local Plan Review

1.13 North West Leicestershire District Council is undertaking a Local Plan Review. The review will update the adopted Local Plan and will cover the period to 2040.

1.14 Consultation on the new Local Plan took place between 5 February and 17 March 2024. The Local Plan Review is unlikely to be completed before the end of 2026.

What has been done so far

1.15 Our plans for public consultation events in 2021 were disrupted by the COVID-19 pandemic. All members of society were required to adhere to guidance to help combat the spread of COVID-19 and the guidance had implications for neighbourhood planning including public consultation.

Questionnaire Survey

1.16 In summer 2021 a questionnaire was delivered to local households inviting residents to complete the survey. There were 353 responses, and the results of the household questionnaire are available on the Parish Council website, https://www.lwdpc.org.uk/uploads/survey-results-summary-without-open-responses-(1).pdf

Evidence

1.17 There is no 'tick box' list of evidence required for neighbourhood planning. Proportionate, robust evidence is required to support the choices made and the approach taken. The evidence supporting the preparation of the Neighbourhood Plan is also available on the Parish Council website, https://www.lwdpc.org.uk/long-whatton-and-diseworth-neigh.html

Pre-Submission Consultation

1.18 The feedback from the questionnaire results and information about the area helped to prepare the (Pre-Submission) Draft version of the Long Whatton and Diseworth Neighbourhood Plan. Under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, a pre-submission consultation period of no less than six weeks on the proposed Neighbourhood Plan ran from Monday 12 February to Monday 25 March 2024.

1.19 A copy of the Pre-Submission Draft of the Plan was made available to download, along with supporting documentation, on the Parish Council website, https://www.lwdpc.org.uk/long-whatton-and-diseworth-neigh.html . A summary of the Pre-Submission Draft of the Plan was delivered to all premises within the parish.

Figure 1: Community consultation March 2024

What happens next?

1.20 All representations and comments received have been considered by Long Whatton and Diseworth Parish Council and used to amend the Pre-Submission Draft of the Plan. A Consultation Statement, including a summary of all comments received and how these were considered, will be made available on the Parish Council website, https://www.lwdpc.org.uk/long-whatton-and-diseworth-neigh.html

1.21 The modified Plan will now be submitted to North West Leicestershire District Council for publication and, under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012, a further six-week public consultation will take place before it is sent to an Independent Examiner.

1.22 The Examiner will either recommend that:

- the Plan is submitted to a referendum;
- is modified to meet the 'Basic Conditions' and then submitted to a referendum; or that
- the Plan is refused.

1.23 If the Examiner is satisfied, North West Leicestershire District Council will arrange a referendum. If the Plan is approved by a simple majority of those voting in the referendum, the District Council will adopt it.

1.24 When the Plan is adopted, it will form part of the Statutory Development Plan for the area. North West Leicestershire District Council will continue to be responsible for determining most planning applications, but in the Long Whatton and Diseworth Neighbourhood Area, the policies in the Neighbourhood Plan will form the basis of those decisions along with the adopted North West Leicestershire Local Plan and other material considerations.

Note, when considering a development proposal, ALL the relevant policies of the Neighbourhood Plan will be applied.

2 Profile

Overview

2.1 Long Whatton and Diseworth parish lies to the south of East Midlands Airport and is bisected by the A42 and M1 which join at junction 23A of the M1 in the north of the parish. Donington Park service area off junction 23A lies within the parish. Diseworth village lies to the west of the A42/M1 and Long Whatton to the east. The A6 passes north-south through the eastern edge of the parish where the parish boundary is formed by the River Soar.

2.2 To the north of the parish is Kegworth and to the south Shepshed. Loughborough is a large market and university town that lies 5.6km to the southeast of the parish.

2.3 The northern part of the parish includes Pegasus Business Park which provides offices, logistics, general warehousing and hotels associated with the airport. The very northern part of the parish includes part of the airport runway and extends northwards beyond the airport perimeter.

2.4 There were 1,700 [1] usual residents in Long Whatton and Diseworth Parish as at Census Day 2021 living in 810 [2] households.

Long Whatton

2.5 Long Whatton village lies to the east of the M1, 7km to the north-west of Loughborough and 3km to the south of Kegworth. The former Ashby to Rempstone road (B5324) runs to the south of the village and the former Derby to London road (now the A6) lies some 1.5 km to the east.

[1] Rounded to the nearest 100 people
[2] Rounded to the nearest 10 households

2.6 Long Whatton lies within an agricultural landscape on the southern side of the shallow valley to Long Whatton Brook, which flows eastwards towards its confluence with the River Soar.

2.7 Long Whatton is a linear village with development concentrated on the main throughfare comprising West End, Main Street and The Green. This stretches from the M1 in the west to the parish boundary in east. There are around 475 dwellings in the village.

2.8 There is a basic range of services including a primary school, convenience store and two pubs- The Falcon Inn and The Royal Oak. Harlow Bros. timber merchant is on the northern side of Hathern Road in the east of the village.

Figure 2: Main Street, Long Whatton

Diseworth

2.9 Diseworth is located one kilometre south of East Midlands Airport, 10km to the north-west of Loughborough and 2.5km to the south-east of Castle Donington.

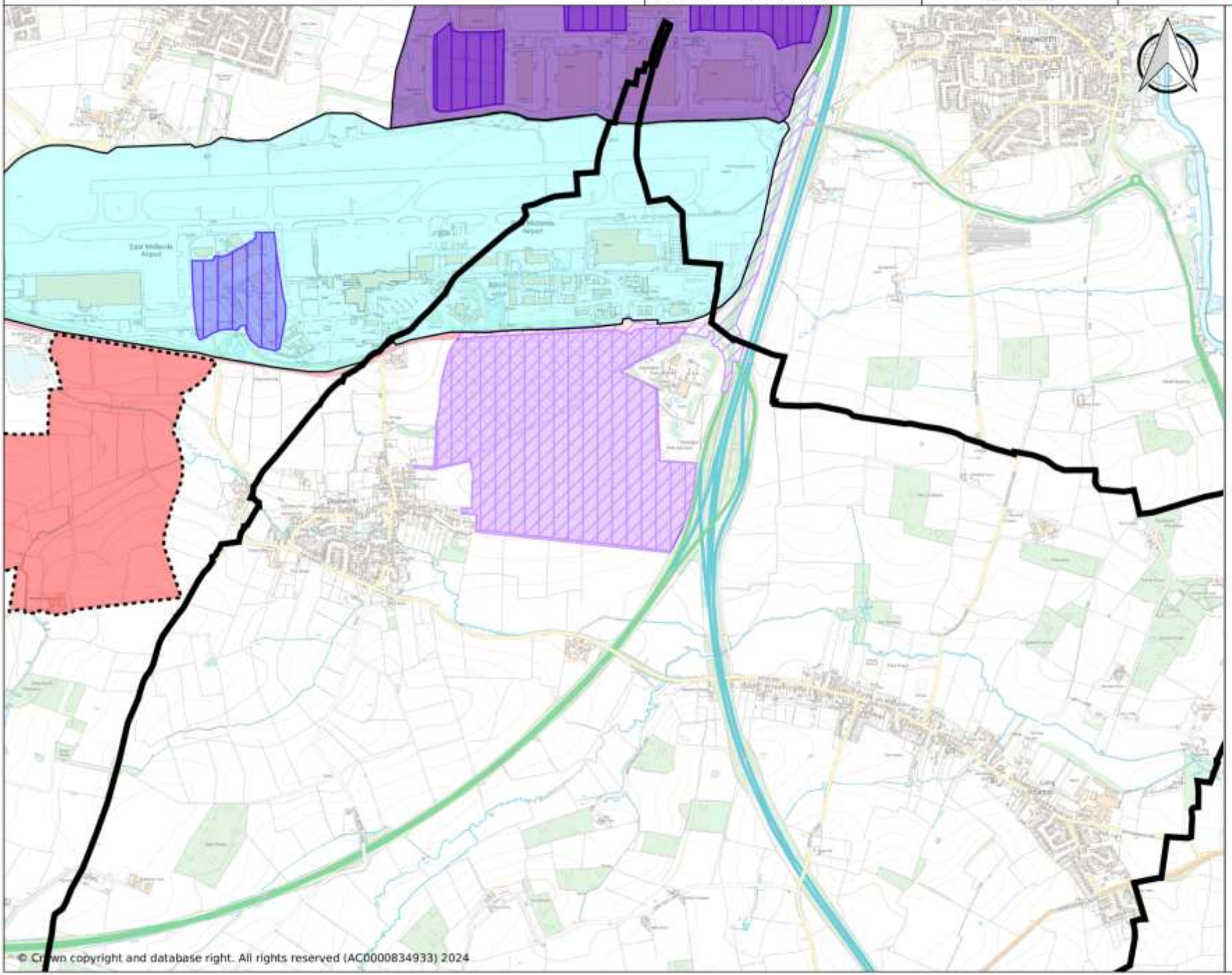
2.10 Diseworth lies within an undulating agricultural landscape and occupies a shallow valley created by the Diseworth Brook as it flows eastwards before becoming Long Whatton Brook and proceeding to its confluence with the River Soar. Diseworth Brook flows through the centre of the village.

2.11 The four principal streets of the village - Grimes Gate, Hall Gate, Clements Gate and Lady Gate - meet at 'The Cross'; a staggered crossroads close to the Church of St Michael's and All Angels. There are about 300 dwellings in the village.

Figure 3: The Cross, Diseworth

2.12 There is a basic range of services including a primary school, village hall and pub- The Plough Inn.

Major Development	Long Whatton and Diseworth	PARISH ONLINE
Map 2	**Author:**	0 200 400 600 800m Scale: 1:25000
	Date: 22/08/2024	



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Major Development

2.13 Long Whatton and Diseworth Neighbourhood Area is located within the Leicestershire International Gateway which is focused on the northern parts of the A42 and the M1. Major growth is taking place, most notably East Midlands Airport and East Midlands Gateway (strategic rail freight terminal). This development is having a significant impact on the parish's physical environment, the socio-economic character of the area and the quality of life of local people. For context, some of these developments and proposals are shown on Map 2.

Leicester & Leicestershire Strategic Growth Plan

2.14 The Leicester and Leicestershire Strategic Growth Plan was published in December 2018 and sets out aspirations for delivering growth in Leicester and Leicestershire through to 2050. The Plan has been prepared jointly by ten partner organisations in Leicester and Leicestershire (including North West Leicestershire District Council).

2.15 The Growth Plan recognises that Leicester and Leicestershire will continue to grow. The Leicestershire International Gateway is identified as a primary growth area with the potential to accommodate about 11,000 new homes.

2.16 The Growth Plan is a non-statutory plan and has not been the subject of independent examination. The strategy is to be implemented by Local Plans.

North West Leicestershire Local Plan Review

2.17 North West Leicestershire District Council is undertaking a Local Plan Review. The review will update the adopted Local Plan and will cover the period to 2040.

Housing Land

2.18 Having regard to the Leicester and Leicestershire Strategic Growth Plan, the Local Plan Review is looking to identify land for an additional minimum of 5,700 houses. The starting point for the distribution of this development is the settlement hierarchy established by the existing Local Plan, together with the development of a new settlement.

New Settlement

2.19 The proposed new settlement, known as Isley Woodhouse, lies to the south of the A453 and East Midlands Airport and borders three sides of Isley Walton, a small collection of dwellings, farm buildings and a church. The site lies to the west of Diseworth, outside the Neighbourhood Plan Area.

Employment Land

2.20 The Local Plan Review will also make sure there is a sufficient supply of new employment land in suitable locations to match the likely requirements of local businesses and inward investment. Based on current information, the requirement is 59,590 sqm for office uses and 195,500 sqm for industrial and small warehousing (of less than 9,000 sqm).

Strategic Warehousing

2.21 Over recent years there has been considerable demand for new-build strategic warehousing (logistics) in North West Leicestershire. This reflects the district's exceptionally good strategic transport links which includes the M42/A42 transport corridor.

2.22 An updated assessment of this sector's needs (2020-41) is contained in the Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change (April 2021) Study which was jointly commissioned by the Leicester and Leicestershire authorities. This work has yet to be completed and so it is not yet known what the likely requirement will be for North West Leicestershire.

2.23 In preparing the new Local Plan, North West Leicestershire District Council has sought views on the potential allocation of 81 hectares of land south of East Midlands Airport for strategic distribution within the East Midlands Freeport (see below).

East Midlands Airport and Gateway Industrial Cluster

2.24 East Midlands Airport sits at the heart of the East Midlands Airport and Gateway Industrial Cluster (EMAGIC). EMAGIC is a unique central location for air passenger, cargo, rail and road transport and a range of supporting economic activities. EMAGIC's strong economic growth has been driven by investment of household names. Along with the Airport, DHL, Marks and Spencer and Donington Park have all invested in EMAGIC.

East Midland Airport

2.25 East Midlands Airport is a significant UK passenger airport serving the travel needs of the East Midlands region and in 2019, before the COVID-19 pandemic, it handled 4.7 million passengers. It is also a nationally important cargo airport, and as the UK's largest express air cargo airport, it is a significant base for three of the major global integrated freight operators, DHL, UPS, and FedEx. East Midlands Airport is also the Royal Mail's largest UK air hub. In 2022, the airport handled 400,155 tonnes of freight and mail.

Figure 4: East Midlands Airport (image: MAG)

2.26 The airport is one of the largest single employment sites in the East Midlands, with over 9,000 people working in 100 companies across the site in 2019.

2.27 East Midlands Airport is a 24-hour operation, and this is key to the airport's success. However, aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. As a result of the recent implementation of a permission to extend the runway there are now some restrictions in respect of night time noise associated with planes using the airport. Notwithstanding these restrictions there are major concerns about night time noise issues particularly given the Airport's declared intention of expanding its operation.

2.28 Development on operational land by the airport operator at East Midlands Airport will often be permitted development under Part 8 (Class F) of The Town and Country Planning (General Permitted Development) (England) Order 2015, subject to prior consultation with North West Leicestershire District Council.

East Midlands Gateway

2.29 The East Midlands Gateway Rail Freight Interchange was approved by the Secretary of State for Transport in January 2016, under the arrangements for deciding nationally significant infrastructure projects (NSIPs) [3]. Now nearing completion, the SEGRO Logistics Park East Midlands Gateway (SLPEMG) is also part of EMAGIC and is located in the area immediately to the north of the Airport. SLPEMG is a 700 acre development which has delivered over 3m sq ft of logistics accommodation to date, with a further 700,000 sq ft available. Occupiers include Amazon, DHL, Very, GXO, Arvato and Games Workshop. The development incorporates a 50 acre Strategic Rail Freight Interchange (SRFI) with a rail freight terminal, capable of handling up to sixteen 775m freight trains per day, container storage and HGV parking.

Figure 5: SEGRO Logistics Park East Midlands Gateway under construction (image: PHP Architects)

[3] Since April 2012 the Planning Inspectorate (PINS) has been the agency responsible for operating the planning process for NSIPs.

East Midlands Freeport

2.30 The East Midlands Freeport (EMF) was announced as a successful Freeport bid by the UK Government in March 2021. Freeports are designed to attract major domestic and international investment, these hubs of enterprise will allow places to carry out business inside a country's land border but where different customs rules apply. At a Freeport, imports can enter with simplified customs documentation and without paying tariffs. Businesses operating inside designated areas in and around the port can manufacture goods using the imports and add value before exporting again without ever facing the full tariffs or procedures. If the goods move out of the Freeport into another part of the country, however, they have to go through the full import process, including paying any tariffs.

2.31 Freeports are similar to free zones, or 'enterprise zones', which are designated areas subject to a broad array of special regulatory requirements, tax breaks and government support. The difference is that a Freeport is designed to specifically encourage businesses that import, process and then re-export goods.

2.32 Straddling three East Midlands counties, East Midlands Freeport features three main sites: the East Midlands Airport and Gateway Industrial Cluster, the Ratcliffe-on-Soar Power Station site in Rushcliffe in Nottinghamshire and the East Midlands Intermodal Park (EMIP) in South Derbyshire.

2.33 In designating the Freeport, the Government did not assess the planning merits of the site.

2.34 Some 100H hectares of undeveloped agricultural land to the south of the A453/J23a of M1 and to the immediate east of Diseworth is included in the Freeport designation. This land has been promoted as a location for additional strategic employment growth by East Midlands Airport and SEGRO.

East Midlands Gateway Phase 2

2.35 On the 22 January 2024 SEGRO applied to the Secretary of State for Levelling Up, Housing and Communities to allow the land between the A453 and Clements Gate/Long Holden (known as East Midlands Gateway Phase 2) to be treated as a development of national significance for which a Development Consent Order is required. The proposal is for a logistics and manufacturing hub, including a substantial carbon neutral campus/headquarters including co-located head office functions, which is understood to be for the global logistics company Maersk. Approval was given on 21 February 2024,

and the application is expected to be submitted between January and March 2025. Most of the site lies within the designated Freeport.

Land South of A453 Ashby Road and North of Hyam's Lane, Diseworth

2.36 On 3 June 2024, Manchester Airports Group[4] submitted a planning application (24/00727/OUTM) for the construction of employment floorspace with ancillary offices on land to the north of Hyam's Lane, Diseworth. The application is in outline with all matters except access reserved. The application form indicates this is a 41.28 hectare site which can accommodate 135,000sqm of floorspace comprising 27,000sqm for general industrial uses (20%) and 108,000sqm for strategic warehousing (80%).

2.37 The application site forms part of the wider East Midlands Freeport and East Midlands Gateway Phase 2. Long Whatton and Diseworth Parish Council has objected to the planning application.

[4] Manchester Airports Group owns and operates three UK airports – Manchester, London Stansted, and East Midlands.

3 Sustainable Development

Sustainable Development

3.1 Our Neighbourhood Plan must contribute to the achievement of sustainable development. The planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- an **economic** objective – to help build a robust, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of appropriate infrastructure;
- a **social** objective – to support strong, vibrant and healthy communities, by ensuring a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed built environment with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an **environmental** objective – to contribute to protecting and enhancing the natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.2 Our Plan shows what sustainable development in Long Whatton and Diseworth parish means in practice.

Priorities

3.3 Data collected from the 2021 questionnaire helped identify key issues the Neighbourhood Plan should address. The top ten issues, ranked in order of importance are:

- Protecting the countryside
- Protecting green areas where you live
- Maintaining village identity
- Flood Risk
- Protecting and improving nature conservation
- Improving or retaining local services and facilities
- The impact of traffic
- Conserving local heritage
- Noise and disturbance
- Large-scale new development nearby

Vision

3.4 In setting out the aims for the Plan it is vital to consider how Long Whatton and Diseworth parish should be at the end of the plan period. The Plan needs to be aspirational, but realistic. The Plan also needs to respond to the priorities identified by local people. The vision statement set out below has helped guide the preparation of the Long Whatton and Diseworth Neighbourhood Plan and makes it clear what the Plan is aiming to achieve.

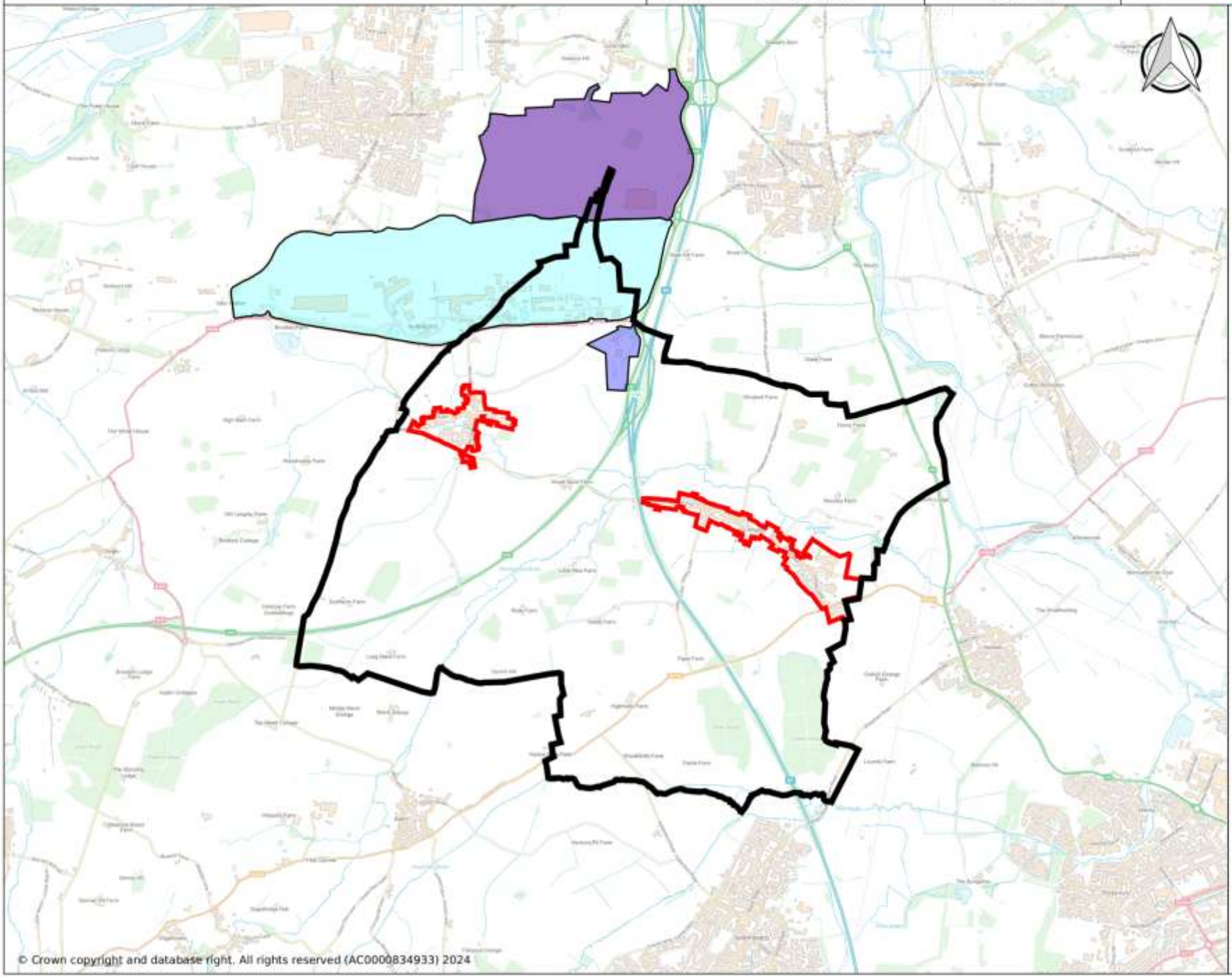
Vision

Long Whatton and Diseworth in 2040

All new developments must play their role in securing the following objectives:

1. The unique character and heritage of the area is conserved
2. Local services and facilities are protected and improved
3. Important green spaces are protected
4. The character and beauty of the countryside and its natural environment are safeguarded
5. Important views and valued landscapes are protected
6. Local housing needs are met
7. A healthy and safe community
8. Improved opportunities for walking and cycling
9. Ongoing mitigation and adaptation to climate change
10. Noise and air pollution is minimised

Countryside	Long Whatton and Diseworth	
Map 3	**Author:**	0 200 400 800m Scale: 1:50000
	Date: 10/09/2024	



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4 Natural Environment

Countryside

4.1 Long Whatton and Diseworth is a rural area with a strong agricultural past although more modern influences, particularly East Midlands Airport and the A42 and M1, are never far away. Local people value the intrinsic character and beauty of the Parish's countryside. Our 2021 Questionnaire Survey results show that 99.4% of respondents agreed that the countryside around Long Whatton and Diseworth should be protected for the sake of its intrinsic character, beauty, heritage and wildlife.

Figure 6: Countryside around Diseworth (image: Influence)

4.2 The North West Leicestershire Local Plan (policy S3) strictly controls development in the countryside although certain forms of development are allowed subject to criteria:

a) Agriculture including agricultural workers dwellings;
b) Forestry including forestry workers dwellings;
c) The preservation of Listed Buildings;
d) The re-use and adaptation of buildings;
e) The redevelopment of previously developed land;
f) Flood protection;
g) Affordable housing;
h) The extension and replacement of dwellings;
i) Expansion of business and enterprise;
j) Sites for Gypsies and Travellers and Travelling Showpeople;
k) Small-scale employment development or farm diversification;
l) Community services and facilities;
m) Development by statutory undertakers or public utility providers;
n) Recreation and tourism;
o) Renewable energy;
p) Development at East Midlands Airport;
q) Development at Donington Park Racetrack;
r) Transport infrastructure;
s) Employment land.

Policy LW&D1: Countryside

The Countryside (land outside the Long Whatton and Diseworth Limits to Development, East Midlands Airport, SEGRO Logistics Park East Midlands and Donington Park Services, as defined on Map 3) will be protected for the sake of its intrinsic character, beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all. Development in the Countryside will be strictly controlled in accordance with North West Leicestershire Local Plan Policy S3.

Landscape

National Landscape Character Assessment

4.3 The Neighbourhood Area is located within the National Landscape Character Area 70: Melbourne Parklands. It is a landscape of rolling farmland, ancient and plantation woodland and a cluster of landscaped parkland with grand country houses. This includes Whatton House, a registered park and garden that sits to the north-east of the Neighbourhood Area.

4.4 The National Landscape Character Area (National Character Area) is predominantly rural, although there are strong and often abrupt contrasts with the urban areas on its peripheries. The M1 and A42 cross the National Character Area and East Midlands Airport is sited on the central plateau in an otherwise undulating area.

4.5 Most of the area is in agricultural use, with extensive areas under arable production, and mixed arable and pasture on the steeper ground. The landscape is populated with scattered villages that retain a rural character.

4.6 The area has a long history of mixed farming, evident from the survival of pre-18th century irregular pasture enclosures, and nationally significant fragments of medieval ridge and furrow. The National Character Area contains a variety of fieldscapes, a legacy of historic land uses that combine to produce a complex landscape.

4.7 Cultural benefits that the National Character Area provides to society include a sense of place, a sense of history and recreation. Additionally 4% of the total area consists of priority habitats with 312ha of land nationally designated as Sites of Special Scientific Interest (SSSI), including Oakley Wood within the Neighbourhood Area.

Local Landscape Character

4.8 The study area is located in the Langley Lowlands Landscape Character Area as defined by the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire.

4.9 The Langley Lowlands are characterised by a gently rolling landform which is often dissected by minor watercourses flowing towards the Trent and Soar valleys. Several small villages are throughout the area, connected by quiet, narrow, winding lanes. A pattern of smaller fields surrounds some of the villages.

4.10 Much of the area is strongly influenced by historic estates including Staunton Harold Hall and Whatton House (Grade II* and Grade II Registered Park and Garden) and non-registered estates including Donington Park and Langley Priory. There is a strong sense of time depth. Many villages are Conservation Areas, including Long Whatton and Diseworth, with many listed buildings and historic churches forming the focal points within these villages.

4.11 Settlements within the landscape primarily consist of small, characterful villages and farms.

Long Whatton

4.12 Long Whatton lies within an agricultural landscape on the southern side of the shallow valley to Long Whatton Brook, which flows eastwards to the River Soar. The village has an essentially linear settlement pattern with development concentrated along West End, Main Street and The Green (B5401).

4.13 In the second half of the twentieth century, the M1 Motorway was constructed immediately to the west of the village and East Midlands Airport was developed some 3.5 km to the northwest. These developments, along with the later construction of the A42, have had a significant impact on the character of the surrounding landscape.

Figure 7: Landscape to south of Long Whatton (image: Influence)

4.14 The landscape to the north of the village is dominated by gently rolling pastoral fields. There is a localised depression in the landscape formed along Long Whatton Brook. The field pattern, scale and vegetation is varied. The woodland surrounds of Whatton House are visible to the northeast. Most hedgerows are gappy or overgrown but with connectivity to Long Whatton Brook and Ash Spinney. Fields close to the village are used as horse paddocks. Sense of place diminishes to the west where the village abuts the M1, which also affects tranquillity.

4.15 The south of the village is also characterised by gently rolling, predominantly pastoral lowland together with the presence of the M1. Hedgerows are robust but overgrown. Close to the village there are small-scale land parcels which transition to a larger-scale landscape further away from the settlement edge.

Diseworth

4.16 Diseworth lies within an undulating agricultural landscape and occupies a shallow valley created by the Diseworth Brook as it flows eastwards, becoming Long Whatton Brook before its confluence with the River Soar. The soil, although heavy red clay, is fertile and sustains arable and pastoral farming.

4.17 In the second half of the twentieth century, East Midlands Airport was developed less than a kilometre to the north of the village and the M1 motorway was constructed 1.5km to the east. These developments and associated facilities have had a significant impact on the surrounding landscape and have altered the local road network. In particular, the airport severed the link northward from Grimes Gate in Diseworth towards Castle Donington, Hemington and Lockington.

4.18 The landscape varies in scale from small-scale rural properties and fields at the settlement edge to medium and large-scale fields further from the village. Areas of gently rolling to flat landform have localised low points along streams. Pastoral fields are divided by hedgerows and field boundary trees.

Landscape Sensitivity

4.19 North West Leicestershire District Council prepared Landscape Sensitivity Studies in 2019 and 2021 to help inform decisions about which sites to allocate for housing and employment. In 2023, Long Whatton and Diseworth Parish Council commissioned its own study which builds on the previous studies to:

- Understand in more detail the characteristics of the landscape surrounding Long Whatton and Diseworth;

- Review and refine the assessment of sensitivity where appropriate;
- Identify important views and features which encapsulate the landscape and visual character; and
- Inform the policies of the Long Whatton and Diseworth Neighbourhood Plan.

4.20 A desktop study and site visits were conducted, and the context of the settlements were considered taking into account features such as conservation areas, the Registered Park and Garden of Whatton House, the Cross Britain Way national trail and historic and ecological designations alongside a review of the previous studies to determine the landscape parcels.

4.21 Representative viewpoints were recorded extensively across the study area to develop an understanding of the landscape and its relationship to both the settlements as well as the infrastructure within the study areas. Key views were identified which define with clarity the attributes of the landscape and its visual relationship to the settlements and the surrounding context and environment. Some of these views are located outside the Neighbourhood Area.

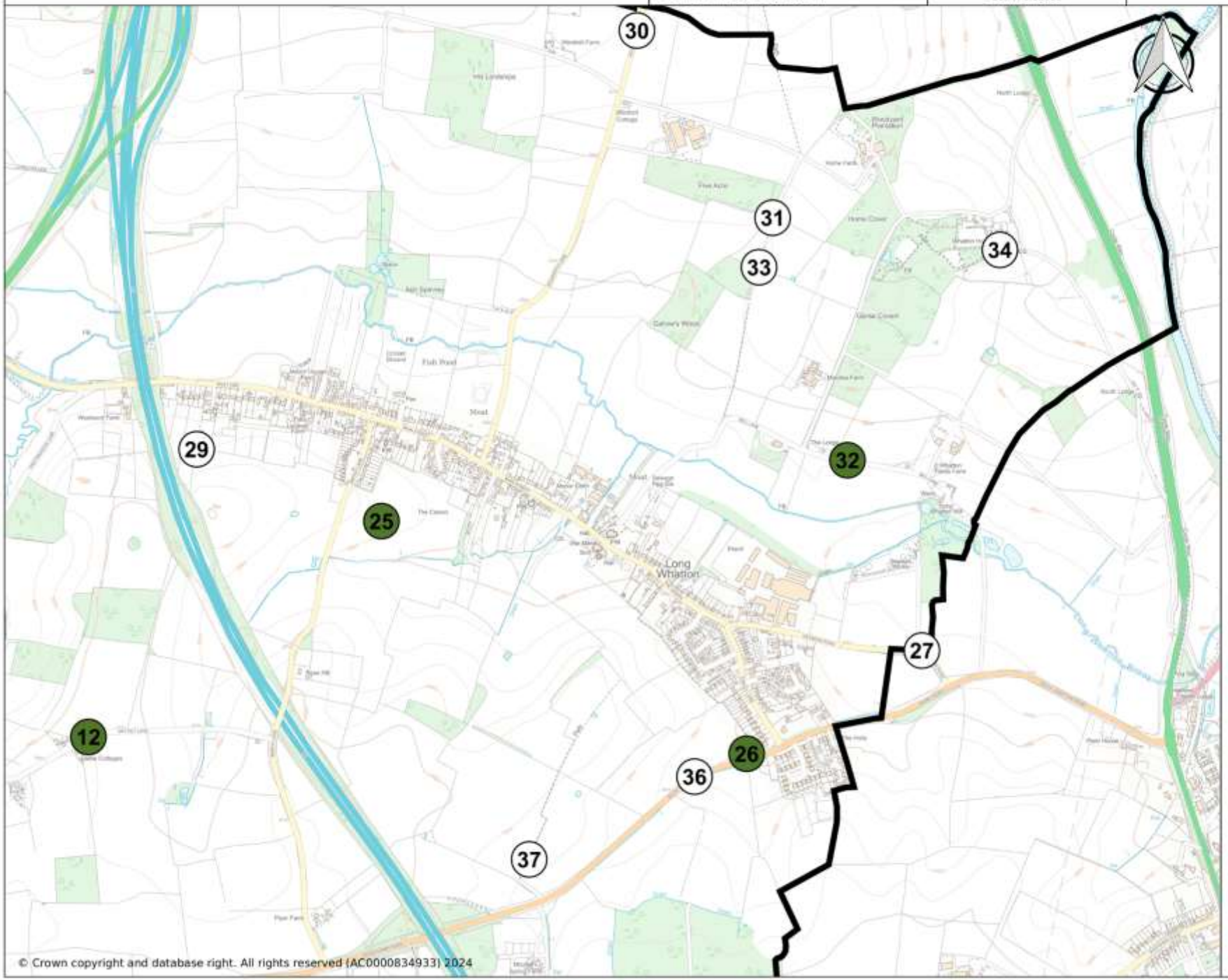
4.22 These representative viewpoints alongside the findings from desktop studies informed appraisals of landscape and visual susceptibility and value which were then combined to reach a sensitivity rating of each parcel in relation to housing and employment which are represented on maps in Appendix 1.

4.23 Across the study area all of the parcels are considered of medium sensitivity to housing[5], with the exception of LonW07 (Whatton House) and DisW01 (northwest of Diseworth village). In many instances it is concluded that these parcels can accommodate certain levels of developments which would need to be considered in terms of scale, location and design considering the sensitive attributes of each parcel.

4.24 In relation to employment[6] development there are areas of high, medium-high and medium sensitivity. Large-scale employment development should be directed to the areas of lowest landscape sensitivity in accordance with Policy LW&D30.

[5] Site Size: minimum 0.5ha / maximum 1 ha. Density: Average 30-35 dwellings per hectare. Maximum height of development: 7m (or two to two and a half storey)
[6] Site Size: minimum 1ha / maximum 2 ha. Density: Approximately 40% of the site would be developed. Maximum height of development: 7m

Important Views	Long Whatton and Diseworth	PARISH ONLINE
Map 4	**Author:**	0 100 200 300 400m Scale: 1:15000
	Date: 26/11/2024	



Neighbourhood Area

Representative Viewpoint

Key Viewpoint

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Important Views (Diseworth)

Map 5

Long Whatton and Diseworth

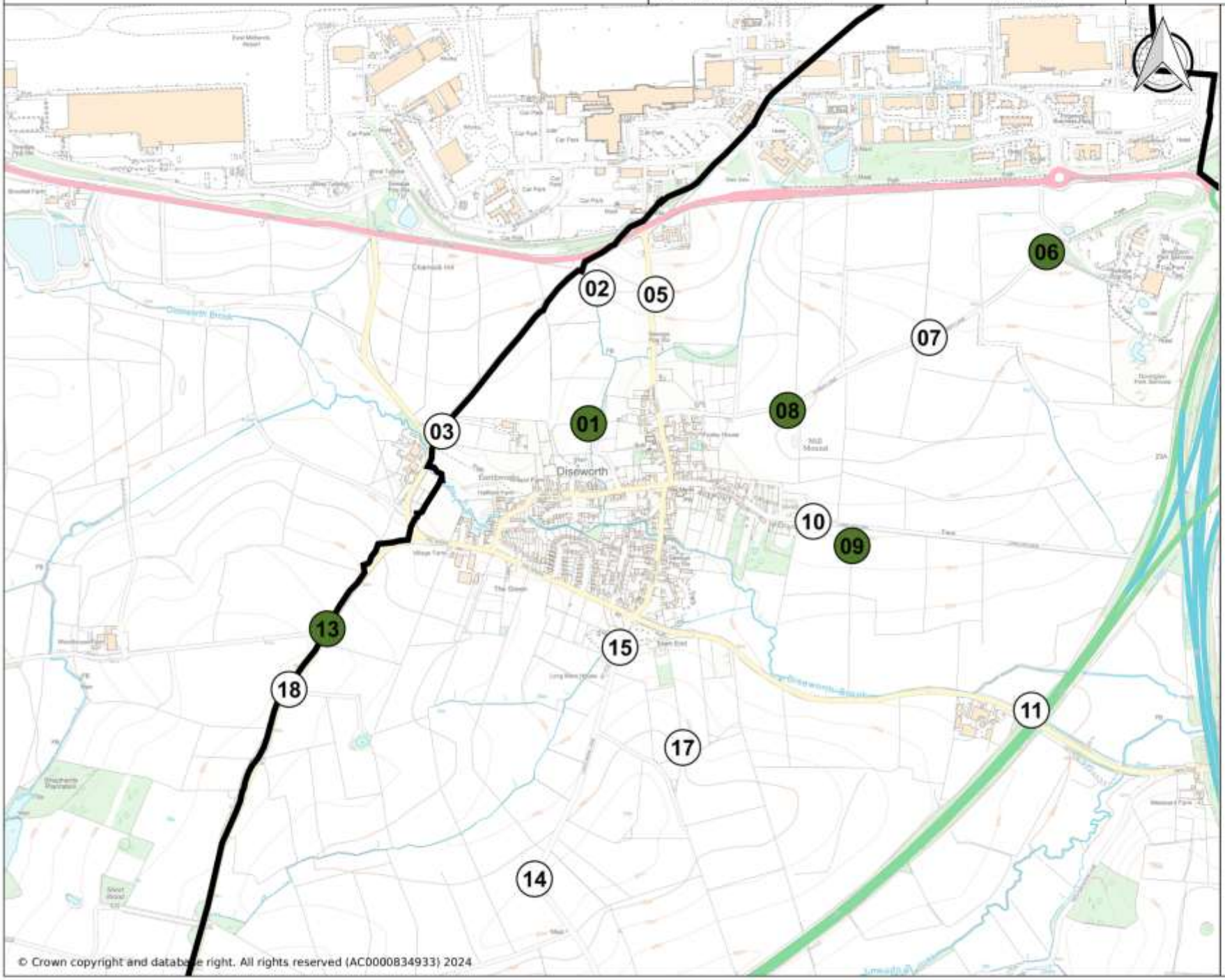
Author:

Date: 26/11/2024

0 100 200 300 400m

Scale: 1:15000

PARISH ONLINE



Neighbourhood Area

Representative Viewpoint

Key Viewpoint

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Policy LW&D2: Landscape Sensitivity
Development should be located and designed in a way that is sensitive to the open landscape, natural and historic features that characterise the Neighbourhood Area having regard to landscape sensitivity (Appendix 1).

Important Views

4.25 The Landscape Sensitivity Study identified several viewpoints that are representative of the visual value of the landscape surrounding Long Whatton and Diseworth from within and on the edge of the landscape parcels surrounding the two villages. Of these a smaller number of Key Viewpoints have been identified which contain landscape and visual features important to the identities of the settlements.

4.26 A Landscape and Visual Impact Assessment (LVIA) can be key to effective planning decisions since it helps identify the effects of new developments on views and on the landscape itself. A LVIA will be required for major developments and proposals that are likely to impact on Locally Important Views.

Policy LW&D3: Locally Important Views
Where a development proposal within the Neighbourhood Area would have a significant visual impact on the Representative and Key Viewpoints at Appendix 2, a Landscape and Visual Impact Assessment or similar study should be provided to demonstrate that the levels of effects are acceptable, and that the scheme has been sited and designed sensitively and appropriately reflecting, respecting, and where possible, enhancing its landscape context. Particular sensitivity should also be shown for the Key Viewpoints that are regarded as highly characteristic, as identified at Appendix 2.

Areas of Separation

4.27 Although development in the countryside is controlled, there are some forms of development that can be acceptable (see paragraph 4.2). However, even these developments have the potential to lead to the coalescence of settlements with a resulting loss of community identity. In Long Whatton and Diseworth Parish, there are particular concerns about the fragile countryside gap between Long Whatton and Hathern.

4.28 The south-eastern edge of Long Whatton and the settlement of Hathern in Charnwood Borough are separated by about 890m of open countryside. The maintenance of the separation of the two built-up areas is crucial to the identities of both Long Whatton and Hathern. 95.8% of respondents to our 2021 Questionnaire Survey agreed that an area of separation between the two villages was needed.

4.29 Most of this area of concern lies outside the Neighbourhood Area in Charnwood Borough. The Parish Council will therefore encourage Charnwood Borough Council and Hathern Parish Council to play their part in protecting an area of separation between Long Whatton and Hathern.

4.30 The area is experiencing rapid growth focussed on East Midlands Airport and the East Midlands Gateway. There is also a proposal for the construction of new settlement at Isley Woodhouse. This would bring large-scale development close to the western side of Diseworth with very significant impacts on the character of the settlement. If the proposed new settlement is taken forward, the Parish Council will try to ensure that an area of separation between Diseworth and the new settlement is addressed by the emerging Local Plan.

Countryside Access

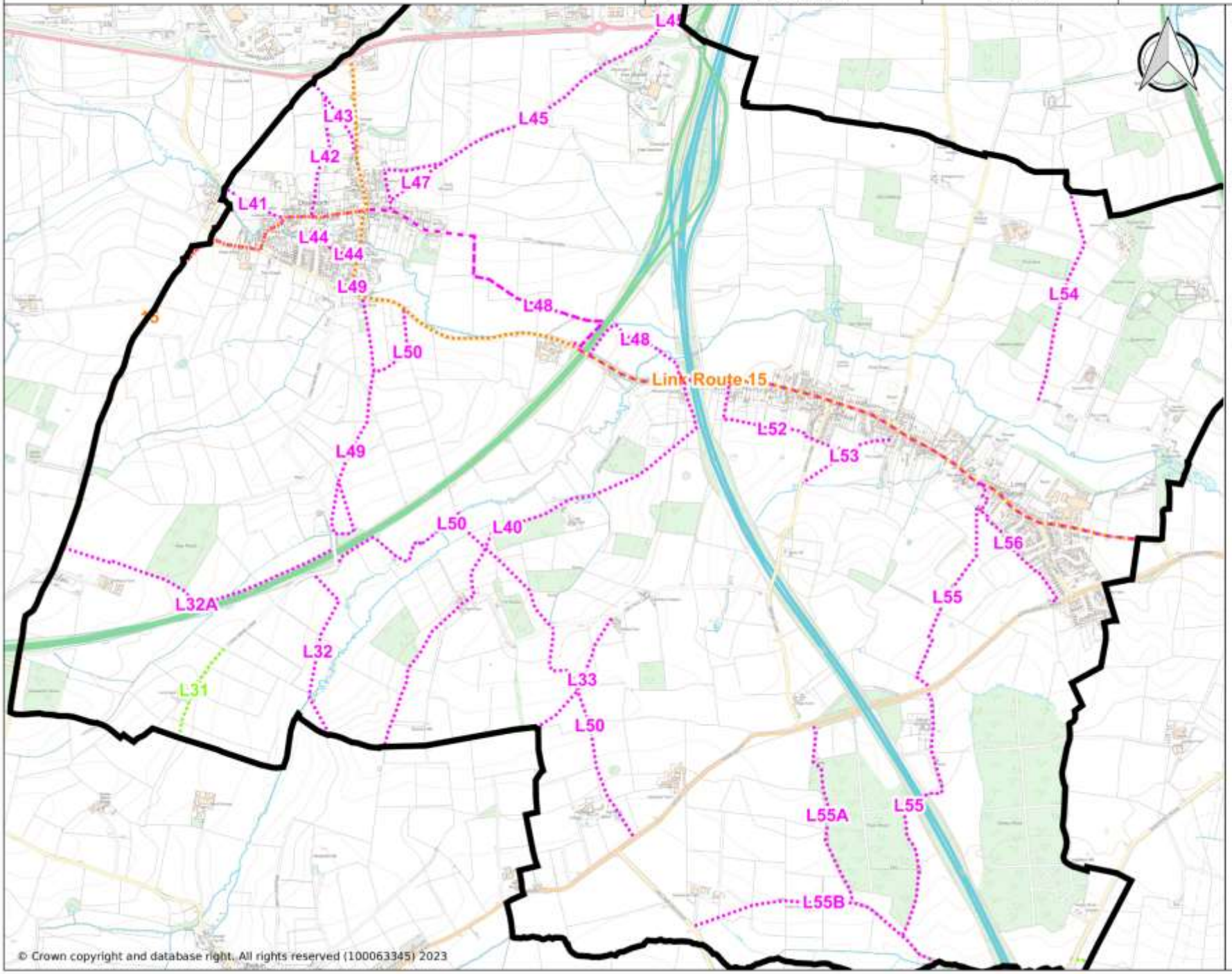
4.31 The Neighbourhood Area has an extensive network of Public Rights of Way that link communities to the surrounding countryside. These paths were originally part of an ancient network of tracks used to walk to the open fields, to market or between neighbouring villages, but they are now used almost exclusively for leisure activities. As such they are an appreciated and well-used community asset with 59% of respondents to our 2021 Questionnaire Survey using the footpaths and bridleways in the area on a daily basis.

4.32 The Cross Britain Way (Macmillan Way), which passes through the parish, was created to help raise money for Macmillan Cancer Support. It is a coast-to-coast walking trail across the whole country that includes less well-known areas of the English countryside, combines both England and Wales, and embraces Britain's cultural and industrial heritage as well as the beauty of its scenery, and the range of its changing landscapes.

Countryside Access (indicative)	Long Whatton and Diseworth
Map 6	**Author:**
	Date: 25/05/2023

0 200 400 600 800m
Scale: 1:25000

Parish Online



Cross Britain Way

National Cycle Network Route

Public Bridleway

Public Footpath

Neighbourhood Area

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4.33 The Public Rights of Way network is supplemented by National Cycle Route 15 which will connect National Route 6 in Belton, near Shepshed with National Route 1 in Lincolnshire near Coningsbury, via Nottingham, Grantham and Sleaford. There is a link route to Route 15 which passes through Long Whatton.

4.34 Country walking, horse-riding and cycling brings benefits as a leisure activity that contributes to health and wellbeing. We are keen to see the existing network extended and enhanced. In particular, 57% of local people regularly or occasionally walk, cycle, wheel or ride along The Green between Long Whatton and Diseworth. Of these 89% do not feel safe and 90% feel that an off-road route would make the journey feel safer. An off-road route between the two villages would encourage others to make the journey too.

Policy LW&D4: Countryside Access
Development should protect Rights of Way or reinstate or replace with enhanced provision and, wherever possible, create new links to the network including footpaths and cycleways. An improved off-road footpath/cycle link between Long Whatton and Diseworth is encouraged.

Biodiversity

4.35 The community places considerable value on the enhancement of biodiversity in the Neighbourhood Area, including the creation of wildlife habitats, the conservation of native hedgerows, the planting of native trees and wildflowers, and the protection of wildlife corridors.

4.36 There is a Site of Special Scientific Interest (SSSIs) in the Neighbourhood Area together with Local Wildlife Sites.

Oakley Wood Site of Special Scientific Interest (SSSI)

4.37 Oakley Wood is a 48.1ha biological Site of Special Scientific Interest south of Long Whatton. The site represents a unique example in Leicestershire of the transition from mixed oakwood, developed on free-draining acid soil, to ash-hazel woodland characteristic of the heavy clays of Eastern Central England. Oakley Wood is most probably of ancient origin although its former composition may have been different to that which exists today.

Biodiversity

Map 7

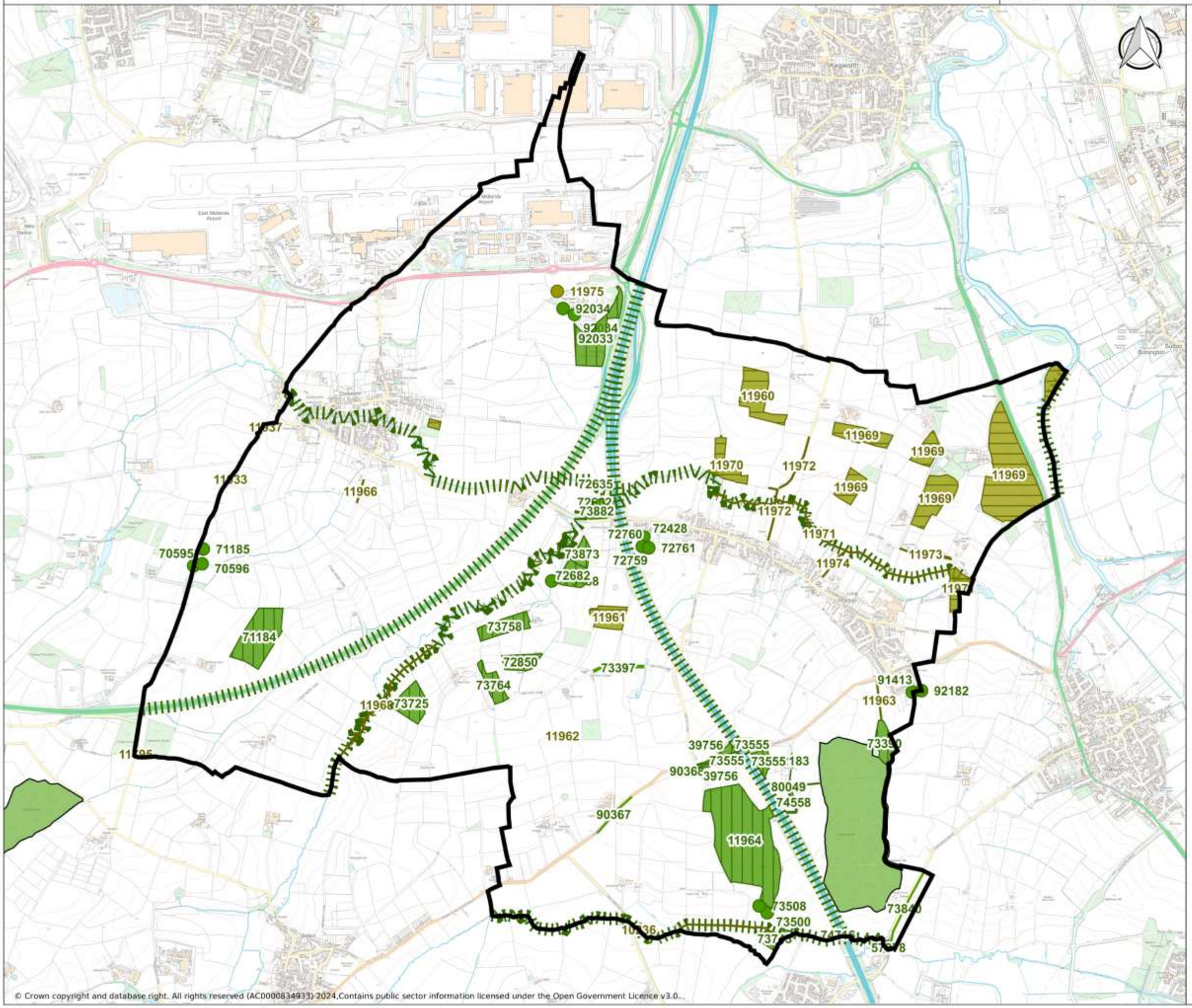
Long Whatton and Diseworth

Author:

Date: 10/09/2024

0 100 200 300 500m
Scale: 1:25000

PARISH ONLINE



Sites of Special Scientific Interest (SSSI)

Wildlife Corridor

Historic Local Wildlife Site (trees, ponds)

Historic Local Wildlife Site (hedgerows, verges, watercourses)

Historic Local Wildlife Site

Local Wildlife Site (trees, ponds)

Local Wildlife Site (hedgerows, verges, watercourses)

Local Wildlife Site

Neighbourhood Area

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Local Wildlife Sites (LWS)

4.38 Together with legally protected land such as SSSIs, Local Wildlife Sites are the most important places for wildlife in Leicester, Leicestershire and Rutland. The primary purpose of the LWS system is to contribute to the implementation of the Leicester, Leicestershire and Rutland Biodiversity Action Plan (BAP), by identifying the most important sites where BAP actions can be focussed. The criteria used for identifying these sites are closely linked to the priority habitats listed in the BAP.

4.39 In Long Whatton and Diseworth Neighbourhood Area, LWS include woodland, trees, ponds, verges and hedgerow. There are 38 LWS and 20 Historic LWS [7] (See Map 7 and Appendix 3).

Notable Species

4.40 Notable species that have been recorded locally include common frog, common toad, great crested newt, smooth newt, barn owl, black redstart, bullfinch, cuckoo, dunnock, fieldfare, green sandpiper, grey partridge, herring gull, hobby, house martin, house sparrow, kingfisher, lapwing, lesser redpoll, linnet, mandarin duck, marsh tit, peregrine, quail, red kite, redwing, reed bunting, skylark, song thrush, spotted flycatcher, starling, swallow, swift, tree sparrow, turtle dove, wren, wren, yellow wagtail, yellowhammer, brown/sea trout, signal crayfish, bee orchid, bluebell, bogbean, buck's-horn plantain, burnet rose, cherry laurel, columbine, common bistort, common mouse-ear, garden asparagus, giant hogweed, grass vetchling, greater burdock, greater celandine, knotted hedge-parsley, lesser hawkbit, lily of the valley, meadow brome, monkeyflower, variegated yellow archangel, wall cotoneaster, white stonecrop, harlequin ladybird, small heath, wall, cinnabar, narrow-bordered five-spot burnet, badger, bats, hare, hedgehog, otter and polecat.

[7] These are sites known to have had important wildlife value in the past. They have not been surveyed on the ground since the 1980s/90s, but there is evidence from aerial photographs that they are still present.

Wildlife Corridors

4.41 It is important that animals should be able to move safely from one area to another, making wildlife corridors extremely important. The River Soar, Grace Dieu Brook, Long Whatton, Diseworth and Westmeadow brooks allow free movement for many species, while the A42 and M1 with their wide verges, cuttings, roundabouts and embankments also act as dispersal corridors.

Biodiversity Net Gain

4.42 Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state than beforehand. In England, Biodiversity net gain (BNG) is now mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development. Some developments are exempt from BNG requirements.

4.43 From our 2021 Questionnaire survey we know that local people prioritise the following for habitat improvement:

- Trees and woodland
- Meadows and grassland
- Ponds and Watercourses
- Hedgerows

4.44 Further, in support of flood alleviation measures in Long Whatton and Diseworth, the landscape around Diseworth is well suited to natural flood management, specifically those measures that aim to manage runoff within agricultural land. Upstream of Diseworth it may be possible to implement staged attenuation along the main channel, in addition to distributed measures at key field and land drainage channels. A range of measures can be used including the creation of field ponds and wetlands, re-naturalising watercourses, tree planting and improving soil structure.

Diseworth Millennium Meadow

4.45 The Millennium Meadow in Diseworth is a tranquil open place for visitors to enjoy, picnic and study nature. It was provided and maintained for the village by the Parish Council and volunteers.

Policy LW&D5: Ecology and Biodiversity

Development should conserve, restore and enhance the network of local ecological features and habitats which include (as shown on Map 7) Local Wildlife Sites (including historical sites) and Wildlife Corridors within the Neighbourhood Area.

New development will be expected to provide a net gain in biodiversity consistent with prevailing national policy. The local priorities for securing mandatory biodiversity net gain are:

A. The integration of features such as bat boxes, bird boxes and hedgehog highways;
B. Natural flood management in the upper catchment at Diseworth;
C. Woodland, hedgerow and tree planting;
D. Enhancement of ponds and watercourses; and
E. Creation of meadow and grassland habitats.

Trees and Hedgerows

4.46 Trees soften hard architecture, create contrast, encourage wildlife, reduce extremes of climate and have been shown to benefit both physical and mental health. They also enhance the overall character of the area.

4.47 Ancient woods are areas of woodland that have persisted since 1600. This is when maps started to be reasonably accurate so we can tell that these areas have had tree cover for hundreds of years. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms. There are areas of ancient woodland to the south of the Neighbourhood Area- Oakley Wood and Piper Wood. Other areas of

woodland are concentrated around Whatton House together with scattered copses of trees elsewhere to the north of Long Whatton and in the area between the A42 and M1. Common species of trees in the area are ash, oak and field maple.

4.48 The mature hedgerows in the area mainly consist of hawthorn with some field maple, blackthorn, goat willow, sallow and dog rose. Mature hedgerows, particularly those alongside tracks and roads, often contain dense patches of Ivy and bramble. Elder is also locally common. Mature hedgerows, particularly those alongside tracks and. Farmland hedges now have a degree of protection in England under the Hedgerows Regulations 1997 (their removal requires permission from the Local Planning Authority). There is a strong desire in the community for hedgerows to be maintained as landscape features for their historical significance and biodiversity value. The community also supports CPRE's hedgerows campaign which seeks a 40% increase in the extent of hedgerows by 2050 to help tackle the climate emergency.

4.49 Within the Conservation Areas of Long Whatton and Diseworth, any tree over 75mm in diameter at 1.5m above ground level is given automatic protection. No cutting, removal, willful damage or destruction of such trees is allowed without giving prior notification to North West Leicestershire District Council. Some trees are also protected through Tree Preservation Orders (TPOs). There are seven confirmed TPOs in Diseworth, 31 in Long Whatton and one TPO to the south of East Midlands Airport.

4.50 The community wishes to protect and enhance the wooded appearance of the village, and to create new woodland wherever possible.

Policy LW&D6: Trees and Hedgerows

Existing trees and hedgerows should be retained where possible and integrated into new developments. Development that damages or results in the loss or deterioration of ancient trees, hedgerows or trees of good (BS 5837 retention categories A and B) arboricultural and amenity value will not be supported. Proposals should be designed to retain ancient trees, hedgerows or trees of arboricultural and amenity value. Proposals should be accompanied by a tree survey that establishes the health and longevity of any affected trees and hedgerows, indicating replanting where appropriate.

5 Local Green Space

5.1 National policy makes provision for local communities to identify green areas of importance to those communities, where development will not be permitted except in very special circumstances.

5.2 In our 2021 Questionnaire Survey we invited local people to identify Local Green Spaces for protection. A great many sites are already protected, for example because of their heritage or nature conservation value, so do not need to be designated. Neither do all the sites meet the criteria for Local Green Space designation. Those that do are shown on Maps 8 and 9 and a summary of reasons for their designation is set out at Appendix 4.

Figure 8: Long Whatton Cricket Ground

Policy LW&D7: Local Green Spaces

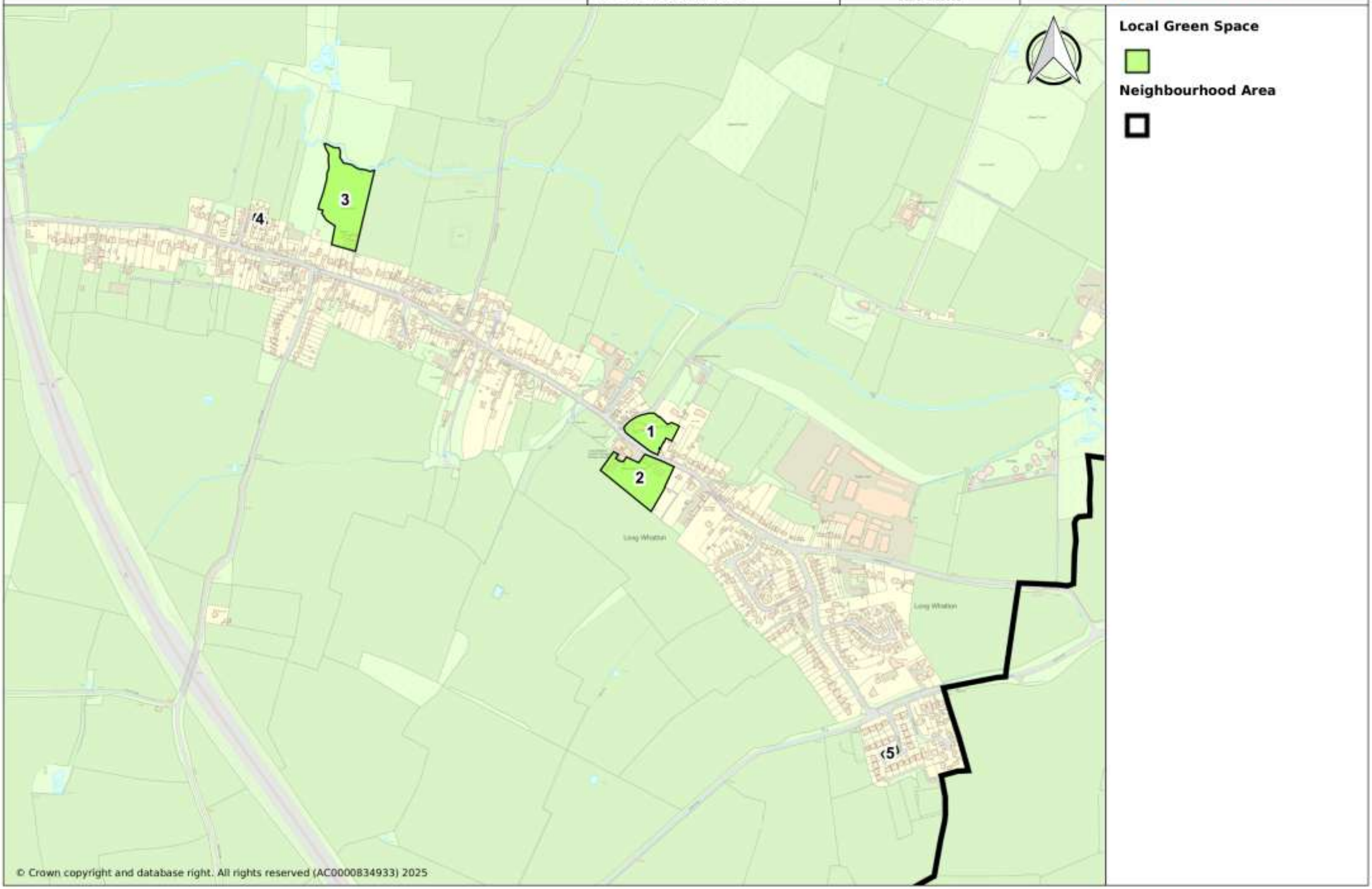
The following areas identified on Maps 8 and 9 are designated as Local Green Space:

1. All Saints' Church, Long Whatton
2. Long Whatton Primary School
3. Long Whatton Cricket Ground
4. Sherwood Court Play Area, Long Whatton
5. Cawdell Drive Playground, Long Whatton

6. St Michael's Church, Diseworth
7. Langley Close Allotments, Diseworth
8. South of Hall Gate, Diseworth
9. Hallfield, Diseworth
10. Homecroft, Diseworth
11. Village Hall Field and Play Area, Diseworth
12. Diseworth Primary School playing field
13. Brookside, Diseworth
14. Grimesgate Crofts, Diseworth
15. Tennis Court, Diseworth
16. Heritage Centre graveyard, Diseworth
17. Clement's Gate Crofts, Diseworth
18. Clement's Gate Orchard, Diseworth
19. Millennium Meadow, Diseworth
20. Paddock, Lady Gate, Diseworth
21. Historic verges, Diseworth

The construction of new buildings would be inappropriate and should not be approved except in very special circumstances.

Local Green Space (Long Whatton)	Long Whatton and Diseworth	PARISH ONLINE
Map 8	**Author:**	0 50 100 150 200m Scale: 1:10000
	Date: 10/01/2025	



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Local Green Space (Diseworth)	Long Whatton and Diseworth	
Map 9	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 25/02/2025	

6 Heritage and Design

Historic Development

Long Whatton

6.1 Long Whatton is first recorded in the Leicestershire Survey of circa 1125-29, although in the Domesday Record of 1086/7 it appears that its resources along with those of Lockington and Hemington were listed under Shepshed. The area around the parish church of All Saints represents the settlement's early core and a medieval manor house occupied a position within the small moated site to the north of the church (immediately north of Crawshaw Close). The existence of a second moated site; occupied until the fifteenth century; less than 0.5 km away (west of Kegworth Lane); suggests that the village was a place of some prosperity in the medieval period.

Figure 9: Church of All Saints, The Green, Long Whatton

6.2 Until the 18th Century, Long Whatton developed with an essentially agricultural based economy as farmsteads were established in a dispersed pattern along the principal thoroughfare. In the first half of the eighteenth century, the village also became an important centre in the early development of the domestic framework knitting industry in Leicestershire.

6.3 As the 19th Century progressed the development of the textile industry resulted in the building of workshops in the village. The continuing mechanisation of the textile industry which led to the construction of large factories elsewhere, did not occur in Long Whatton and whilst workshops continued to operate into the twentieth century, the overall local economy again became largely dependent on agriculture.

6.4 The enclosure of the agricultural lands of the parish, which began in the 1660s, was completed by a Parliamentary Act of 1778. This led to the building of new farmsteads within the newly created regular fields, although several farms remained within the village. To support the agricultural economy wheelwrights and blacksmiths operated within the settlement.

Figure 10: Manor Farm, Long Whatton

6.5 In the mid-nineteenth century the construction of estate workers housing by the Dawson family in the village at nos. 1-12 The Square reflected the fact that Long Whatton, at least in part, fulfilled a role as an 'estate village'.

6.6 In the twentieth century, the village became increasingly dormitory in character, particularly after 1945, with the development of new housing areas; concentrated along Smithy Lane, Hathern Road and Turvey Lane. New streets in the form of cul-de-sacs were also built off the principal thoroughfare (Barnfield Close, Manor Close and Crawshaw Close). There was also a contraction of agricultural uses, and although working farms remain many former farmhouses and tied cottages are now occupied by residents with no direct connections with agriculture and former farm buildings have been converted to residential use. New dwellings have also been erected on the paddocks/field areas between farms along the principal street and this has led to an increasingly compact settlement form.

6.7 The Long Whatton History Society consists of a small group of people who wish to investigate the history of the village and collect and preserve as many photographs, records and memories as possible.

Diseworth

6.8 Diseworth had been established by the sixth century and the cross shaped pattern of the principal streets had been formed by the end of the tenth century. The Church of St Michael's and All Angels, with sections of 11th Century built fabric in evidence, is the oldest surviving building in the village. The earliest secular buildings are of the late medieval period. The grouping of farmhouses, their outbuildings and tied cottages in the core is a typical pattern in settlements established before the Parliamentary Enclosures of the Georgian/Victorian period. In some parishes enclosure led to the dispersal of farmsteads into the surrounding countryside, however, following the Diseworth Enclosure of 1794, the majority of farmsteads remained within the village.

6.9 To support the agricultural economy, wheelwrights and blacksmiths operated in the village and a former smithy building remains along the Hall Gate frontage of Lilly's Cottage. Shops were also established.

6.10 A brick making industry flourished around the village during the 18th and 19th Centuries. Brick making had all but ceased by the start of the 20th Century, although a derelict kiln remains as evidence to the industry at the rear of 'Kiln House' at No. 24 Clements Gate. A domestic framework knitting industry also provided employment in the 18th and early 19th Centuries and large elongated window openings were typically installed to dwellings to provide increased light for frameworkers.

Figure 11: Brick Kiln remains, Clements Gate, Diseworth (image: TEP)

6.11 The domestic framework knitting industry died out in the latter part of the Victorian period with the move towards factory production in the new textile centres such as Long Eaton, Beeston, Draycott and Sandiacre. In the twentieth century, the village increasingly became dormitory in character, particularly following the Second World War with the development of areas of new housing. These new developments were particularly concentrated around The Green, The Bowley and The Woodcroft. New streets - in the form of cul-de-sacs - such as Shakespear Close and Brookside were built off the principal roads within the historic core of the settlement. Other streets like Page Lane witnessed substantial additional development.

6.12 The latter part of the twentieth century also saw a contraction in the agricultural economy of the village. Although working farms remain within the settlement, several former farmhouses and tied cottages are now occupied by residents with no connections with agriculture, farm buildings have been converted to residential use and new dwellings erected on former paddock areas. This infilling has led to an increasingly compact form of development.

6.13 The Diseworth Heritage Trust exists to preserve the historical, architectural and constructional heritage of Diseworth and the surrounding villages, from Saxon times to the present day. Diseworth Heritage Centre, Lady Gate is located in a converted chapel and is open on request.

Figure 12: Diseworth Heritage Centre

Designated Heritage Assets

6.14 Two Scheduled Monument, a Historic Park and Garden, 64 Listed Buildings and two Conservation Areas have already been designated under relevant legislation within the Neighbourhood Area.

6.15 The National Planning Policy Framework requires that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

6.16 Substantial harm to or loss of a Grade II listed building should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, Grade I and II* listed buildings should be wholly exceptional.

6.17 Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

Scheduled Monuments

6.18 Scheduling is shorthand for the process through which nationally important sites and monuments are given legal protection. Both Scheduled Monuments in the parish are in Long Whatton.

Moated site with fishpond at Long Whatton

6.19 This site is situated between the Whatton Brook and All Saints church on the north side of the village. It includes a small, moated site with an adjoining fishpond. An early 19th century account mentions a mansion near the church with what is described as a small sheet of water before it, which is identified with this moated site. The house was pulled down in 1803.

Moated site with fishpond and flood banks at Long Whatton

6.20 This moated site survives in good condition and is unusual in having surviving flood banks associated with it. Excavations have confirmed that this was an important site with a range of well-constructed buildings.

Registered Parks & Gardens

6.21 The Historic England 'Register of Parks and Gardens of Special Historic Interest in England', established in 1983, currently identifies over 1,600 sites assessed to be of particular significance. The emphasis of the Register is on gardens, grounds and other planned open spaces, such as town squares. The majority of sites registered are, or started life as, the grounds of private houses. Registration is a 'material consideration' in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes' special character.

Whatton House

6.22 In 1802-3 an exchange of manors was made between Thomas March-Philipps of Garendon Park and Edward Dawson, through which the latter became lord of Whatton. He immediately demolished the old manor house, which stood near the church in Long Whatton village, and built a house set in a landscape park on high ground 1.5km to the north-east overlooking the River Soar. In the 1870s, about the time that house was largely destroyed by fire, the estate was purchased by the first Lord Crawshaw. He built the present house in 1876 and, insofar as is known, laid out its Chinese Garden in the years which followed.

Figure 13: Whatton House

6.23 The park is roughly rectangular and extends for about 500m north and south of the House. East of the House, where the park falls sharply away to the boundary with the A6, it remains permanent pasture and has numerous mature parkland trees. North and south of the House the park has largely returned to arable farmland, although some parkland trees remain, especially in the former area. Much of the south-west part of the park is wooded; this screens the back drive.

Figure 14: Keeper's Lodge, 61 Main Street, Long Whatton- Grade II Listed

Listed Buildings

6.24 Listing a building marks its special architectural and historic interest and brings it under the consideration of the planning system, so that it can be protected for future generations.

6.25 The older a building is, the more likely it is to be listed. Most buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840.

- Grade I buildings are of exceptional interest, nationally only 2.5% of Listed buildings are Grade I
- Grade II* buildings are particularly important buildings of more than special interest; 5.5% of Listed buildings are Grade II*
- Grade II buildings are of special interest; 92% of all Listed buildings are in this class and it is the most likely grade of listing for a homeowner.

6.26 When making a decision on all listed building consent applications or any decision on a planning application for development that affects a listed building or its setting, a local planning authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. This obligation, found in sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, applies to all decisions concerning listed buildings.

Figure 15: St Michael's Church, Diseworth - Grade II* Listed

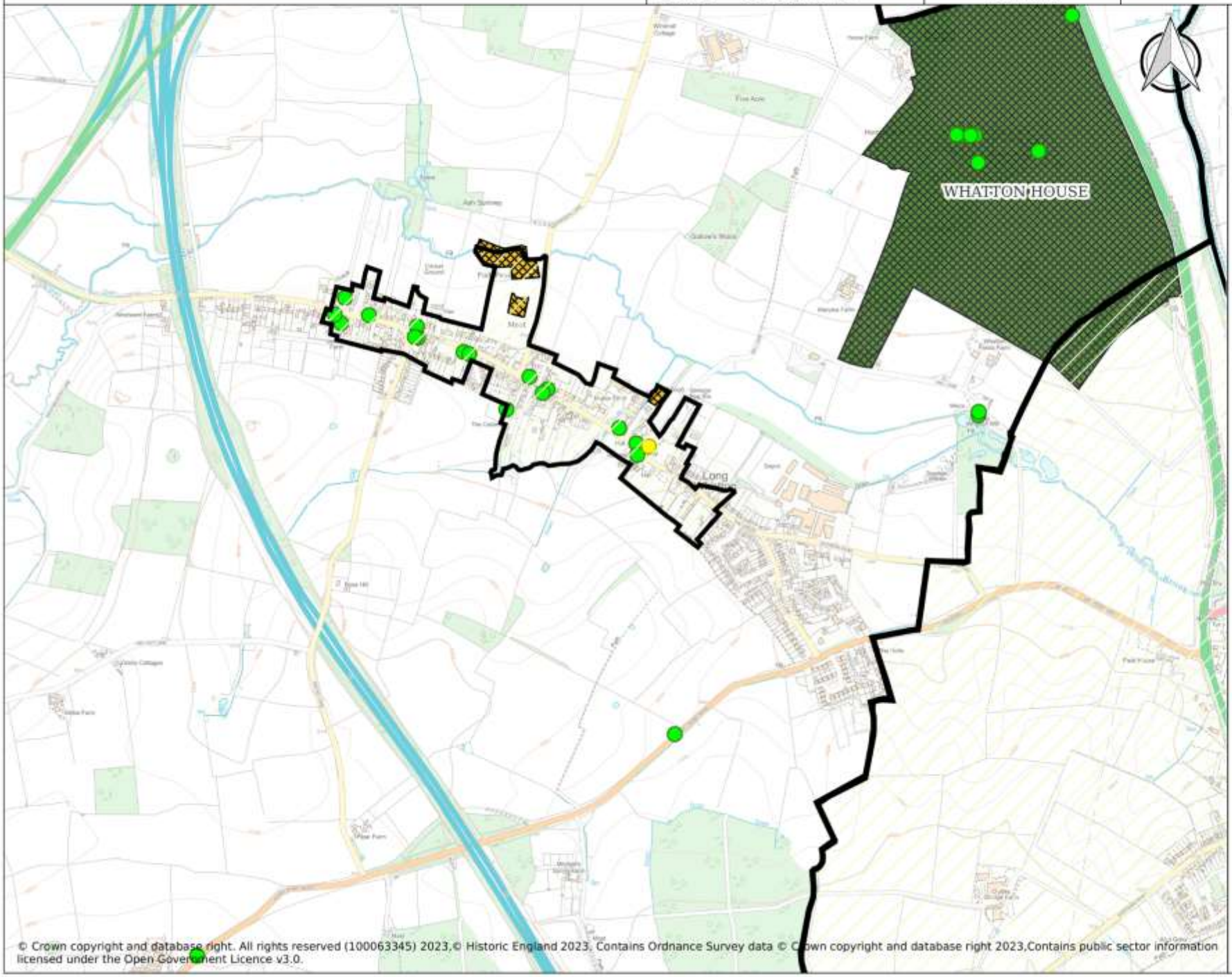
6.27 There are 64 Listed buildings in the Neighbourhood Area (all Grade II except the two parish churches which are II*):

- 13a Hall Gate, Diseworth
- 16 Hall Gate, Diseworth
- 25 Hall Gate, Diseworth
- 31 Hall Gate, Diseworth
- 50 Hall Gate, Diseworth
- Lilly's Cottage, 54 Hall Gate, Diseworth
- 6 Lady Gate, Diseworth
- K6 Telephone Kiosk Lady Gate, Diseworth
- Diseworth Heritage Centre, Lady Gate, Diseworth
- 1 and 3 Clements Gate, Diseworth
- Number 2 (Cross Farmhouse) with walls, railings and gate to front, 2 Clements Gate, Diseworth
- Church of St Michael, Clements Gate, Diseworth

- Diseworth War Memorial, St Michael's Church, Clements Gate, Diseworth
- Barn 25m southeast of number 2 (Cross Farmhouse), Clements Gate, Diseworth
- White House Farm, House 3, Grimes Gate, Diseworth
- Stables at Number 4 Grimes Gate, Diseworth
- Number 4 with steps and railings, 4 Grimes Gate, Diseworth
- Old Hall Farmhouse, Grimes Gate, Diseworth
- Barn approximately 10m to southwest of Old Hall Farmhouse, Grimes Gate, Diseworth
- Barn approximately 30m to southeast of Old Hall Farmhouse, Grimes Gate, Diseworth
- Barn approximately 10m to south of Old Hall Farmhouse, Grimes Gate, Diseworth
- Church Of All Saints, The Green, Long Whatton
- Long Whatton War Memorial, The Green, opposite All Saints Church, Long Whatton
- The Wheel House, 1 Main Street, Long Whatton
- 2 Main Street, Long Whatton
- 4 Main Street, Long Whatton
- 24 Main Street, Long Whatton
- 53 Main Street, Long Whatton
- The Keeper's Lodge 61 Main Street, Long Whatton
- K6 Telephone Kiosk (adjacent To No 72) Main Street, Long Whatton
- 81 Main Street, Long Whatton
- Ivy House Farmhouse, 22 Main Street, Long Whatton
- The Cedars, Main Street, Long Whatton
- Long Whatton Mill and Bridge over stream, Mill Lane
- Mill House and Cottage and Stables adjoining to northeast, Mill Lane
- 1-5 Uplands Farm, West End, Long Whatton
- 22, 24 and 26 West End, Long Whatton
- Farthings, 27 West End, Long Whatton
- Manor Farmhouse and outbuildings surrounding yard immediately to rear, 77 Main Street, Long Whatton

- Manor House Farmhouse with outbuildings attached to rear, West End, Long Whatton
- Lodge at north entrance from London Road, Whatton House Grounds
- The Bogey Hole, Whatton House Grounds
- Cock and Hen in Chinese Garden, Whatton House Grounds
- Chinese Koro with Three Wise Men in Chinese Garden, Whatton House Grounds
- Chinese Shishi in east half of Chinese Garden, Whatton House Grounds
- Tall Tiered Vase at centre of Chinese Garden, Whatton House Grounds
- Pagoda and Goddess in Chinese Garden, Whatton House Grounds
- Fish Cauldron in Chinese Garden, Whatton House Grounds
- Stone seat with parasol in Chinese Garden, Whatton House Grounds
- Serpent vase in Chinese Garden, Whatton House Grounds
- Pagoda and Buddha in Chinese Garden, Whatton House Grounds
- Figure standing on a Demon with Parasol in Chinese Garden, Whatton House Grounds
- Butterfly Vase in Chinese Garden, Whatton House Grounds
- Gate and gate posts at west end of Chinese Garden, Whatton House Grounds
- Chinese Shishi with Ball and Parasol in Chinese Garden, Whatton House Grounds
- Pair of Buddhist Memorial Lamps in Chinese Garden, Whatton House Grounds
- Whatton House and attached Stables, Whatton House Grounds
- Gates and gate posts at east end of Chinese Garden, Long Whatton Grounds
- Pair of Cranes in Chinese Garden, Whatton House Grounds
- Milepost At OS SK 483224, Ashby Road
- Milepost at OS SK 469218, Ashby Road
- Oakley Wood Cottage, Hathern Road, Shepshed

Designated Heritage Assets (Long Whatton)	Long Whatton and Diseworth	
Map 10	**Author:**	0 100 200 300 400m Scale: 1:15000
	Date: 25/05/2023	



Scheduled Monuments

Registered Parks and Gardens

Listed Buildings

II

II*

Conservation Areas

Neighbourhood Area

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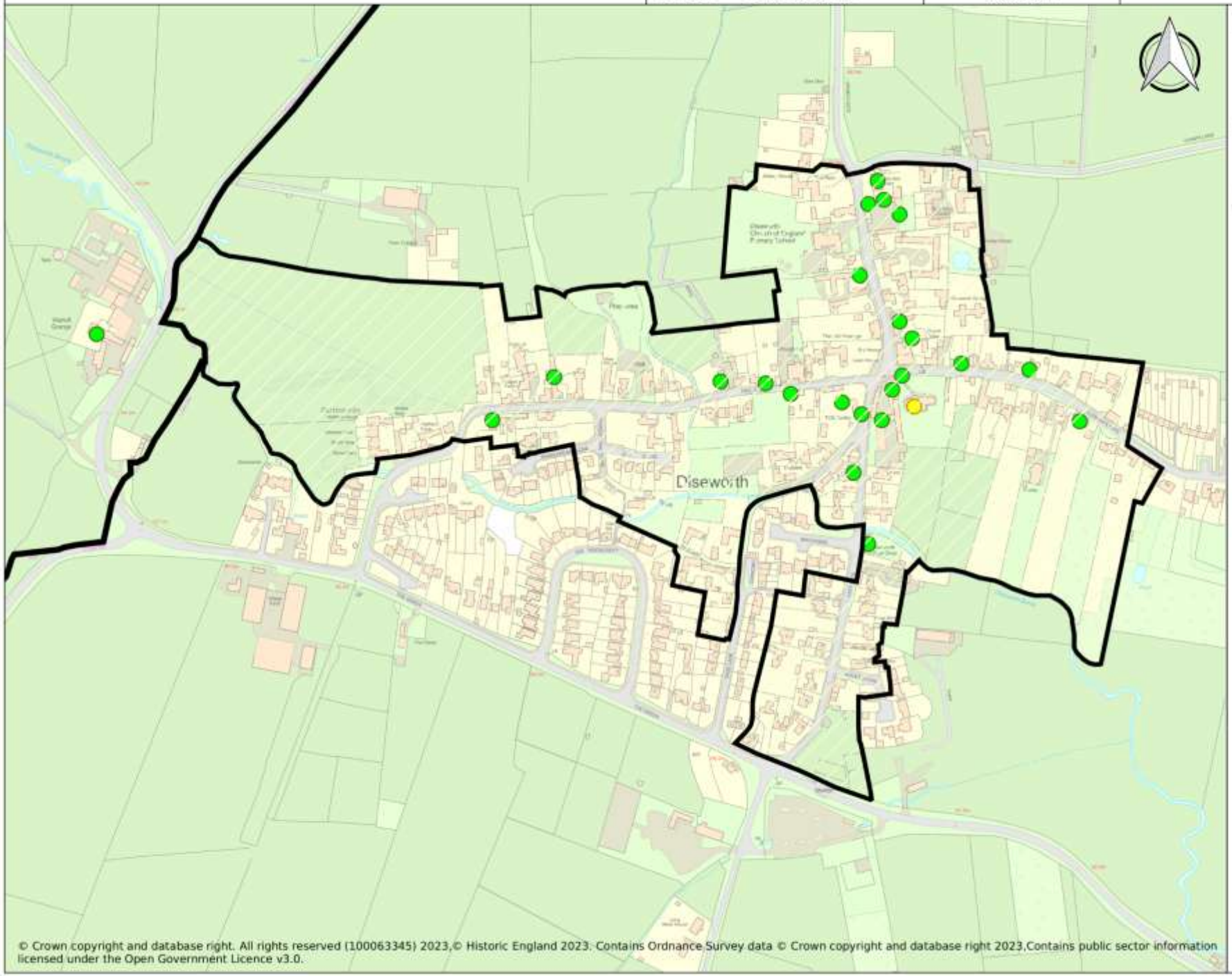
Designated Heritage Assets (Diseworth)	Long Whatton and Diseworth	
Map 11	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 25/05/2023	



Listed Buildings

- II
- II*

Conservation Areas

Neighbourhood Area

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Conservation Areas

6.28 Conservation Areas are 'areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance'. Local planning authorities have a general duty to pay special attention to the desirability of preserving or enhancing the character and appearance of conservation areas, consequently there are more stringent planning controls and obligations in respect of new development, demolitions, alterations, highway works and advertisements.

Long Whatton Conservation Area

6.29 The Long Whatton Conservation Area was originally designated by North West Leicestershire District Council in February 2002. The predominant character of the Area is derived from the informal grouping of farmhouses, outbuildings and the former agricultural related cottages along the principal linear thoroughfare. The Area also portrays the development of the hosiery industry from its domestic origins through to small workshops.

Diseworth Conservation Area

6.30 The Diseworth Conservation Area was originally designated by Leicestershire County Council in February 1974, at which time the village was within the administrative area of Castle Donington Rural District Council. In April 2001 the Conservation Area boundaries were revised by North West Leicestershire District Council. The special character of the Area is derived from the informal grouping of farmhouses, outbuildings and the former tied cottages along the curvatures of the principal streets.

Non-Designated Heritage Assets

6.31 The above places (Scheduled Monuments, Historic Park and Garden, Listed Buildings and Conservation Areas) have already been designated and offered protection through national and local planning policies, however there are other buildings and sites in the Neighbourhood Area that make a positive contribution providing local character because of their heritage value. Although such heritage assets may not be nationally designated, they may be offered a level of protection through our Neighbourhood Plan.

Features of Local Heritage Interest (Long Whatton)	Long Whatton and Diseworth	
Map 12	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 09/09/2024	

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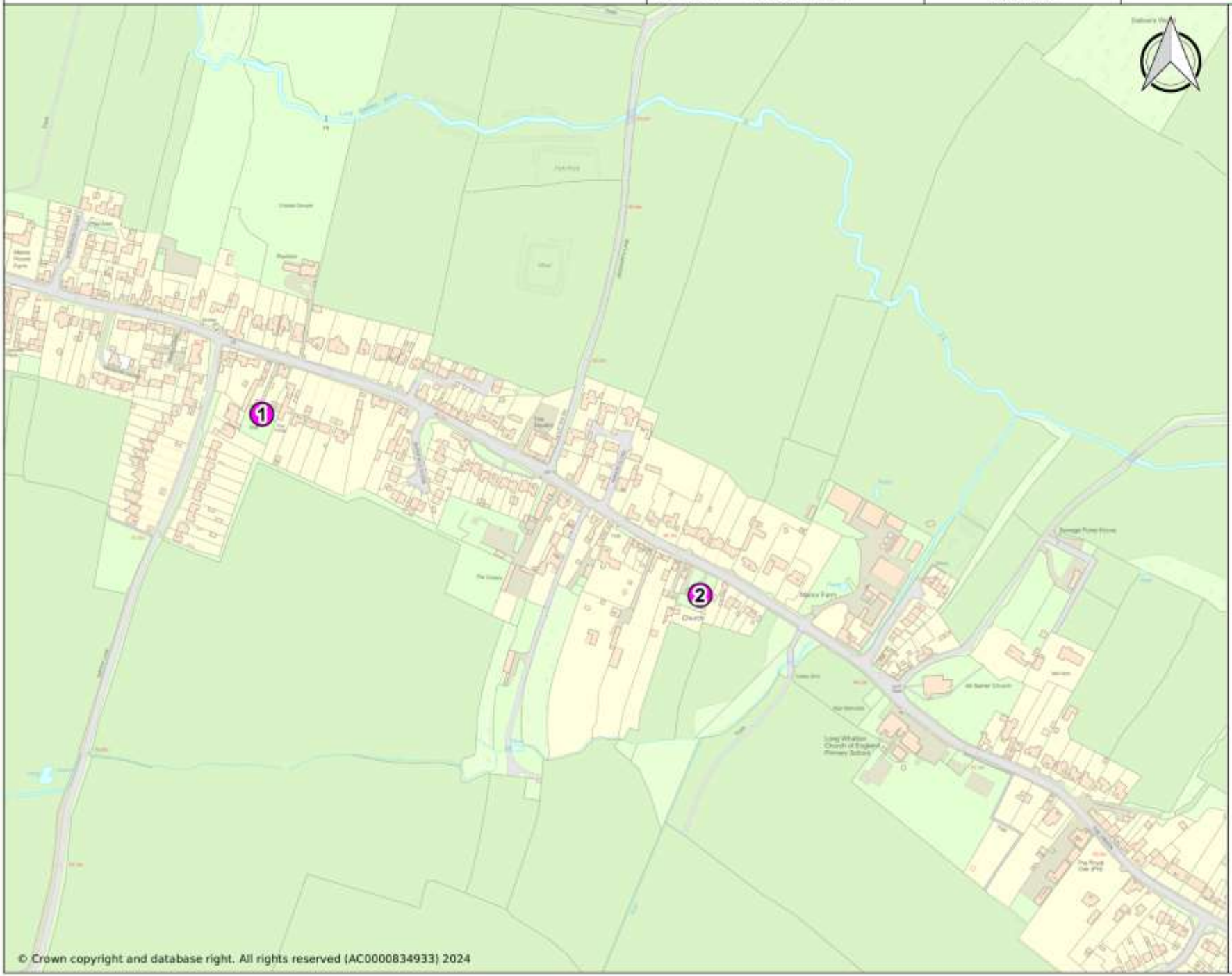

Features of Local Heritage Interest

Neighbourhood Area

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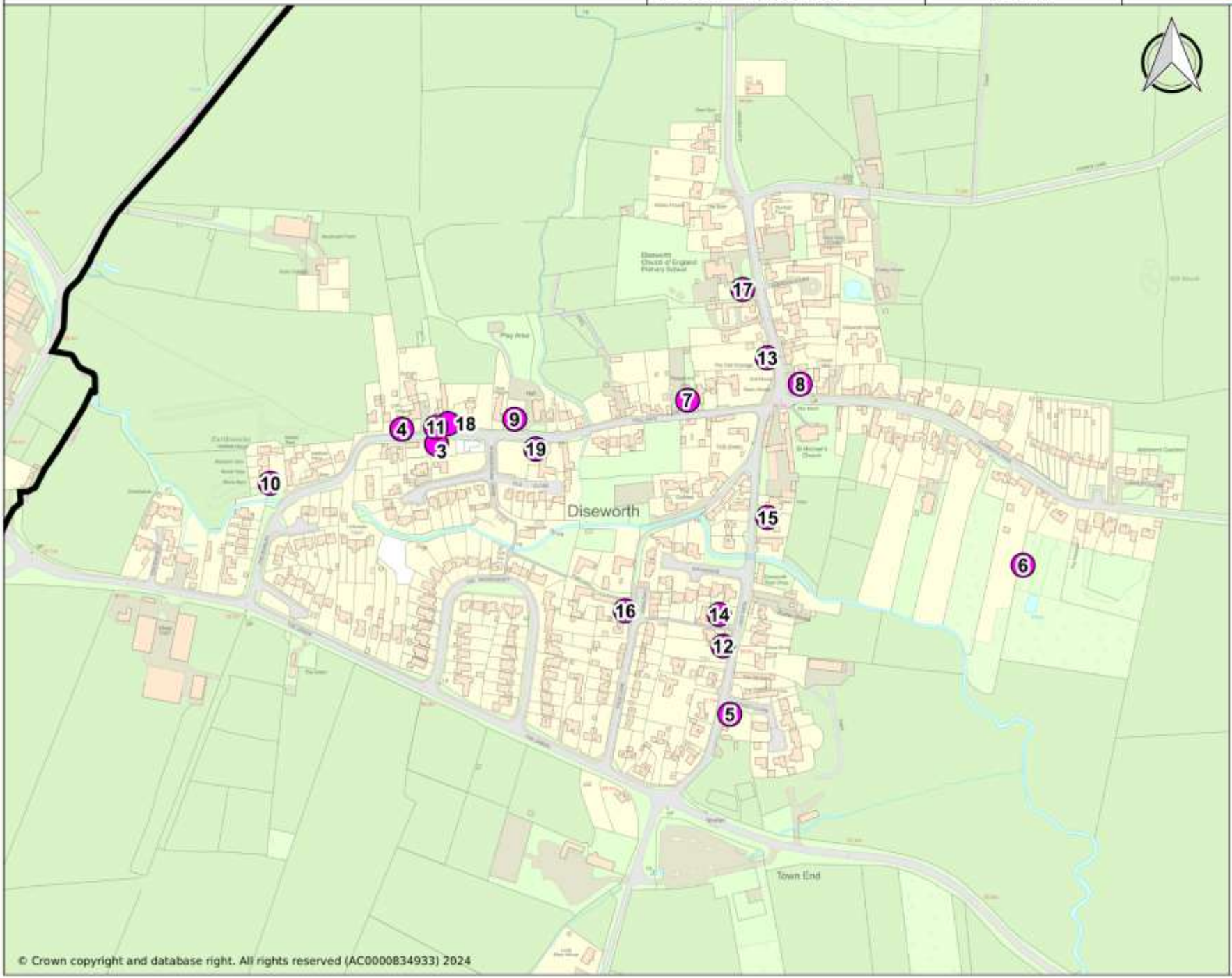
Features of Local Heritage Interest (Diseworth)	Long Whatton and Diseworth	
Map 13	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 09/09/2024	



Features of Local Heritage Interest

Neighbourhood Area

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Features of Local Heritage Interest

6.32 A list of Features of Local Heritage Interest (Maps 12 and 13, and Appendix 5) has been compiled to identify those heritage assets which are of local architectural or historic value. This list has been compiled from the following sources:

Figure 16: Former Bull and Swan, Grimes Gate, Diseworth

North West Leicestershire District Council lists of local heritage assets

6.33 North West Leicestershire District Council has adopted five lists of local heritage assets- commemorative structures, education buildings, places of worship, recreational buildings together with suburban and small country houses.

Leicestershire & Rutland Historic Environment Record

6.34 The Leicestershire & Rutland Historic Environment Record (HER) is the most complete record of Leicestershire and Rutland's known archaeological remains, including historic buildings. The HER identifies 20 historic buildings in the Neighbourhood Area which are not already listed and 48 archaeological remains. Summary HER records are available online through the Heritage Gateway.

Long Whatton and Diseworth Conservation Area Appraisals

6.35 The Appraisals prepared for the two Conservation Areas identify unlisted buildings which are considered to make a positive contribution to the streetscape.

Hello Heritage

6.36 'Hello Heritage' is a celebration of the rich heritage and culture of North West Leicestershire. Supported by Diseworth Heritage Centre, a series of exhibition boards have been prepared showing places of historic interest in Diseworth.

Questionnaire Survey

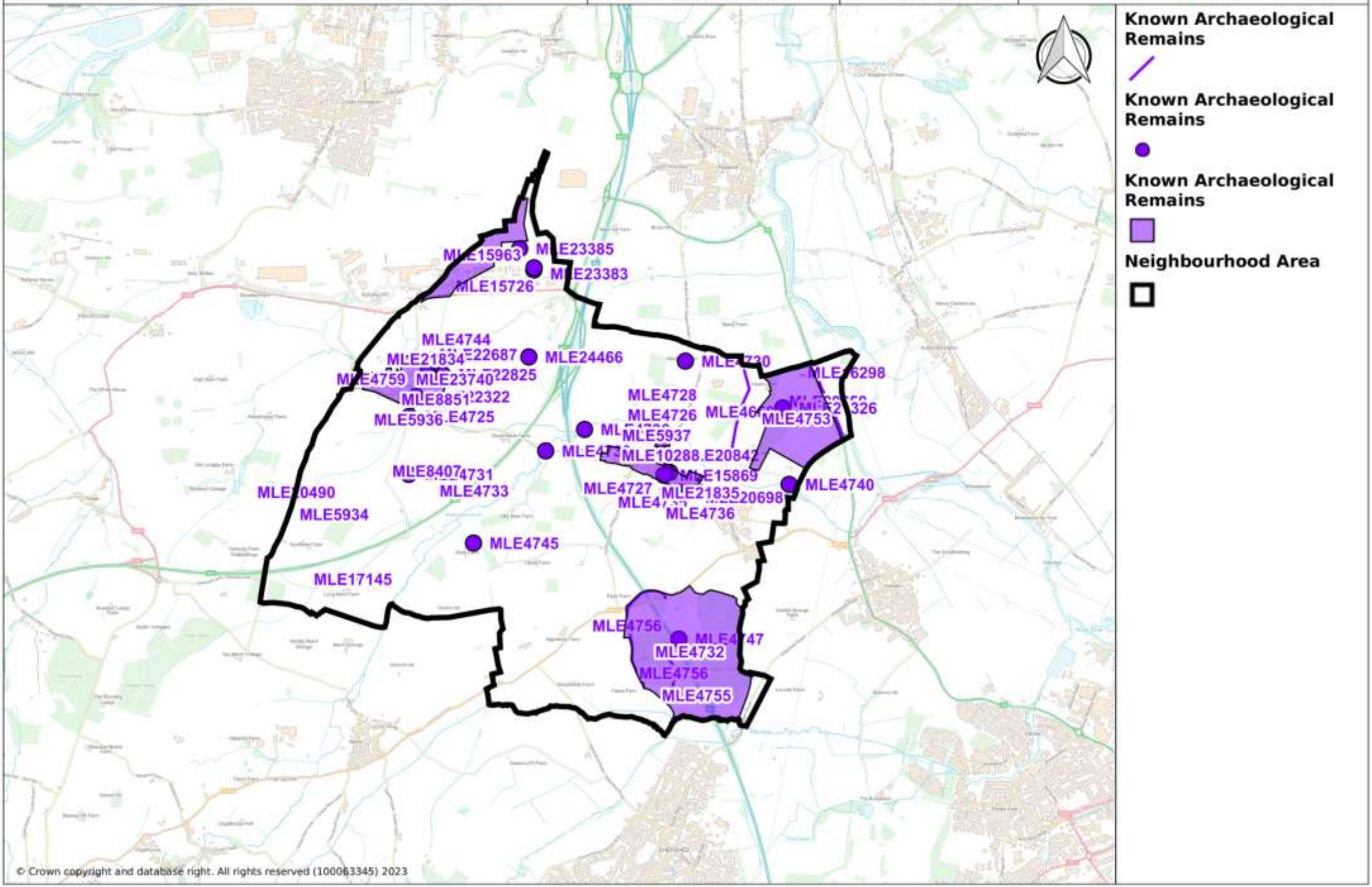
6.37 In our 2021 Questionnaire Survey we invited local people to nominate places that should be protected for their local heritage interest.

Ridge and Furrow

6.38 Ridge and furrow is an archaeological pattern of ridges and troughs created by a system of ploughing used in Europe during the Middle Ages, typical of the open field system. During the 1990s the Monuments Protection Programme investigated survival and loss of medieval and post-medieval agricultural earthworks in the English Midlands. The region was identified as preserving the best surviving examples in Europe. The work was published as 'Turning the Plough' (Hall 2001), and identified 40 parishes where the most significant earthworks were located. In 2011 it was decided to update records of what survives in the 40 parishes. English Heritage took new oblique photographs, allowing the condition of ridge and furrow to be mapped and recorded in detail.

6.39 Large areas of ridge and furrow remain in and around the Neighbourhood Area. Ridge and furrow sites are non-designated heritage sites of archaeological interest.

Known Archaeological Remains	Long Whatton and Diseworth	Parish Online
Map 14	**Author:**	0 200 400 800m Scale: 1:50000
	Date: 26/05/2023	



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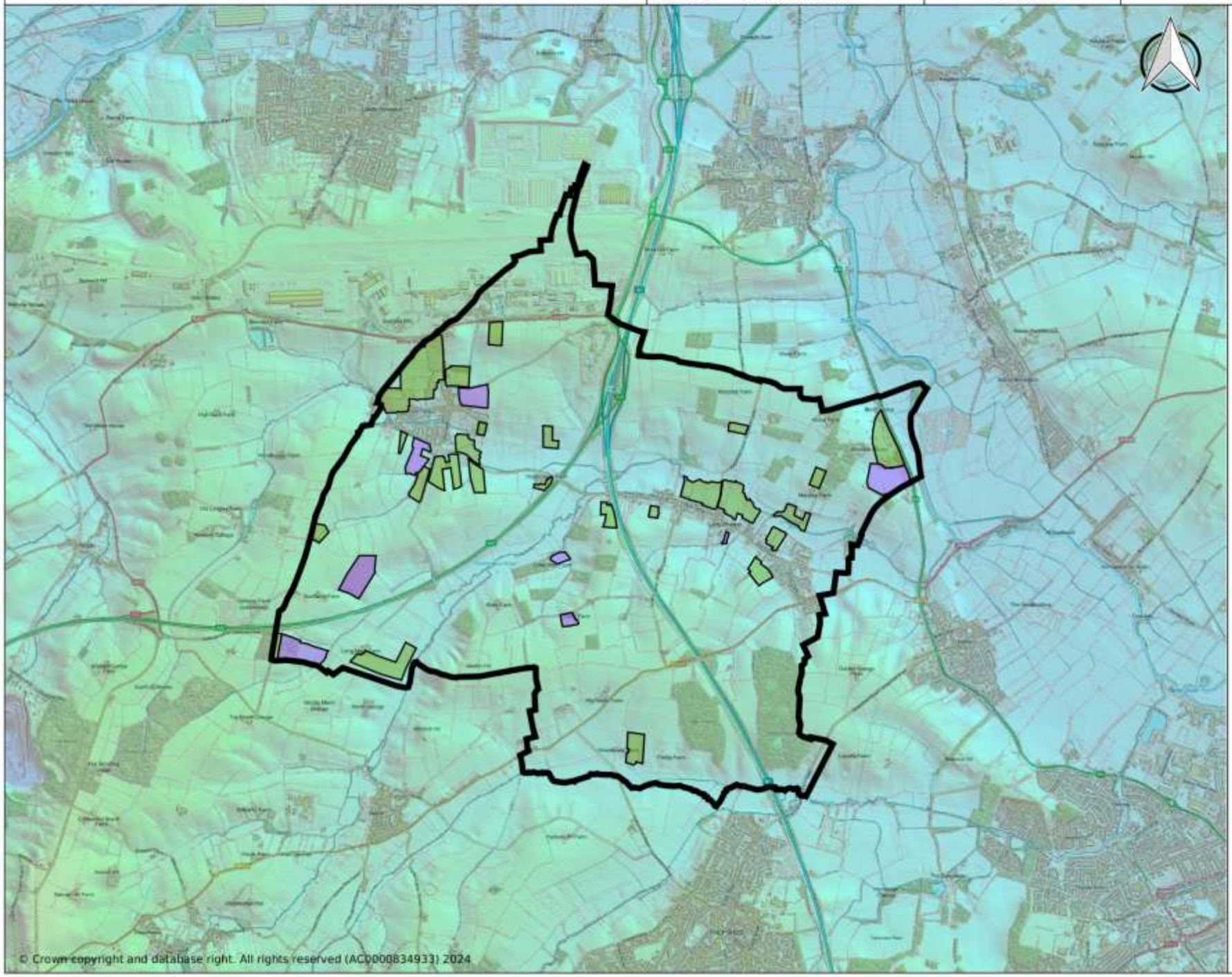
Ridge and Furrow	Long Whatton and Diseworth	
Map 15	**Author:**	0 200 400 800m Scale: 1:50000
	Date: 27/08/2024	



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Policy LW&D8: Non-Designated Heritage Assets

Development proposals that will affect the following locally valued heritage assets or their setting will be assessed having regard to the scale of any harm or loss and the significance of the heritage asset:

Features of Local Heritage Interest (Maps 12 and 13 and Appendix 5):

1 Baptist chapel, rear of 12 Main Street, Long Whatton
2 Wesleyan Chapel, Main Street, Long Whatton
3 24, Hall Gate, Diseworth
4 5-9 Hall Gate, Diseworth
5 11, Lady Gate, Diseworth
6 Brick kiln, brickyard, Clements Gate, Diseworth
7 15 & 17, Hall Gate, Diseworth
8 Former Bull and Swan, Grimes Gate, Diseworth
9 The Plough, 33 Hall Gate, Diseworth
10 Barn at Hall Close, The Bowley, Diseworth
11 Wesleyan Chapel, Hall Gate, Diseworth
12 14 Lady Gate, Diseworth
13 Old Vicarage, Grimes Gate, Diseworth
14 Isley Farm and outbuildings, 10 Lady Gate, Diseworth
15 1 Lady Gate, Diseworth
16 Page Lane Farmhouse and outbuildings, Page Lane, Diseworth
17 5 Grimes Gate, Diseworth
18 13 Hall Gate, Diseworth
19 36 Hall Gate, Diseworth

Known Archaeological Remains (Map 14 and Appendix 6)

Diseworth's Crofts

Ridge and Furrow areas (Map 15)

Design

6.40 We expect all development to contribute positively to the creation of well-designed buildings and spaces. Through good design we want to maintain and enhance the individual character of our parish and create places that work well for both occupants and users and are built to last.

National Design Guide

6.41 The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

6.42 The National Design Guide identifies ten characteristics of well-designed places that together help create its physical character, sense of community and address issues affecting climate.

6.43 An understanding of the context, history and the cultural characteristics of a site and its neighbourhood influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable. Development that has a character that suits its context and history makes places that are locally distinctive.

National Model Design Code

6.44 The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design.

Good Design for North West Leicestershire Supplementary Planning Document

6.45 Supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision-making.

6.46 The Good Design SPD was adopted by North West Leicestershire District Council on 25 April 2017. The Good Design SPD details the District Council's approach to good design based on a series of place making principles.

Diseworth Village Design Statement

6.47 In the past Village Design Statements have been successfully used as a tool to preserve the unique visual character of the village and surrounding area. A Village Design Statement aims to makes sure that new development in the village respects the distinctive visual character of the place.

6.48 The Diseworth Village Design Statement (VDS) was first prepared in 1998 and approved as a Supplementary Planning Document. However, following adoption of a new Local plan in November 2017, the VDS was reviewed by the Parish Council and was subject to consultation. The revised VDS was adopted as a Supplementary Planning Document by North West Leicestershire District Council on 27 January 2021.

Figure 17: Long Whatton and Diseworth Design Code

Long Whatton and Diseworth Design Code

6.49 Through the Department for Levelling Up, Housing & Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM was commissioned in 2021 to provide design support to Long Whatton and Diseworth Parish Council. The resulting Long Whatton and Diseworth Design Code has been prepared as a separate document, but forms part of our Neighbourhood Plan (Appendix 7) so that it can be used in the determination of planning applications.

6.50 The main objective of the Long Whatton and Diseworth Design Code is to develop design guidelines that any potential development in the two villages including infill development, should follow in order to retain and protect the rural, tranquil character and historic beauty of the area.

Policy LW&D9: Design

To support the creation of high quality, beautiful and sustainable buildings and places, development should reflect the Long Whatton and Diseworth Design Code (Appendix 7). Development that is not well designed will not be supported, especially where it fails to reflect the Long Whatton and Diseworth Design Code and government and local guidance on design.

7 Flood Risk

7.1 The National Planning Policy Framework sets strict tests to protect people and property from flooding which all local planning authorities are expected to follow. Where these tests are not met, national policy is clear that new development should not be allowed. These national policies are well-established, so there is no need for the Neighbourhood Plan to duplicate them. Nonetheless, flood risk is a major concern for local people- 60% of respondents to our 2021 Questionnaire Survey were concerned about flood risk where they lived.

Flooding from Rivers (fluvial)

7.2 Flood risk is an important consideration in guiding the location of new development. Flood Zones refer to the probability of river flooding, ignoring the presence of defences. Most of the Neighbourhood Area is in Flood Risk Zone 1.

7.3 The Diseworth, Long Whatton and Westmeadow Brooks provide the main source of fluvial flood risk in the Neighbourhood Area with areas in Diseworth being in Flood Risk Zones 3 (high risk) and 2 (medium risk). To the very east of the parish, the area to the east of the A6 is susceptible to flooding from the River Soar.

Surface Water Flooding (pluvial)

7.4 Flooding from surface water runoff is usually caused by intense rainfall that may only last a few hours and usually occurs in lower lying areas, often where the drainage system is unable to cope with the volume of water. Surface water flooding problems are inextricably linked to issues of poor drainage, drain blockage and sewer flooding. Controllable and uncontrollable discharge from EMA ponds and hardstanding's directed into the brooks and land management practices do both aggravate and alleviate flooding issues.

7.5 At times of high rainfall, surface water either accumulates in puddles or runs off quickly with a propensity to localised surface water flooding in both communities. Therefore, developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). SuDS should ensure that the peak rate of run-off over the lifetime of the development, allowing for climate change in conformity with the guidance of the Lead Local Flood Authority (LLFA). 91%

of respondents to our 2021 Questionnaire Survey agreed that even minor development should incorporate water attenuation, storage and treatment arrangements

Long Whatton & Diseworth Flood Risk Mitigation & Resilience

7.6 Between May 2013 and January 2014, Leicestershire County Council commissioned a desktop Catchment Study into flooding that has occurred in the villages of Long Whatton and Diseworth, and included the identification of prospective flood mechanisms and the proposal of outline mitigation measures. The frequency and intensity of rainfall and flooding has increased significantly since 2014 and proposals for future infrastructure or development projects on surface water catchment areas affecting flood risk in Diseworth and Long Whatton should be supported by updated review of catchment, drainage and discharge.

Figure 18: Lady Gate (footbridge), Diseworth (2017) (image: Arcadis)

7.7 To fully understand how rainfall runs off the landscape and into the various watercourses, calculate the severity of impacts, and to enable 'solutions' to be tested, a floodwater model was created. The project also examined local resident concerns over the potential influence of discharges from the East Midlands Airport and other local landowners. Particularly during peak storm events a third of the brooks capacities flowing through Diseworth have been measured over the past four years by Long Whatton and Diseworth Flood Working Group (FWG) and have been identified being caused by surface water drainage and pond release drainage from EMA hardstandings.

7.8 Fast flash flooding into Diseworth during heavy peak rainfall with saturated land has been recorded to flow into the village from surrounding fields. The profile and confluence of the two brooks, with significant catchment areas on clay soils, meeting in Diseworth increases the vulnerability to flooding in the village.

7.9 The Flood Risk Mitigation & Resilience Improvement Project collated all the necessary evidence and technical information to prepare a robust business case for funding from central government, to facilitate the construction of schemes to reduce the risk of flooding to the community. It has been recognised that more effective options were discounted due to budget constraints. The promoted options are:

- Crawshaw Close / Main Street, Long Whatton: Re-kerbing and channel improvement works
- Ashby Road, Long Whatton: Flood storage area
- Diseworth: Property protection measures

7.10 Other practical measures have or are being implemented to mitigate flood risk in the villages:

- Funding for and scope of natural flood management in catchment area upstream of Diseworth is in place. Work planned for 2025.
- After successful three-year brook monitoring by FWG, LLFA funded scheme to install water height monitoring in Hall and Diseworth Brooks in Diseworth is operational.
- Working closely with FWG, EMA has improved flow control into brooks from pond releases before, during and following peak rain events.
- FWG has put in extensive work to clear out Diseworth Brooks to enhance natural discharge.

7.11 As well as taking direct practical action to alleviate flood risk, FWG has conducted significant survey work filling in the local knowledge gaps around flood behaviour and causes in Diseworth and across its catchment areas. This work has been acknowledged by LLCFA as ‘best in class’, such that FWG are being asked to consult and guide LLCFA with their local content on flood risk management. Large scale developers developing planning applications bordering Diseworth are consulting with FWG for local guidance detail.

West End, Long Whatton Flood Investigation Report

7.12 On 14 November 2019 at least one residential property suffered internal flooding at West End, Long Whatton. The local highway network (West End and Sherwood Court) was also impacted. Following the initial flood there were further reports of internal flooding and various other occasions of external flooding.

7.13 A formal flood investigation into the flooding was undertaken and concluded that the flooding was the result of an intense rainfall event which fell upon an already saturated catchment following a prolonged period of wet weather. The impermeable nature of the ground, the rapid inundation of the local drainage network and restrictions within the local drainage network contributed towards a situation that led to water entering at least one residential property.

Figure 19: Crawshaw Close, Long Whatton (2019 / 2020) (image: Arcadis)

Sustainable Drainage

7.14 The local drainage system is particularly vulnerable to the effect on the quality and quantity of run-off from new development. Sustainable Drainage Systems (SuDS) are an approach to managing surface water (rainfall runoff) from development in ways which mimic nature and typically manage rainfall close to where it falls. SuDS can be designed to transport (convey) surface water, slow runoff down (attenuate) before it enters watercourses, they provide areas to store water in natural contours and can be used to allow water to soak (infiltrate) into the ground or evaporated from surface water and lost or transpired from vegetation (known as evapotranspiration). Where a development site sits across multiple sub-catchments, the developer should seek to discharge surface water across the sub-catchments, mimicking the pre-development drainage conditions. In Long Whatton and Diseworth it is particularly important that SuDS are used to manage runoff volumes and flow rates from hard surfaces, reducing the impact of urbanisation on flooding.

Policy LW&D10: Water Management

The following flooding alleviation measures are supported:

1. Crawshaw Close / Main Street, Long Whatton: Re-kerbing and channel improvement works;
2. Ashby Road, Long Whatton: Flood storage area;
3. Temporary property protection measures; and
4. Improvements to East Midlands Airport Pond Control System to protect the community from flood risk.

New development should take full account of flood risk especially from rivers, groundwater and overland flow. It should also take account of the Long Whatton and Diseworth Flood Risk Mitigation studies.

Development sites should be designed to manage surface water sustainably and utilise resources sustainably during use. All new developments where the construction area is of 100sq.m or more should incorporate:

A. Sustainable Drainage Systems (SuDS) unless demonstrated to be inappropriate. All schemes for the inclusions of SuDS should demonstrate they have considered all four aspects of good SuDS design, Quantity, Quality, Amenity and Biodiversity, and the SuDS and development will fit into the existing landscape. The completed SuDS schemes should be accompanied by a maintenance schedule detailing maintenance boundaries, responsible parties and arrangements to ensure that the SuDS are maintained in perpetuity;
B. Surface water discharges that have been carried out in accordance with the drainage hierarchy, such that discharge to the public sewerage systems is avoided, where possible;
C. Incorporate water efficient design and technology;
D. Protection of existing drainage systems. No development shall prevent the continuation of existing natural or manmade drainage features, where watercourses or dry ditches are present within a development site, these should be retained and where possible enhanced;
E. A betterment of 20% reduction or more on greenfield discharge rates. The discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site; and

F. SuDS design should take account of any air safety requirements.

8 Services and Facilities

Key Services and Facilities

8.1 Both Long Whatton and Diseworth have a basic range of facilities. Long Whatton has a primary school, convenience store, two public houses, community centre, church and hourly bus service. Diseworth has a primary school, pub, village hall, heritage centre, church and hourly bus service.

Long Whatton

Long Whatton Church of England Primary School

8.2 Long Whatton Church of England Primary School is a mainstream, state funded junior school for mixed, 4-11 year-olds. The school capacity is 105 pupils. The school offers a breakfast club and an after school club. The School was built in 1847 and the Community Centre was attached and opened in 1973.

8.3 At the end of Year 6, children transfer to a range of secondary schools including Castle Donington Community College, Iveshead College and Loughborough Grammar.

Figure 20: Long Whatton Church of England Primary School

General Store

8.4 The Village Store is a small convenience shop on Main Street.

Manor Farm Shop

8.5 Meat from Manor Farm is sold online and through the organic farm shop on Main Street.

The Falcon Inn

8.6 The Falcon Inn is situated in the centre of the village. Along with a bar and restaurant areas there are hotel rooms available.

The Royal Oak

8.7 The Royal Oak is a gastropub and hotel on The Green. The Garden Room is a function space available for private parties or corporate events.

Long Whatton Community Centre

8.8 Long Whatton Community Centre is located at the Primary School and is operated and managed by Leicestershire County Council. Maintenance of the building, including energy costs and security, is the responsibility of the school and this has increased the costs of hiring the centre and made it more difficult for social events to be cost-effective. Additionally, access has become more restricted with safeguarding concerns and increased school use meaning that the Community Centre cannot be used during school hours.

Friendship Centre

8.9 The Friendship Centre on the corner of Main Street and Crawshaw Close is available for community use but facilities are limited and the building is in a poor condition.

Figure 21: Friendship Centre, Long Whatton

All Saints Church

8.10 All Saints Church is located in The Green. It dates mainly from the 14th century, with a tower dating from the late 12th or early 13th century, and its upper stage added in the 15th or 16th century. The church was partly rebuilt in 1865–66.

Diseworth

Diseworth Church of England Primary School

8.11 Diseworth Church of England Primary School is a mainstream, state funded junior school for mixed, 4-11 year-olds. The school capacity is 84 pupils. The school offers a breakfast club and an after school club. At the end of Year 6, children transfer to a range of secondary schools including Castle Donington Community College, Iveshead College and Loughborough Grammar.

The Plough Inn

8.12 The Plough Inn in Hall Gate offers lunches and evening meals.

Village Hall

8.13 Diseworth Village Hall is a traditional community building centrally located in the village. The Hall is managed and cared for by volunteers from the village and has undergone some recent refurbishment as part of an ongoing programme of improvements. The Hall is a vital community facility, it has an overall capacity of 100 people and is regularly used for entertainment events, weekly clubs and classes such as Ballet, Table Tennis, Art & Crafts as well as for private functions (family parties, etc.).

Figure 22: Diseworth Village Hall

Heritage Centre

8.14 Diseworth Heritage Centre was made possible by the restoration of the Baptist Chapel building by the Diseworth Heritage Trust, with major funding from the Heritage Lottery Fund and other supporters. The Heritage Centre is an accredited museum with a wealth of local photographs, local history books and leaflets. It has a main hall suitable for meetings, performances and exhibitions, a smaller hall / coffee bar area, and an office suite equipped with IT facilities, suitable for small educational groups.

St. Michael and All Angels Church

8.15 Diseworth Parish Church, which is dedicated to St. Michael and All Angels, stands at 'The Cross', where the four 'Gates' of Diseworth (Hall Gate, Lady Gate, Grimes Gate and Clements Gate) meet. The Village War Memorial is set into the church-yard wall beside the church gates.

8.16 The church is built of local stone, predominantly in the transitional or Early English style, with a broach spire. The oldest parts of the fabric, the remains of a Saxon single-cell church, can be seen in the north wall. The tower and spire may date from the 1300s. The building was originally thatched with the roof leaded in about 1699.

Allotments

8.17 The Parish Council has allotments to rent at Clements Gate, Diseworth.

Figure 23: Diseworth Allotments

Retention of Services and Facilities

8.18 The loss of key services and facilities that residents currently enjoy can have a significant impact on people's quality of life and the overall viability of the community. With an increasing proportion of older people in the population, access to locally based services will become increasingly important due to lower mobility levels. 98% of respondents to our 2021 Questionnaire Survey who lived in Long Whatton wanted the village's basic services and facilities to be protected. 96% of respondents from Diseworth also wanted to see services and facilities protected.

8.19 Policy IF2 of the North West Leicestershire Local Plan aims to protect against the loss of key services and facilities but does not identify the community facilities to be retained.

Assets of Community Value

8.20 The community right to bid gives voluntary and community organisations and parish councils the opportunity to nominate an asset they believe is locally important to be listed as an Asset of Community Value (ACV). If the owner of a listed property wishes to sell, they must tell the District Council. Eligible community groups will then be able to bid to purchase the asset within six months. The owner is free to sell to whoever they want after this time has passed.

8.21 There is one AVC listed in the parish:

- The Plough Inn, Diseworth

Figure 24: The Plough Inn, Diseworth

Policy LW&D11: Retention of Community Services and Facilities
The following facilities will be protected and development which assists their diversification and improvement is supported in accordance with North West Leicestershire Local Plan Policy IF2:

1. Long Whatton Church of England Primary School and Community Centre
2. Long Whatton General Store
3. The Falcon Inn or The Royal Oak, Long Whatton
4. Diseworth Church of England Primary School
5. The Plough Inn, Diseworth
6. Diseworth Village Hall
7. Diseworth Heritage Centre

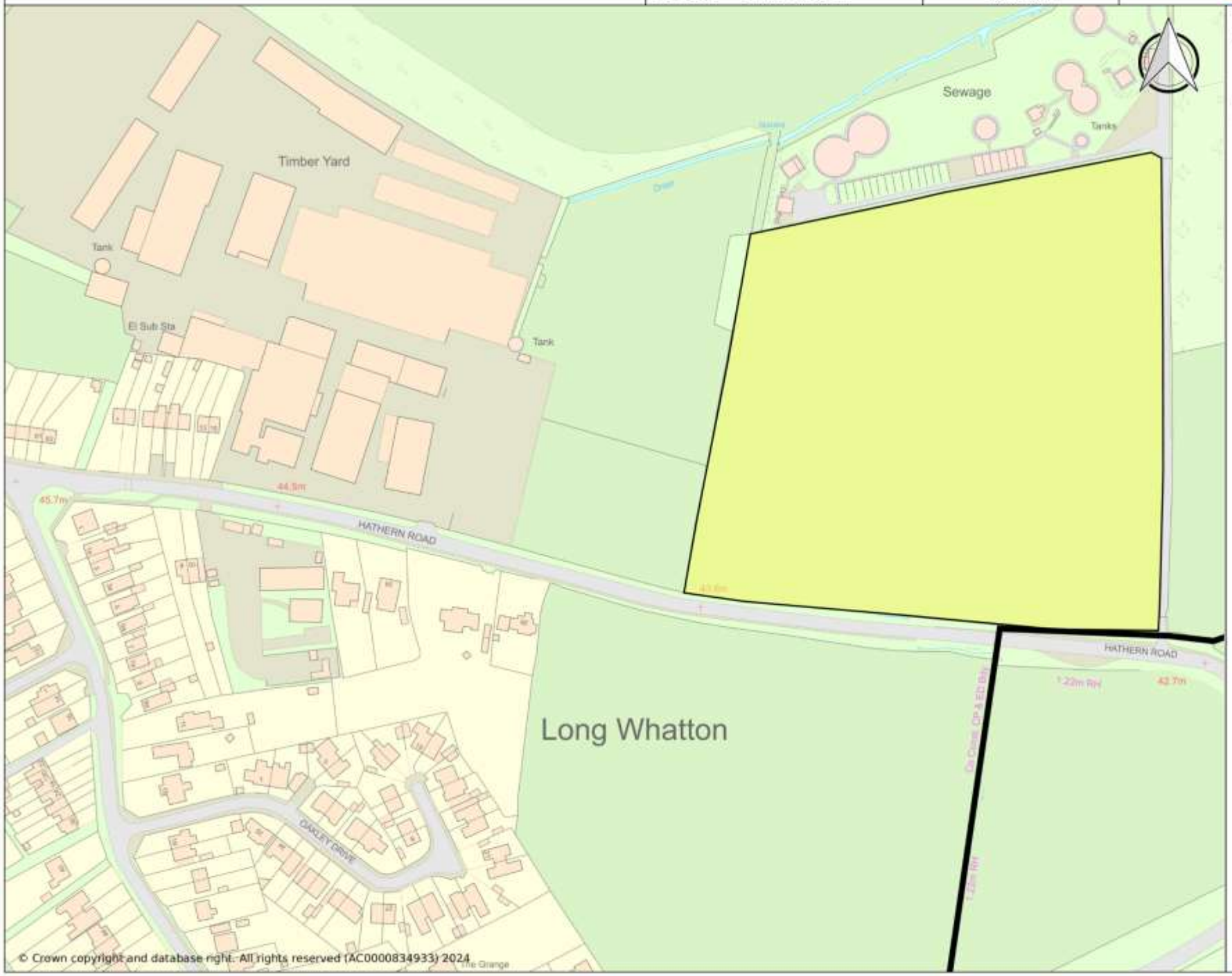
Improving Services and Facilities

8.22 Our 2021 Questionnaire Survey invited residents to identify any additional services and facilities they would like to see. 57% of respondents from Long Whatton and 58% from Diseworth wanted better internet connectivity. 70% of respondents from Diseworth wanted a general store.

New Long Whatton Community Centre

8.23 Given the restrictions on the existing Community and Friendship centres, Long Whatton Community Association has been searching for a new venue. Opportunities in the centre of the village are limited so, to meet this requirement, land on Hathern Road is allocated as the site for a new Community Centre which will include car parking and playing field. In this location noise and disturbance to residents can be minimised and vulnerable landscapes protected. The new Community Centre will be funded by developer contributions arising from the housing site allocated by Policy L22. The new Community Centre will release the Friendship Centre for redevelopment and the existing Community Centre can be used fully by the primary school.

New Long Whatton Community Centre	Long Whatton and Diseworth	
Map 16	**Author:**	0 20 40 60 80m Scale: 1:2500
	Date: 10/09/2024	



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New Long Whatton Community Centre

Neighbourhood Area

Policy LW&D12: New Long Whatton Community Centre

Land for the development of a new community centre and playing field is allocated north of Hathern Lane, Long Whatton (Map 16). The development shall provide for:

A. A community centre comprising a hall, WC and changing facilities, community room, kitchen and storage. The centre should be designed and built to maximise energy efficiency and minimise energy and maintenance costs. The design should also have regard to Sport England's guidance notes on village and community halls;
B. Car parking and bicycle parking, including electric vehicle charging points; and
C. Playing pitch and equipped play area.

Internet

8.24 Internet connectivity, be it for personal and home use or to support businesses, is an essential requirement today and its use will only grow in the future. With the modern commercial use of the internet for business trading, supplier and customer management, internet trading, the growth of wireless devices, smartphones, tablets etc, the growth of social media, online gaming and on-demand television, high-speed internet connections have become essential to modern life and without which rural businesses and communities cannot prosper.

8.25 Traditional connections cannot handle the data volumes and speeds required to make realistic use of the technology. This can only be delivered by making fibre-optic based internet connections accessible.

8.26 Openreach's broadband checker shows that Superfast broadband is available to most homes in the area, however the superfast broadband network is Fibre to the Cabinet (FTTC) which is a connectivity technology that is based on a combination of fibre optic cable and copper cable. The further a property is from the local street cabinet, the slower the connection is likely to be.

8.27 Ultrafast full fibre broadband is being rolled out across much of the country. At 1 Gbps, it's up to 10 times faster than the average home broadband connection. At May 2024, Ultrafast full fibre broadband was not yet available in Long Whatton or

Diseworth. Superfast fibre broadband (51-80Mbps) was available and in Long Whatton Gfast broadband (330Mbps) was available. The Building etc. (Amendment) (England) (No. 2) Regulations 2022 came into force on 26 December 2022. These regulations introduce gigabit broadband infrastructure and connectivity requirements for the construction of new homes in England.

Infrastructure

8.28 New development will have some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts can be detrimental and so developers must expect to contribute towards the cost of providing additional infrastructure.

8.29 To enable new housing development to take place, there will need to be improvements to local services and facilities. However, the Neighbourhood Plan must be deliverable. Therefore, the developments identified in the Plan should not be subject to such a scale of obligations and burdens that their viable implementation is threatened.

8.30 There are also circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small-scale and self-build development.

8.31 Developers are encouraged to consult Long Whatton and Diseworth Parish Council on local requirements prior to the submission of planning applications.

Policy LW&D13: Infrastructure

New development will be supported by the provision of new or improved infrastructure, together with financial contributions for the following off-site infrastructure requirements where appropriate:

A. The improvement, remodelling or enhancement of Long Whatton and Diseworth Church of England Primary Schools;
B. The improvement, remodelling or enhancement of Diseworth Village Hall;
C. An improved off-road footpath/cycle link between Long Whatton and Diseworth in accordance with Policy LW&D4;

D. Residents parking schemes;
E. Traffic management measures to reduce vehicle speeds and through traffic;
F. Community infrastructure improvements including the provision of parish notice boards, seats, children's play area equipment, bus shelters, litter bins.

Contributions are governed by the provisions of the Community Infrastructure Regulations 2010. To ensure the viability of housing development, the costs of the Plan's requirements may be applied flexibly where it is demonstrated that they are likely to make the development undeliverable.

9 Transport

9.1 One of the key issues for the Parish is transport, but there is sometimes confusion over what kinds of transport issues a neighbourhood plan can address. In particular, East Midlands Airport lies mainly outside our Neighbourhood Area and, in any event, works undertaken by the airport operator at East Midland Airport will often be permitted development.

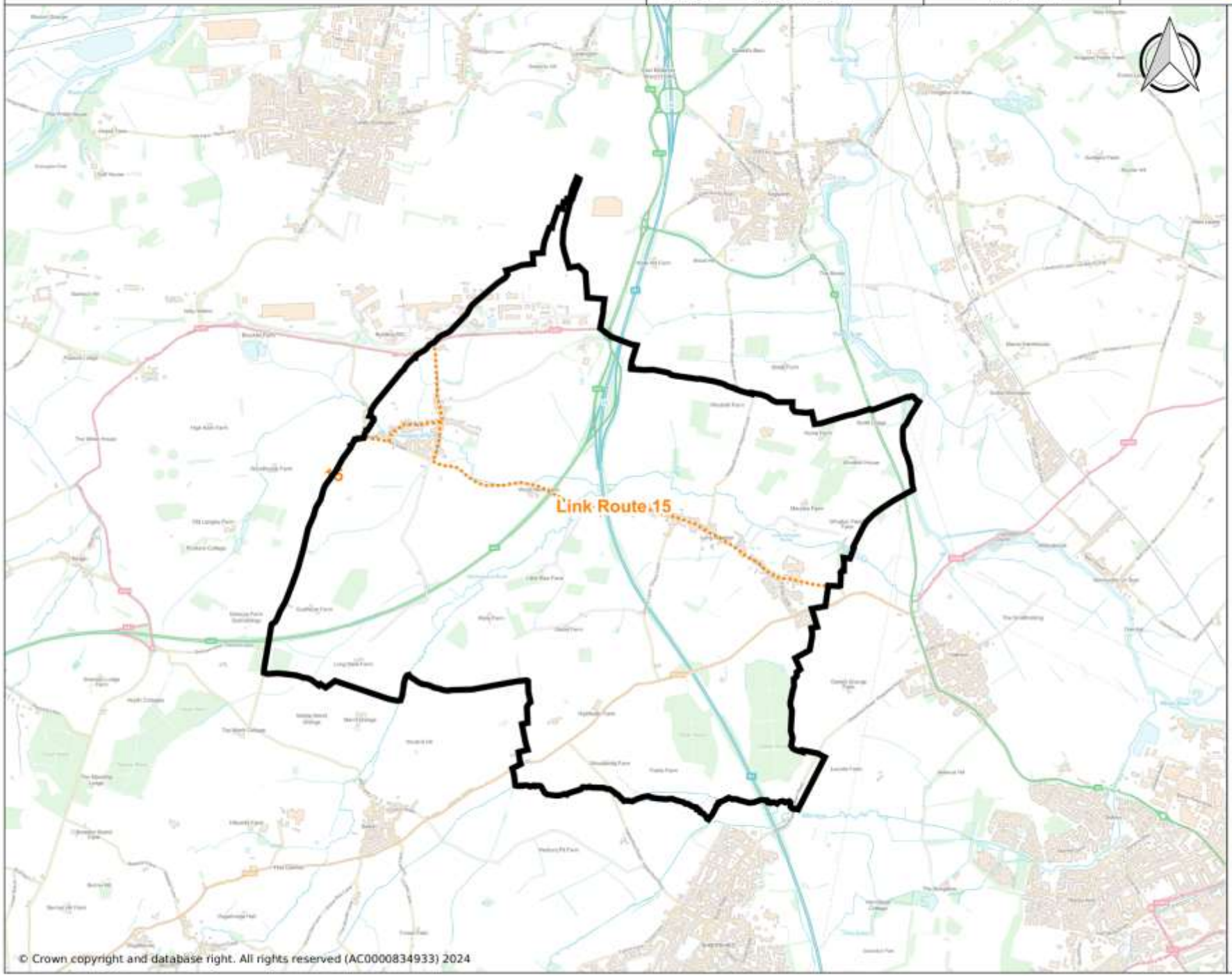
9.2 Many local traffic matters also fall outside the scope of neighbourhood planning. For example, changes to traffic management on existing transport networks are usually a matter for the highway authority to deal with. So, changes to parking restrictions, speed limits, signage, weight restrictions and traffic circulation fall outside the scope of a neighbourhood plan. However, our Neighbourhood Plan does highlight localised transport issues that need to be addressed when considering development proposals.

East Midland Airport

9.3 Long Whatton and Diseworth lie close to East Midlands Airport and while our Neighbourhood Plan cannot control airport activities, the Neighbourhood Plan provides an opportunity to register local concerns. From our 2021 Questionnaire Survey, we know that 67% of respondents are concerned about noise disturbance relating to East Midland Airport. Overall, on a scale of 0-10 (where 0 is not a problem), respondents registered concern with aircraft noise at five. A score of six was registered in relation to concerns about air quality issues associated with aircraft emissions.

9.4 64% of respondents believe that the growth of East Midlands Airport and the Gateway Industrial Cluster has significantly increased road traffic through their village.

Transport	Long Whatton and Diseworth	
Map 17	**Author:**	0 200 400 800m Scale: 1:50000
	Date: 10/09/2024	



National Cycle Network Route

Neighbourhood Area

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Road Network

M1

9.5 The M1 motorway connects London to Leeds, where it joins the A1(M) near Aberford, to connect to Newcastle. It was the first inter-urban motorway to be completed in the UK. The motorway bisects the parish with the village of Long Whatton lying to the east and Diseworth village to the west. M1 junction 23a, the South Kegworth Interchange, lies in the north of the parish provides access to the A42 and A453. Donington Park Services are located at this junction.

Figure 25: M1, Long Whatton

Donington Park Services

9.6 Donington Park is a motorway service station owned by Moto and located in the north of the parish. It is accessed from the M1 motorway by junctions 23a (from the south) and 24 (from the north) and is part of the complex of junctions where that motorway meets the A42, A453, A50 and A6 roads. The service station is adjacent to East Midlands Airport and the East Midlands Gateway freight terminal. Donington Park motorway services opened on 8 July 1999.

9.7 The service area comprises a main building, with car parking to the north, a separate refuelling station to the west and a nature area and lake to the south. The main building has a central three-story high atrium containing a food court, with flanking three-story wings to west and east containing retail outlets and other facilities on the ground floor, and the rooms of a Travelodge hotel in the upper floors. The main entrance to the building is from the car park to the north, whilst at the south end is an outdoor terrace overlooking the lake.

Donington Park Services	Long Whatton and Diseworth	
Map 18	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 08/02/2023	

Donington Park Services

Neighbourhood Area

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Policy LW&D14: Donington Park Services

The improvement of roadside services at Donington Park Services (Map 18) that support the safety and welfare of road users, including the development of truckstop facilities, will be supported. The wetland, picnic area and SuDS to the south of the site shall be retained and, where possible enhanced, to manage water runoff volumes and flow rates from hard surfaces, enhance biodiversity and support the welfare of road users.

A42

9.8 The parish is also bisected by the A42 which is a major trunk road linking junction 23A of the M1 to junction 11 of the M42 motorway. The A42 is in effect a continuation of the M42, and its junctions are numbered accordingly.

A453

9.9 The A453 passes east-west through the north of the parish and to the south of the airport where it joins M1 junction 23a.

A6

9.10 The A6 is one of the main historic north–south roads in England. It runs from Luton in Bedfordshire to Carlisle in Cumbria. A small section of the A6 runs north-south along the eastern boundary of the parish between Kegwoth and Hathern. The A6 joins the A453 via the Kegworth Bypass.

B5324

9.11 The B5324 is a largely rural road between Hathern and Belton that passes to the south of Long Whatton.

Long Whatton

9.12 The main route through Long Whatton is West End which becomes Main Street, The Green and then Hathern Road as it passes eastwards through the village. The built-up part of the village is subject to a 30mph speed limit and there are pedestrian footways on most roads.

9.13 There have been three recorded traffic accidents on the main route through the village over the period 2017-2021, including one serious accident near the Hathern Road/Turvey Lane junction. However, there have been five accidents in and around the B5324 near Long Whatton over the same period. These include two serious and one fatal accident.

9.14 Although there are already some traffic calming measures in place, the responses to our 2021 Questionnaire Survey show that on a scale of 0-10 (where 0 is not a problem), the issue of speeding traffic through Long Whatton scores an average of 7. The additional speed reduction measures supported by more than half of respondents are vehicle activated signage, speed indicator devices and greater enforcement.

9.15 Our 2021 Questionnaire Survey showed that 60% of respondents think inconsiderate parking is a problem in the village.

Diseworth

9.16 The four principal streets of the village - Grimes Gate, Hall Gate, Clements Gate and Lady Gate - meet at 'The Cross'; a staggered crossroads close to the Church of St Michael's and All Angels. Page Lane runs parallel to Lady Gate. The Green running along the southern edge of the village gives access into Hall Gate - via The Bowley - and into Lady Gate.

9.17 There is a 30mph speed limit throughout the village and a school safety zone of 20mph operates during peak opening and closing school times. No vehicle accidents have been recorded over the period 2017-2021. Outside the village, on the A453, A42 and M1 there have been multiple recorded accidents.

9.18 The responses to our 2021 Questionnaire Survey show that on a scale of 0-10 (where 0 is not a problem), the issue of speeding traffic through Diseworth scores an average of 7. The only speed reduction measure supported by more than half of respondents is more vehicle activated signage.

9.19 81% of respondents to the Questionnaire Survey said that inconsiderate parking was a problem in Diseworth.

Nuisance Parking

9.20 For several years, particularly during school holidays and the summer months, parking nuisance has been a significant issue in Diseworth and Long Whatton. Holidaymakers using East Midlands Airport and workers at the airport and nearby businesses park in the villages to avoid car parking charges. Cars have been left for 2-3 weeks at a time with them left on pavements, verges etc. Some parked cars have been vandalised, possibly by angry residents.

9.21 Several control measures have been discussed, including a Residents Parking Scheme. Prior to implementation of any scheme a detailed study is required, including parking surveys, analysis of data and a package of recommendations. Implementation needs to be legal and enforceable.

Policy LW&D15: Nuisance Parking
Major new development at East Midlands Airport (as defined by Map 2) should make a financial contribution to the investigation and implementation of a Residents Parking Scheme for Diseworth and Long Whatton villages unless it makes provision for free, on-site parking for employees and visitors within the development site itself in accordance with appropriate parking standards.

Public Transport

9.22 Long Whatton and Diseworth villages are both served by Skylink bus services between Coalville and Nottingham. This service is provided by Trent Barton and runs hourly from early morning through to evening on a daily basis.

Figure 26: Skylink bus service

Active Travel

9.23 Cycling around Long Whatton and Diseworth Parish is one of the most enjoyable ways to explore the local countryside. Cycling is also a great way to keep fit and healthy … thus reducing pressure on the NHS treating lifestyle-related health conditions. It is low cost and environmentally friendly.

9.24 In the context of declared climate emergency, cycling can combat climate change. Government figures show that over half of all car journeys are under three miles … a distance which could be cycled or walked by many people. If the infrastructure existed to make people feel safer walking and cycling between and around Long Whatton and Diseworth, more people would be encouraged to do it. However, there is limited formal cycle infrastructure on the local highway network and therefore cyclists are required to use the existing local highway network. In particular, the road between Long Whatton amd Diseworth is narrow, winding, has no separate cycle / footpath and is still subject to 60mph national speed limit. This makes it inherently dangerous for walkers, cyclists, wheelchair users and horse riders, by forcing them to mix with fast traffic.

9.25 National Cycle Route (NCR) 15 passes through Diseworth to the employment area of East Midlands Airport, also connecting to National Route 6 in Belton, near Shepshed with National Route 1 in Lincolnshire near Coningsby, via Nottingham, Grantham and Sleaford. There is a link route to Route 15 through Long Whatton, but this does not currently meet design and safety standards for inclusion in the National Cycle Network.

10 Noise and Air Pollution

10.1 Long Whatton and Diseworth Parish is an area that is constantly affected by noise, light and air pollution from aircraft and airport operations, road traffic, businesses, Donington Park Race Track and the annual Download Festival. For some people, this level of noise is just part of their everyday life and they don't even realise how bad it is for their health. But for others, this never-ending noise pollution can cause serious issues both physically and mentally.

10.2 Communities that are exposed to sound pollution can experience a range of negative effects, including hearing loss, sleep disruption, and stress. In some cases, exposure to sound pollution can also lead to cardiovascular problems and cognitive impairment in children. As the East Midlands Airport and Gateway Industrial Cluster grows, it is important to take steps to reduce air pollution to protect the health of our residents.

East Midlands Airport

10.3 Aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. As a result of the recent implementation of a permission to extend the runway there are now some restrictions in respect of night time noise associated with planes using the airport. Notwithstanding these restrictions there remain some concerns about night time noise issues.

Figure 27: Arriving aircraft (image: MAG)

10.4 While our Neighbourhood Plan cannot control airport activities, the Neighbourhood Plan provides an opportunity to register local concerns. From our 2021

Questionnaire Survey, we know that 67% of respondents are concerned about noise disturbance relating to East Midland Airport. Overall, on a scale of 0-10 (where 0 is not a problem), respondents registered concern with aircraft noise at five. A score of six was registered in relation to concerns about air quality issues associated with aircraft emissions.

10.5 East Midlands Airport works to manage, monitor and reduce noise levels wherever possible using a dedicated noise and track keeping monitoring system. The current Noise Action Plan runs from 2024 to 2028.

Pegasus Business Park

10.6 Pegasus Business Park is home to the UK's largest express freight operation with DHL, TNT and UPS in occupation and serves as a major air hub for Royal Mail. These and other businesses operate 24/7 and add to the noise and disturbance experienced by local residents.

10.7 A particular problem for Diseworth residents is the standard tonal reversing alarms (STRAs) that are commonly used to alert people to the potential dangers associated with reversing vehicles. The Parish Council is keen to ensure that the use of STRAs is not the default position in lieu of a proper assessment of alternatives:

- Design traffic routing and vehicle selection to avoid / minimise the requirement for vehicle reversing;
- Switch off alarms and introduce a banksman where feasible;
- Where vehicle reversing alarms are required, they should be designed to cause the lowest practical environmental impact; preferably they should be directional broadband noise emitters or automatically adjusted to ambient noise levels.

Noise Impacts

10.8 The subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. This will depend on how various factors combine in any particular situation. Long Whatton and Diseworth's residents already experience high noise levels from multiple sources and a development that is expected to cause even a small increase in the overall noise level may result in a significant adverse effect occurring even though little to no change in behaviour would be likely to occur.

10.9 Given the complex nature of the noise environment that local residents experience, Noise Impact Assessments should be submitted with planning applications to establish the environmental noise impacts of existing and proposed developments. A Noise Impact Assessment will typically involve an assessment of the existing noise sources and comparison of the predicted noise level generated by the proposed development.

Policy LW&D16: Noise Impact

Development proposals that have the potential to raise issues of disturbance, or noise sensitive developments, should incorporate a Noise Impact Assessment. An Assessment will be required for the following types of development:

A. New buildings, including change of use: within Use Classes E and F;
B. new dwellings, including conversions and changes of use;
C. new employment development (Use Class B2 and B8); and
D. energy generation development including wind turbine development.

Development should mitigate and reduce to a minimum potential adverse noise impacts and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Construction

10.10 The Parish will be the subject of substantial growth over the coming years, so it is important that builders respect the amenities of existing residents in our small, historic villages. For this reason, all but the smallest developments will require the production of a Construction Method Statement, which will normally be secured through a planning condition of any permission granted. This will allow everyone to understand the nature of the works and the various construction activities associated with the development. We encourage contractors to sign up to the industry Code of Considerate Practice and to discuss their Construction Method Statement with the Parish Council.

Policy LW&D17: Construction Method Statements

Prior to the commencement of major development a Construction Method Statement shall be prepared that addresses:

A. The timing/schedule of works;
B. Details of hours of working;
C. Parking areas for the vehicles of site operatives and visitors;
D. Areas for the loading and unloading of plant and materials
E. Areas for the storage of plant and materials used in constructing the development;
F. Details of the erection and maintenance of security hoarding;
G. Provision of wheel washing facilities;
H. Measures to control the emission of dust and dirt during construction;
I. A scheme for recycling/disposing of waste resulting from demolition and construction works;
J. Access and haul routes for construction vehicles, deliveries, waste vehicles, etc.

11 Housing

North West Leicestershire Local Plan

Adopted Local Plan

11.1 The Long Whatton and Diseworth Neighbourhood Plan must be in general conformity with the strategic policies of the North West Leicestershire Local Plan and it should not promote less development than set out in the Local Plan or undermine its strategic policies. The current North West Leicestershire Local Plan 2011 to 2031 was adopted by North West Leicestershire District Council on 16 March 2021 following a partial review.

11.2 Over the period 2011 to 2031, the Local Plan makes provision for a minimum of 9,620 dwellings. This growth is distributed in accordance with a settlement hierarchy with the principal being that those settlements higher up the hierarchy will take more growth.

11.3 Both Long Whatton and Diseworth villages are identified as Sustainable Villages which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development or on previously developed land within or well-related to each settlement.

Local Plan Review

11.4 North West Leicestershire District Council is undertaking a Local Plan Review. The review will update the adopted Local Plan and will cover the period to 2040. Consultation on the new Local Plan took place between 5 February and 17 March 2024. The Local Plan Review is unlikely to be completed before the end of 2026.

11.5 In June 2022 the Leicester and Leicestershire planning authorities, including North West Leicestershire District Council, agreed a Statement of Common Ground relating to Housing and Employment Land Needs. The agreed housing requirement for North West Leicestershire is 686 dwellings per year, or 13,720 dwellings over the period 2020 to 2040.

11.6 The starting point for developing these potential distribution options is the settlement hierarchy established by the existing Local Plan, together with the development of a new settlement.

New Settlement

11.7 A new settlement of around 4,500 houses at Isley Woodhouse is likely to form part of North West Leicestershire District Council's new development strategy. However, a new settlement is likely to take longer than 20 years to build, so not all of it will contribute to development needs to 2040.

Housing Requirement

11.8 Where neighbourhood planning bodies have decided to make provision for housing in their plan, the housing requirement figure and its origin are expected to be set out in the neighbourhood plan as a basis for their housing policies.

11.9 Within the overall housing figure for the district, the Local Plan should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. However, this has not been completed so, in accordance with national planning policy, the Parish Council has asked North West Leicestershire District Council to provide a requirement figure for Long Whatton and Diseworth Neighbourhood Area for the period 2020-2040.

Figure 28: Sherwood Court, Long Whatton

11.10 Based on an annual requirement of 686 dwellings, existing committed development and the emerging

development strategy, North West Leicestershire District Council has indicated that the housing requirement for the villages of Long Whatton and Diseworth is 13 dwellings each (to 2040) together with windfall development (sites not specifically identified in the development plan).

11.11 Local Planning Authorities are required to prepare a Strategic Housing and Economic Land Availability Assessment (SHELAA) that provides evidence on the potential supply of housing and economic land. The North West Leicestershire Strategic Housing and Economic Land Availability Assessment (SHELAA) represents the position on land availability within the district as at 2021. Three potential housing sites were put forward by landowners and developers in Long Whatton and four in Diseworth. In Autumn 2022, the Parish Council invited landowners and developers to put forward any other sites for consideration and one further site came forward in Diseworth.

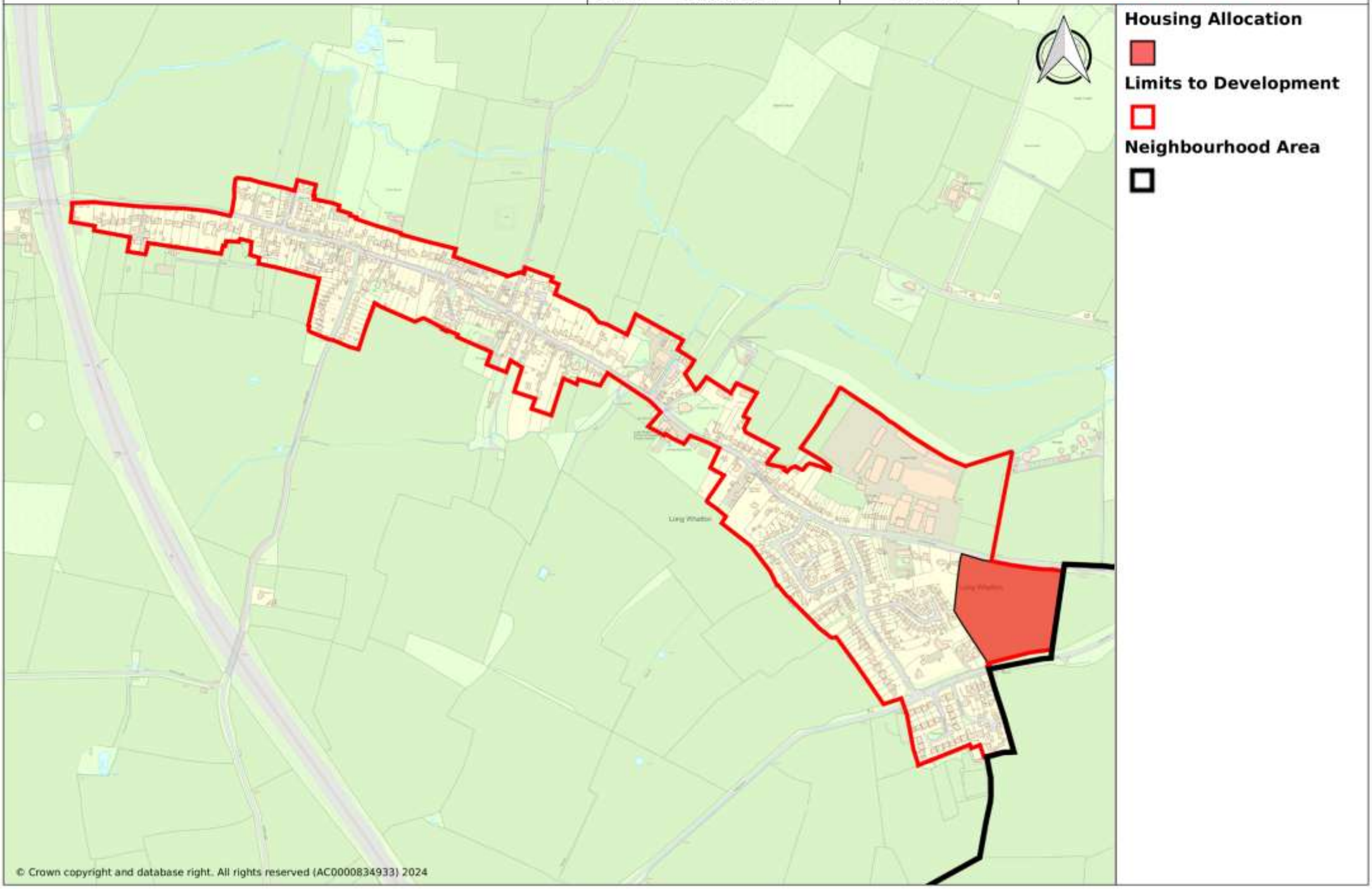
11.12 Basic information was gathered for each site and each option was appraised for its suitability, availability and achievability using clearly defined sustainability criteria. Factors such as access to services and facilities, heritage, nature conservation and landscape have been considered.

Policy LW&D18: Housing Requirement

The housing requirement for Long Whatton and Diseworth Neighbourhood Area for the period 2020 to 2040 is a minimum of 13 dwellings to be allocated at both Long Whatton (Policy LW&D20) and Diseworth (Policy LW&D21) together with windfall development in both Long Whatton and Diseworth in accordance with Policy LW&D19.

Housing (Long Whatton)	Long Whatton and Diseworth	
Map 19	**Author:**	0 50 100 150 200m Scale: 1:10000
	Date: 10/09/2024	

PARISH ONLINE



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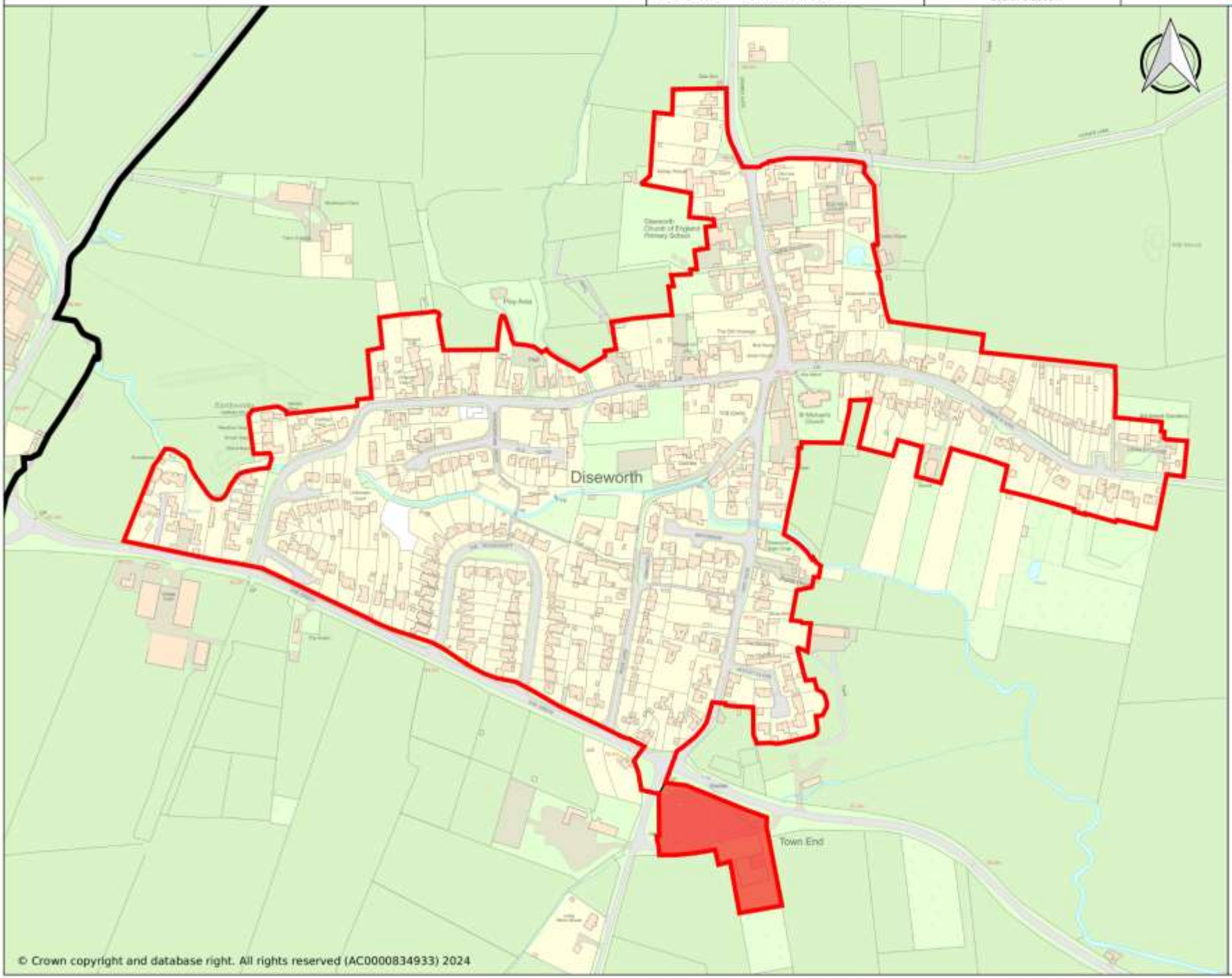
Housing (Diseworth)	Long Whatton and Diseworth	
Map 20	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 10/09/2024	



Housing Allocation

Limits to Development

Neighbourhood Area

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Windfall Housing Development

11.13 The North West Leicestershire Local Plan (Policy S2) allows for limited growth within the defined Limits to Development for both Long Whatton and Diseworth villages. It also allows for the redevelopment of previously developed (brownfield) land for housing within or well-related to the village.

11.14 89% of respondents to our 2021 Questionnaire Survey agree that Limits to Development have been a good way of controlling development in Long Whatton and 87% in Diseworth. Although most agree with the current Limits to Development defined by the Local Plan, they are out of date. For example, they do not take account of the recently completed Avocet Close development at the former Lady Gate Farm in Diseworth or the Harlow extension in Long Whatton. To clarify where development would be acceptable, the Neighbourhood Plan defines new Limits to Development for Long Whatton (Map 19) and Diseworth (Map 20) to replace those in the Local Plan.

Policy LW&D19: Windfall Housing Development

Housing development proposals will be supported within the Limits to Development identified on Maps 19 and 20.

Housing Site Allocation: Long Whatton

11.15 Of the four housing site options in Long Whatton, the preferred site is on the south side of Hathern Road and north of Ashby Road. The site has very few constraints but at almost four hectares it is larger than is needed to meet the minimum housing requirement of 13 dwellings. However, the development is large enough to support the provision of a much-needed new community centre for the village and meet housing needs for many years to come with a significant number of affordable houses for local people.

Policy LW&D20: Hathern Road, Long Whatton

Some 3.82 hectares of land on the south side of Hathern Road, Long Whatton, as shown on Map 19, is allocated for housing development. Development will be supported subject to the following criteria:

A. The development shall provide approximately 90 dwellings;
B. The provision of 5-7 self-build plots in accordance with Policy LW&D22;
C. The principal access should be off Hathern Road, with no highway access onto the B5324 Ashby Road;
D. The provision of a pedestrian/cycle route through the development linking Hathern Road to Ashby Road and between the existing footway on Ashby Road to the Ashby Road/ Hathern Road junction;
E. The development shall make provision for a new community centre in accordance with Policy LW&D12 unless this is demonstrated to be beyond the scope of the relevant regulations, or is unnecessary or not viable;
F. Important perimeter hedgerows and trees shall be retained and reinforced with additional planting;
G. The residential amenities of 28 Hathern Road, 20-22 Oakley Drive and 2 & 4 Deodar Close shall be protected;
H. A sustainable drainage strategy for the site will include the provision of a retention pond in the northeast corner of the site and an improvement in run-off water rates overall. The utilisation of green-blue corridors to facilitate existing water flow routes should be incorporated.

Housing Site Allocation: Diseworth

11.16 Of the four potential housing sites in Diseworth, the preferred is at Tea Kettle Hall on Long Whatton Road. The site, which is roughly L-shaped in plan, lies to the south of the village, with an existing vehicular access from the B5401, Long Whatton Road. The site itself is previously developed, with evidence of work relating to the construction of a hotel, for which approval was granted in 1996.

11.17 The site has a lengthy planning history including the refusal of housing development. A planning appeal for 19 dwellings was dismissed in June 2014 (APP/G2435/A/13/2208611) mainly for reasons relating to the site relating poorly to the existing built form of the settlement and causing harm to the character and appearance of the countryside.

11.18 The Long Whatton & Diseworth Flood Risk Mitigation & Resilience Study has identified the accumulation of floodwaters within the car park area as an issue. In allocating the site for housing development it is important that mitigation measures are in place to address these concerns. In particular, the proposal should 'daylight' the existing watercourse

across the site, which is currently a culvert, reducing flood risk maintenance. The site is also adjacent to an ordinary watercourse flowing into Diseworth from the north. We are keen to see an improvement over current runoff water rates through the attenuation of surface water flows on the site.

Policy LW&D21: Tea Kettle Hall, Diseworth

Some 0.8 hectares of land at Tea Kettle Hall, Long Whatton Road, Diseworth, as shown on Map 20, is allocated for housing development. Development will be supported subject to the following criteria:

A. The development shall provide approximately 13 dwellings;
B. The provision of 2-5 self-build plots in accordance with Policy LW&D22;
C. All dwellings should be single-storey or low-profile two-storey to minimise the impact of the development on the surrounding countryside;
D. For the purposes of affordable housing, the site shall be considered as greenfield;
E. The principal access should be off Long Mere Lane, with the existing access off The Green stopped-up and reverted to highway verge;
F. The development shall provide for a pedestrian crossing across the B5401 to link the site with the rest of the village;
G. As a site potentially containing heritage assets of archaeological interest, developers should submit an appropriate desk-based assessment;
H. As there is a reasonable likelihood of a protected species being present, developers should submit an appropriate Ecological Assessment (including protected species) Survey;
I. Perimeter hedgerows and trees shall be retained and reinforced with additional planting. The scrub woodland to the south of the site should be retained;
J. The existing cross-site culvert shall be replaced with an overland watercourse as part of a sustainable drainage strategy for the site that will reduce flood risk in the Long Mere Lane area.

Self-Build and Custom-Build Housing

11.19 Self-Build and Custom-Build Housing is housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition is contained in the Self-build and Custom Housebuilding Act 2015 (as amended).

11.20 Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand.

11.21 There are around 150 individuals on the self-build and custom housebuilding register maintained by North West Leicestershire District Council. Eight individuals have identified Long Whatton as one of their preferred locations. Six individuals have identified Diseworth as one of their preferred locations.

11.22 The Long Whatton and Diseworth Neighbourhood Plan allows for limited growth within the defined Limits to Development for both Long Whatton and Diseworth villages. This can include provision for self-build and custom-build housing. A small number of self-build and custom housebuilding plots are likely to come forward in this way.

11.23 To boost the supply of self-build and custom housebuilding plots, the Parish Council has discussed provision as part of the two sites allocated for housing in the Neighbourhood Plan. This would give rise to an additional 2-5 plots in Diseworth and 5-7 plots in Long Whatton. To encouraging self-build and custom housebuilding, plots may be discounted against the affordable housing and housing mix requirements. Where plots have not sold, they may be built out by the developer.

Policy LW&D22: Self-Build and Custom-Build Housing

The local need for Self-Build and Custom-Build Housing will be met by:

A. Supporting proposals for self-build and custom housebuilding within the Limits to Development identified on Maps 19 and 20;

B. The provision of serviced plots for self-build and custom housebuilding on allocated housing sites in accordance with Policies LW&D20 and LW&D21 and where:

i. The developers enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services;
ii. A lower number of self-build and custom house build plots will be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved;
iii. A plot that has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Local Planning Authority subject to specific site delivery timescales), and that has not been sold, may either remain available for purchase on the open market or be built out by the developer for sale on the open market; and
iv. Plots can be used to discount the affordable housing (Policy LW&D24) and housing mix (Policy LW&D23) requirements.

All planning permissions for a self-build and custom house building plot will be subject to a Section 106 legal agreement to ensure that the initial occupier(s) of the dwelling(s) fall within the legal definition of self-build and custom housebuilding as defined by the Self-Build and Custom Housebuilding Act 2015 (or any subsequent government update).

Housing Mix

11.24 In planning for new homes, there should be a mix of housing to meet the needs of people living locally. In 2022, the local planning authorities across Leicester and Leicestershire, and the Leicester and Leicestershire Enterprise Partnership, commissioned a Housing and Economic Needs Assessment (HENA) to inform the preparation of local plans across the sub-region.

11.25 Having regard to demographic changes and how households of different ages occupy homes, together with adjustments to address overcrowding, the HENA identifies the mix of homes needed in different tenures. The analysis linked to long-

term demographic change concludes that the following represents an appropriate mix of affordable and market homes in North West Leicestershire District:

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Market Housing	5%	35%	45%	15%
Affordable home ownership	15%	40%	35%	10%
Affordable housing (rented)	35%	40%	20%	5%

11.26 New housing also needs to reflect local characteristics. In 2021, Long Whatton and Diseworth Parish Council commissioned AECOM to undertake a Housing Needs Assessment as part of a Locality led, Government-funded neighbourhood planning support programme. Taking into consideration the housing profile of the parish new housing development also needs to take account of:

- Long Whatton and Diseworth parish had, at the time of the 2021 census, a high percentage of home ownership (78.4%) compared to the national level (62.3%).
- The proportion of social rented housing is significantly lower in Long Whatton and Diseworth (7.2%) compared to the District (13.5%) and national (17.2%) rates.
- Compared with North West Leicestershire, Long Whatton and Diseworth has a higher percentage of detached homes and a relatively lower percentage of semi-detached homes, terraced homes and flats, maisonettes or apartments.
- Long Whatton and Diseworth has a high percentage of large homes with 4+ bedrooms and a relatively low percentage of small-mid sized homes.
- In terms of age structure, Census 2021 data reveals that the neighbourhood plan area has a high percentage of residents aged over 40 (67%) compared with the national rate (51%).

- House prices are higher than nearby. The average sold price for a property in Long Whatton in the last 12 months is £376,333 and £363,500 in Diseworth. The average sold price for Castle Donington in the last 12 months is £284,601[8].
- Our 2021 Questionnaire Survey shows that the greatest need is for two bedroomed properties (60%). Only 15% want properties of four-bedrooms or more.
- 50% of respondents to our 2021 Questionnaire Survey believe that the demand for housing from those working at East Midlands Airport and the Gateway Industrial Cluster makes it difficult for local people to buy housing.

11.27 The results of a life-stage modelling exercise suggest that new housing in Long Whatton and Diseworth should prioritise smaller and modest sized homes, suggesting fewer very small or large dwellings are needed. New developments may involve the following share of dwelling sizes: 11.3% of 1 bedroom, 27.4% of 2 bedrooms, 55.8% of 3 bedrooms, 5.5% of 4 bedrooms and 0% of 5 or more bedrooms.

Housing needs of older people

11.28 The 2021 Census shows that 27% of the Parish's population were aged 65 and over. The older person population of Leicestershire is projected to see a notable increase, with the total number of people aged 65 and over projected to increase by 42% over the period 2020 to 2041.

11.29 Given that the number of older people is expected to increase in the future and that the number of single person households is expected to increase this would suggest (if occupancy patterns remain the same) that there will be a notable demand for affordable housing from the ageing population. However, the proportion of older person households who are outright owners (with significant equity) may mean that market solutions will also be required to meet their needs.

11.30 It is likely that the age profile will impact upon the numbers of people with a Long-Term Health Problem or Disability, as older people tend to be more likely to have health problems. Those people in the oldest age bands are more likely to have health problems.

[8] Zoopla May 2022

11.31 With no Care Homes, Residential Homes or Nursing Homes in the parish, it is important that new developments help increase the availability of lifetime homes. This will enable more people having homes that can meet their needs as they get older and experience changes to their health and social circumstances, so delaying the need for them to move to alternative accommodation.

11.32 The focus should be on smaller dwellings, including bungalows, this would permit older households in larger dwellings to downsize and allow newly forming households to access housing through smaller and more affordable dwellings.

Policy LW&D23: Housing Mix

Unless informed by more up to date evidence of housing need, on developments of 10 or more dwellings, market housing should broadly reflect the following mix:

1-bedroom 11%
2-bedroom 27%
3-bedroom 56%
4-bedroom 6%
5+bedroom 0%

Within this mix, provision should be made for bungalows and other provision designed to meet the housing needs of older households unless the latest evidence of local housing need demonstrates such provision is unnecessary.

Affordable Housing

11.33 Affordable housing is housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Affordable housing can include affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership.

11.34 In Long Whatton and Diseworth there is a large affordability gap, as market sales housing is not accessible to households on average incomes. The discount on the average market sale price required to enable households on average incomes to afford to buy is 50%.

11.35 For those on average incomes, entry-level rents are accessible, which suggests those interested in home ownership may be able access rent-to-buy housing.

Figure 29: Langley Close, Diseworth

11.36 The average income in the neighbourhood area is around £48,000 per annum, but there is a feeling that this is inflated by high-paying jobs available at East Midlands Airport. This masks the affordability challenges of those on lower income earnings.

11.37 The North West Leicestershire Local Plan requires 30% of new dwellings on large (11 or more dwellings or 1,000sqm (gross) floor space) greenfield sites to be affordable. On previously developed sites the requirement is less- 5% and the threshold is 30 or more dwellings (or sites of 1ha or more).

11.38 The neighbourhood plan housing allocations at Hathern Road, Long Whatton and Tea Kettle Hall, Diseworth should deliver 31 new affordable homes.

Local Lettings Policy

11.39 North West Leicestershire District Council does not operate Local Lettings Policies. This means that local people are not prioritised for affordable housing with larger housing developments expected to meet affordable housing needs identified in the district. Through our Neighbourhood Plan we can ensure that all new affordable housing will be allocated initially to people with a local connection, including those living, working or with close family ties in the Long Whatton and Diseworth Neighbourhood Area.

Rural Exception Sites

11.40 Rural exception sites are small sites used for affordable housing in perpetuity in places which would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

11.41 Six affordable houses at Langley Close off Clements gate, Diseworth were developed as a Rural Exception Scheme in 2013. The development contains a mix of two and three-bed houses.

11.42 There are currently no plans to develop further rural exception sites in the Neighbourhood Area, especially as the two housing sites allocated by the Neighbourhood Plan will deliver over 30 affordable homes for local people. In the unlikely event that a further need be identified, North West Leicestershire Local Plan Policy H5 will guide such developments.

First Homes

11.43 Our Neighbourhood Plan is expected to take account of the new First Homes requirements. First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

- must be discounted by a minimum of 30% against the market value;
- are sold to a person or persons meeting eligibility criteria;
- on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount and certain other restrictions are passed on at each subsequent title transfer; and,
- after the discount has been applied, the first sale must be at a price no higher than £250,000.

11.44 In the case of Long Whatton and Diseworth, the 30% discount on average prices would not be sufficient to extend home ownership to households on average incomes.

Tenure Mix

11.45 The North West Leicestershire Local Plan does not specify a tenure mix for affordable housing. The Long Whatton and Diseworth Housing Needs Assessment suggests an indicative affordable housing mix where 80% of affordable homes be provided as rented tenures, and the remaining 20% delivered as affordable routes to home ownership.

Policy LW&D24: Affordable Housing

All affordable housing will be subject to conditions, or a planning obligation will be sought, to ensure that when homes are allocated, priority is given to people with a local connection to Long Whatton and Diseworth Neighbourhood Area (i.e. including living, working [9] or with close family ties in the Area).

Unless informed by more up to date evidence of local affordable housing need, 80% of affordable housing shall be rented with the remainder providing a subsidised route to home ownership.

Rural Housing

11.46 Planning policies should avoid the development of isolated homes in the countryside, but as a rural parish, we feel that in special circumstances homes in the countryside can be acceptable in accordance with national and local policies.

Policy LW&D25: Rural Housing

Outside the Long Whatton and Diseworth Limits to Development, support for housing development will be limited to:

A. The subdivision of an existing residential dwelling;
B. The re-use and/or adaptation of rural buildings in accordance with Policy LW&D26;
C. Rural worker accommodation in accordance with Policy LW&D27;
D. Replacement dwellings in accordance with Policy LW&D28; and
E. Rural Exception Sites adjoining the Long Whatton and Diseworth Limits to Development, in accordance with Local Plan Policy H5.

[9] Excluding workers at East Midlands Airport and Gateway Industrial Cluster

Residential Conversion of Rural Buildings

11.47 On 6 April 2014, new permitted development rights (Class Q) were introduced which allow for the conversion of agricultural buildings to dwellings without the need for planning permission. However, various conditions and restrictions apply and before starting development, there is a requirement to apply to the local planning authority for prior approval. The rules mean that not all rural buildings benefit from these permitted development rights so, with local support, our Plan provides further flexibility for the conversion of rural buildings to residential use.

11.48 Many rural buildings are attractive, frequently constructed from local materials and often reflect the local vernacular, which in turn contribute significantly towards the character and diversity of the Parish. The conversion of these rural buildings to provide new homes can make the best possible use of existing buildings and reduce the demand for new buildings in the countryside.

11.49 Not all buildings are suitable for conversion or adaptation to housing as they may be of modern materials, poorly designed or constructed. Redundant buildings proposed for re-use should be structurally sound to ensure they are able and appropriate for conversion. This should be demonstrated through an up-to-date structural survey submitted with any planning application. Extensive works should not be required to make the building habitable. Demolition should be avoided to retain the character of traditional buildings.

11.50 Any extensions or alterations should respect the form and character of the existing building and not extend beyond the existing curtilage. Modern additions which detract from the scale and form of the existing building will not be supported.

Policy LW&D26: Residential Conversion of Rural Buildings

The re-use and adaptation of redundant or disused buildings for residential use will be supported where:

A. The building is structurally sound and capable of conversion without significant rebuild or alteration;
B. The development will maintain the character of the building, including the retention of important features;
C. The use of the building by protected species is surveyed and mitigation measures are approved where necessary; and

D. Any proposed extension(s) or alterations are proportionate to the size, scale, mass and footprint of the original building and situated within the original curtilage.

Rural Worker Accommodation

11.51 Long Whatton and Diseworth is a rural parish with agriculture accounting for most of its land area. We want to support rural enterprises to develop and maintain successful businesses whilst protecting and enhancing the intrinsic value, beauty and open character of the countryside for the enjoyment of all.

11.52 Policy LW&D27 sets out the requirements to be met for new rural worker accommodation. This policy relates to workers of existing rural enterprise and not just land-based agricultural businesses, so it can also apply to forestry and rural education.

11.53 Any application will need to be examined to determine if the requirement for a new dwelling is essential for the proper functioning of the business. Such a requirement can arise if workers are needed to be on hand day and night, for example for animal welfare reasons.

11.54 To minimise isolated homes in the countryside and ensure the most sustainable use of resources, applicants must also demonstrate that there are no suitable alternatives. For example, an existing dwelling, alternative sites within Long Whatton or Diseworth, or buildings suitable for conversion could fulfil the functional need.

11.55 All applications for the provision of new rural worker accommodation will be required to be supported by a rural enterprise appraisal prepared by a suitably qualified professional. This should demonstrate the special circumstances which justify the proposal in terms of the essential need for it, and the economic sustainability of the associated enterprise.

11.56 Applications for dwellings which are unusually large in relation to the needs of the agricultural unit will not be supported and dwellings of more than three bedrooms will require special justification. Occupancy conditions will be used to ensure the use of the dwelling remains related to the rural enterprise and kept available for the proper functioning of the enterprise.

Policy LW&D27: Rural Worker Accommodation

The provision of rural worker accommodation will be supported subject to the following criteria:

A. It is essential for one or more workers to be readily available at most times for the proper functioning of an existing rural enterprise and the worker(s) are in full-time, permanent employment which directly relates to the rural enterprise;
B. The rural enterprise has been economically sustainable for a period of at least three years and has a clear prospect of remaining so;
C. In the case of sites in isolated locations, the siting of the dwelling should closely relate to existing buildings on the enterprise and it must be demonstrated that there no suitable alternatives such as:
i. an existing, nearby dwelling;
ii. buildings suitable for conversion to residential use; or
iii. sites within or adjoining the settlements of Long Whatton or Diseworth;
D. The proposed dwelling is of a size and scale no greater than is necessary to support the proper functioning and needs of the rural enterprise.

Dwellings permitted under this policy will be subject to an occupancy condition restricting its occupation to a person who is directly employed by the rural enterprise on a permanent full-time basis.

Replacement Dwellings

11.57 The replacement of a rural dwelling can often result in significant benefits to the local area. It can lead to improved design, energy efficiency and accommodation better suited for modern life.

11.58 Where dwellings are replaced, the new dwelling should be sympathetic to the size and appearance of the original. Modest increases in size from the original dwelling will normally be acceptable but it should not lead to a reduction in the stock of small two and three-bedroom housing. It is also important that the replacement dwelling is compatible with its surroundings in terms of size, scale, mass and footprint and sited within the pre-existing residential curtilage. To manage

the future impact on the landscape and rural character of the area, it may be necessary to impose a condition to the planning permission to remove permitted development rights to prevent replacement dwellings from being extended disproportionately in the future.

11.59 Any proposals to replace a dwelling should not lead to an increase in the number of residential units on the site. Conditions may be attached to any planning permission for replacement dwellings to ensure that demolition of the existing dwelling is carried out.

Policy LW&D28: Replacement Dwellings

A proposal for the demolition and rebuild of an existing dwelling will be supported where:

A. It leads to an enhancement of the immediate setting and general character of the area;
B. The design of the development conserves and enhances existing heritage assets where they exist;
C. The new dwelling is proportionate to the size, scale, mass and footprint of the original dwelling and situated within the original curtilage; and
D. It will not result in the loss of two or three-bedroomed accommodation.

12 Employment and Business

Employment

12.1 At the time of the 2021 Census, 59.2% of the Parish's residents were economically active. Of those in employment, 72.7% were full-time employees and 27.4% part-time. Compared with England, a high proportion were managers, directors or senior officials (17.9% compared with England 12.9%), in professional occupations (22.1% compared with 10.3% England) or associate professional and technical occupations (16.4% compared with 13.3% England).

Business

12.2 Long Whatton and Diseworth Neighbourhood Area is home to many businesses based at Pegasus Business Park which are mainly offices, logistics, general warehousing and hotels associated with the East Midland Airport. Elsewhere, the main groups of businesses are:

- Donington Park Services
- Farm-based businesses
- Harlow Bros.
- Various premises in Long Whatton and Diseworth villages

12.3 There are other larger local employers just to the north of the Neighbourhood Area- including East Midlands Airport, which forms part of the East Midlands Airport and Gateway Industrial Cluster. Consequently, residents benefit from having good access to a wide variety of job opportunities. Our Neighbourhood Plan therefore focuses on providing small-scale business opportunities.

Pegasus Business Park

12.4 Pegasus Business Park covers some 26 hectares in the south-west corner of the airport site. It is a high quality, modern business park with excellent access to the road network accommodating a range of major occupiers including Western Power Distribution, National Grid, PWC and the Regus serviced business centre. There are also two hotels- Holiday Inn and Radisson Blu. The main buildings are fully occupied, and the Regus centre is understood to be at more than 90 percent capacity. Recent developments have included UPS' East Midlands Airport hub to the north.

12.5 Some land remains to be developed- 2.1 ha at the western end of Herald Way and 4.8ha to the south and east of the UPS development. Pegasus Business Park is identified as Primary Employment Area in the North West Leicestershire Local Plan which is protected for employment uses under Local Plan Policy Ec3.

Harlow

12.6 Harlow is a timber manufacturing and merchanting business which began in the recession of the 1920's when brothers Reg and Vernon decided to go into business on their own. The business of making small sheds and chicken sheds began in a field which had been left to them by their mother at Hathern Road, Long Whatton – which is where the company's headquarters stands today.

Figure 30: Harlow, Long Whatton

12.7 Harlow remained in family ownership until 2022 when the business was placed into an Employee Ownership Trust. The Harlow family agreed on an arrangement that will see them continue to be involved in the business for some years to come. Harlow continues to grow with over 500 employees in its various operations across several sites.

12.8 Our 2021 Questionnaire Survey showed that 85% of respondents from Long Whatton wanted to see the Harlow site retained for business use. 56% were prepared to support small-scale extensions to the business and 73% agreed that the existing business should not have unreasonable restrictions placed on it because of new development nearby.

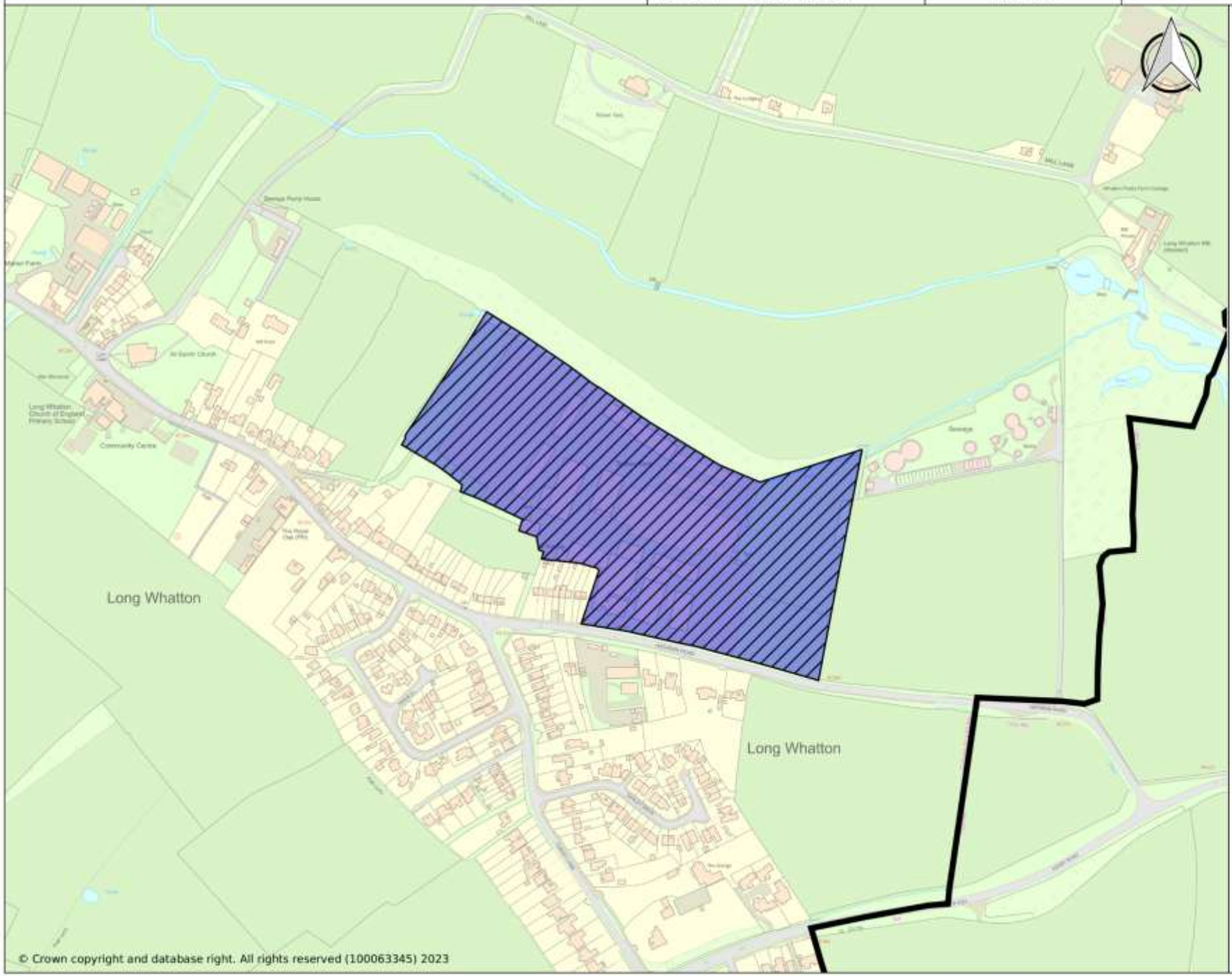
Policy LW&D29: Harlow

The Harlow site at Long Whatton (Map 21) will be retained for employment generating uses within the Use Classes E (commercial, business and service), B2 (general industrial) and small-scale B8 (storage and distribution with units up to 9,000sqm). Proposals for the intensification of existing business activities within the site will be supported where:

A. The construction of new buildings would not be harmful to the appearance of the area having regard to the design and layout of the proposal itself and its relationship with other buildings located within the Harlow site.
B. There is no significant harm to the amenities of nearby residents.
C. Traffic is managed so that there is no material increase in HGV vehicle movements through Long Whatton village to the west.

Nearby development should be controlled to ensure that the existing business should not have unreasonable restrictions placed on it in the future.

Harlow, Long Whatton	Long Whatton and Diseworth	
Map 21	**Author:**	0 20 40 60 80m Scale: 1:5000
	Date: 08/02/2023	



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Harlow

Neighbourhood Area

Employment Development in the Countryside

12.9 We want to support the sustainable growth and expansion of all types of small business in the countryside, both through the conversion of existing buildings and well-designed new buildings. This includes the diversification of agricultural and sustainable rural tourism and leisure developments which respect the character of the countryside.

12.10 North West Leicestershire Local Plan Policy S3 also provides for large-scale employment development in the countryside where it would comply with Local Plan Policy Ec2. Policy Ec2 supports additional employment development where evidence indicates an immediate need or demand for additional employment land (B1[10], B2 and B8) subject to the proposal:

a) Being accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; and

b) Having good access to the strategic highway network (M1, M42/A42 and A50) and an acceptable impact on the capacity of that network, including any junctions; and

c) Not being detrimental to the amenities of any nearby residential properties or the wider environment.

12.11 To help with the interpretation of those criteria at a local level, particularly criterion c, our Neighbourhood Plan directs large-scale employment development to those parts of the countryside that are less sensitive in terms of landscape, heritage, nature conservation and other environmental considerations.

Policy LW&D30: Employment Development in the Countryside

The expansion of existing small business in the countryside, both through the conversion of existing buildings and well-designed new buildings is supported. This includes the business conversion of rural buildings in accordance with Policy LW&D31.

[10] Class B1 was deleted and subsumed into a new Class E in September 2020- after the adoption of the Local Plan.

Major commercial, business and service, general industrial, and storage or distribution developments (Classes E, B2 and B8 of the Use Classes Order) will only be supported where the proposal meets the requirements of North West Leicestershire Local Plan Policy Ec2 and, in the case of the environmental component of Local Plan criterion c:

A. Is sensitive to key viewpoints in accordance with Policy LW&D2;
B. Lies outside areas of high sensitivity to employment development and, in the case of developments containing buildings or structures higher than 7m and/or greater than 2 hectares in size, lies outside areas of medium-high sensitivity to employment development (Appendix 1). In other cases, the development should be located and designed in a way that is sensitive to its landscape setting, retaining and, where possible, enhancing the distinctive qualities of the Neighbourhood Area.
C. Protects and enhances Public Rights of Way in accordance with Policy LW&D4;
D. Does not significant harm biodiversity interests identified by Policy LW&D5 unless adequately mitigated, or, as a last resort, compensated for;
E. Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification. The effect of development on the significance of non-designated heritage assets identified by LW&D8 should be taken into account in determining the application;
F. Runoff volumes and flow rates from hard surfaces are managed to reduce the impact of urbanisation on flooding in the villages of Long Whatton and Diseworth in accordance with Policy LW&D10;
G. Nuisance parking in Long Whatton and Diseworth is managed in accordance with Policy LW&D15;
H. Noise Impact Assessments should be submitted and adverse noise impacts mitigated in accordance with Policy LW&D16; and

I. The cumulative effects of multiple impacts from individual sites and/or a number of sites in the locality are taken into account. This shall include the expansion plans of East Midlands Airport, the proposed new settlement at Isley Woodhouse and the developments proposed by this Neighbourhood Plan.

Business Conversion of Rural Buildings

12.12 A significant number of businesses are already located on the area's farms, including plant hire, garden nurseries, cafes, equestrian and motorsport-related businesses. There is community support for small business units and farm diversification enterprises in redundant farm buildings. 54% of respondents to our 2021 Questionnaire Survey supported farm diversification and 56% supported the re-use of rural buildings for business use.

12.13 The General Permitted Development (England) Order 2015 already allows for change of use from an agricultural building (and land within its curtilage) to 'flexible commercial use' under certain circumstances. The rules mean that not all rural buildings benefit from these permitted development rights so Policy LW&D31 allows further change through the conversion of existing rural buildings. However, the proposed uses must be appropriate in scale, form, impact, character and siting to their location in the countryside.

Policy LW&D31: Business Conversion of Rural Buildings

The re-use, adaptation or extension of rural buildings for commercial, business and service use (Class E of the Use classes Order) will be supported where:

A. Any enlargement is proportionate to the size, scale, mass and footprint of the original building;
B. The development would not have a detrimental effect on the fabric, character and setting of historic buildings;
C. The development respects local building styles and materials;
D. The building is surveyed for protected species and mitigation measures are approved where necessary;

E. The proposed development would not generate traffic of a type or amount harmful to local rural roads, or require improvements which would detrimentally affect the character of such roads or the area generally; and
F. The proposed development would not materially harm the character of the surrounding rural area.

Working from Home

12.14 Many of the area's businesses are home-based. Our 2021 Questionnaire Survey shows that 71% of employees did some work from home and 45% did so because of the coronavirus pandemic. The crisis is likely to cause a permanent shift to homeworking. The 2021 Census showed that 38.2% of people aged 16 years and over in employment worked at or mainly from home compared with the national average of 31.5%.

12.15 Planning permission is not normally required to home work or to run a business from home, if a house remains a private residence first and business second. With a growing proportion of residents working from home, our Plan responds positively to enable homeworking to grow. Our survey showed that 90% of respondents supported home working.

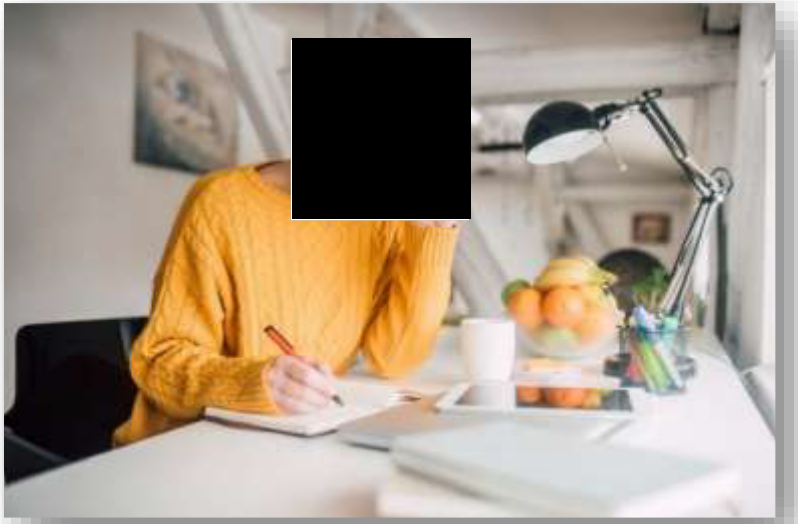


Figure 31: Working from home

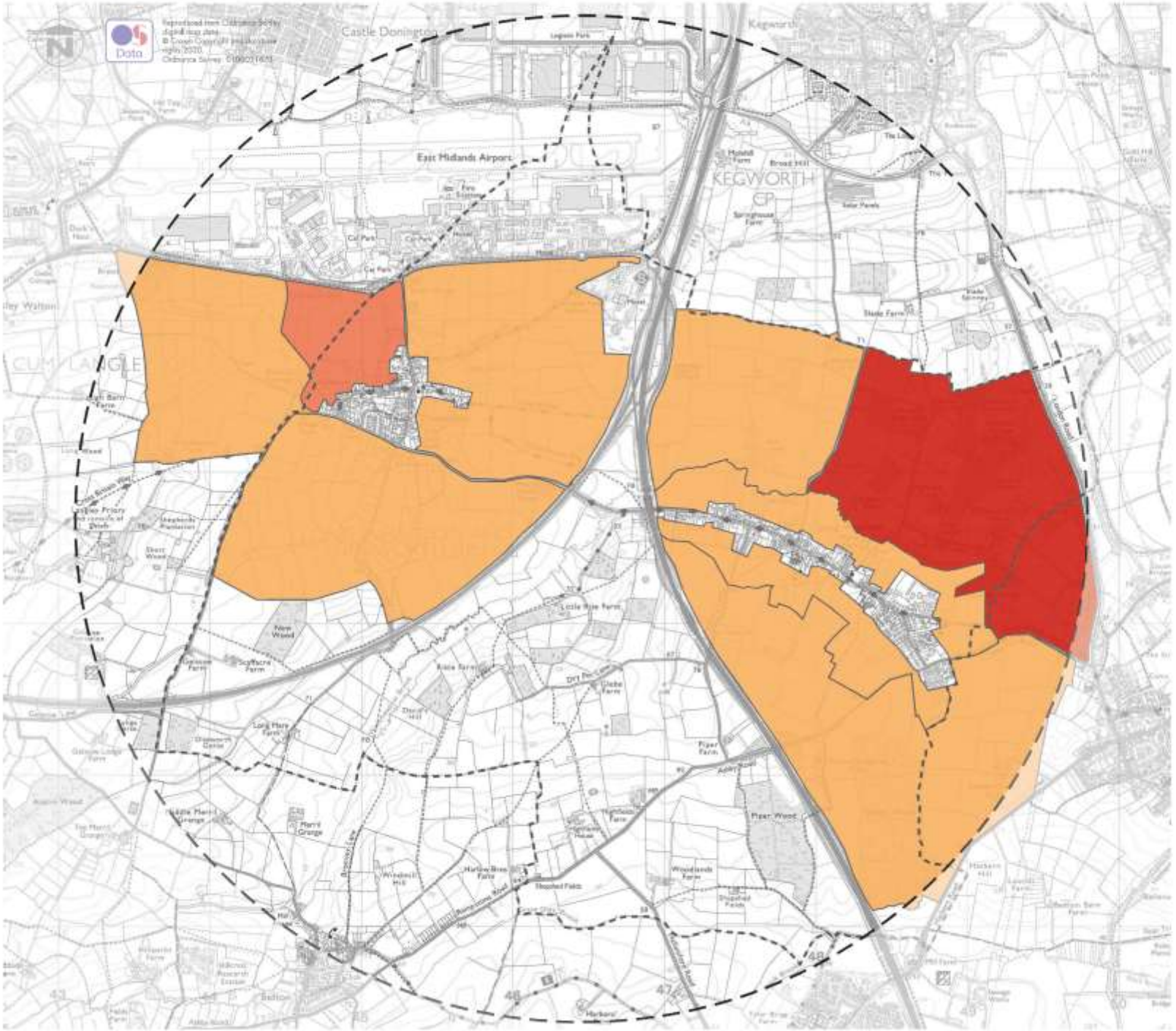
Policy LW&D32: Working from Home
Development that enables home working will be supported if the development:

A. Is in keeping with the scale, form and character of its surroundings;
B. Does not significantly adversely affect the amenities of residents in the area; and
C. Has safe and suitable access to the site for all people.

Appendix 1: Landscape Sensitivity

Influence was commissioned by the Long Whatton and Diseworth Parish Council to review the landscape around Diseworth and Long Whatton including a review of the reports commissioned by North West Leicestershire District Council and carried out by Gillespies in 2019 and 2021. The Study includes an assessment of landscape sensitivity following guidance set by Natural England in 'An Approach to Landscape Sensitivity Assessment – to inform spatial planning and land management' (2019). The Study examines the sensitivity of land parcels that sometimes extend beyond the Parish and therefore these areas are outside the scope of this Neighbourhood Plan. Maps showing the conclusions of the landscape sensitivity assessment are set out on the following pages.

Overall Sensitvity Rating the Development of Housing



Legend

- 3.5km Radius
- Parish Boundary

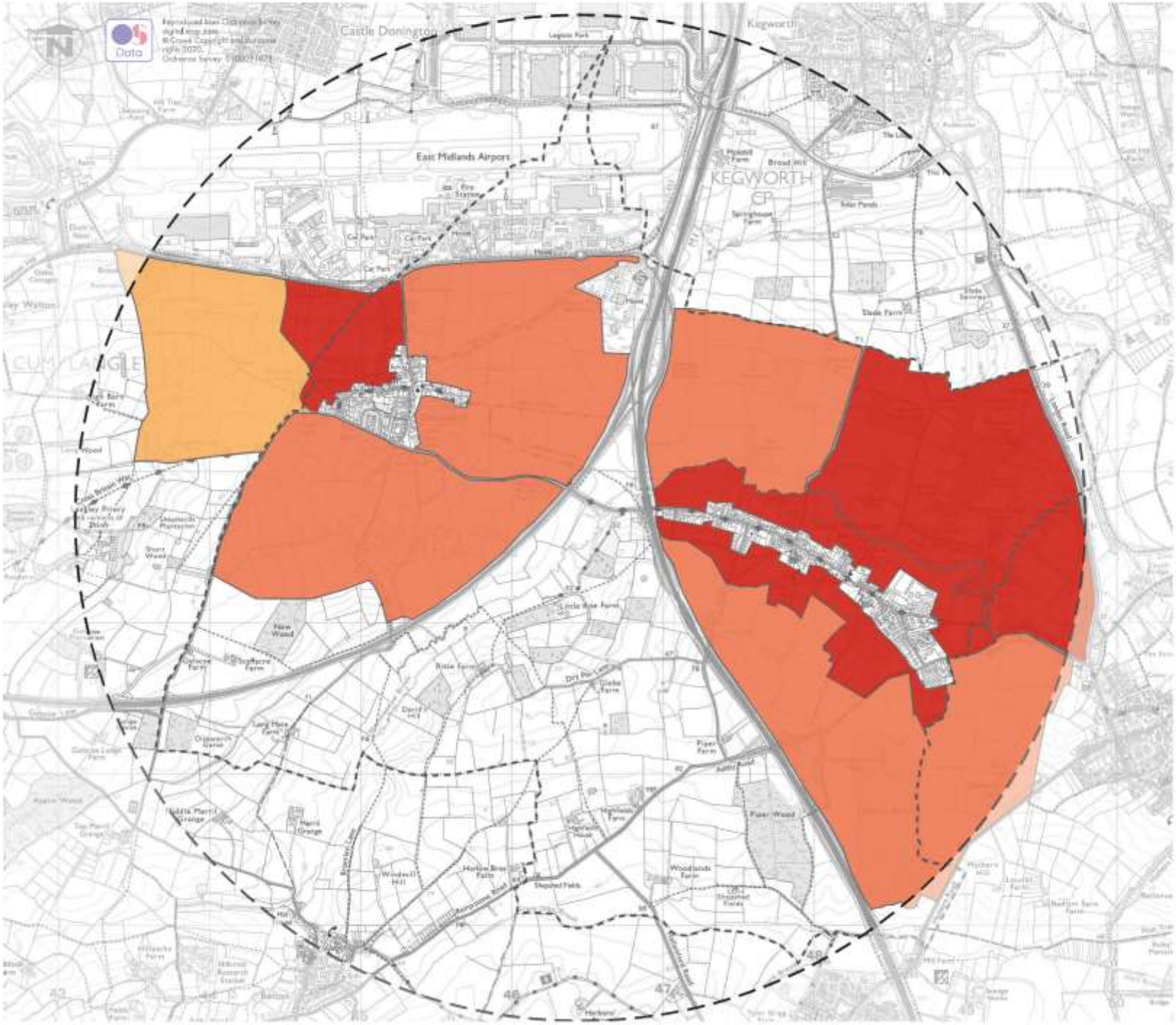
Rating of Senitivity to Housing

- High
- Medium-High
- Medium
- Medium-Low
- Low

Landscape Character Parcels Sensitivity

- DisW01 - Medium-High
- DisW02 - Medium
- DisW03 - Medium
- DisW04 - Medium
- LonW05 - Medium
- LonW06 - Medium
- LonW07 - High
- LonW08 - Medium

Overall Sensitvity Rating the Development of Employment



Legend

- 3.5km Rodius
- Parish Boundary

Rating of Senitivity to Employement

- High
- Medium-High
- Medium
- Medium-Low
- Low

Landscape Character Parcels Sensitivity

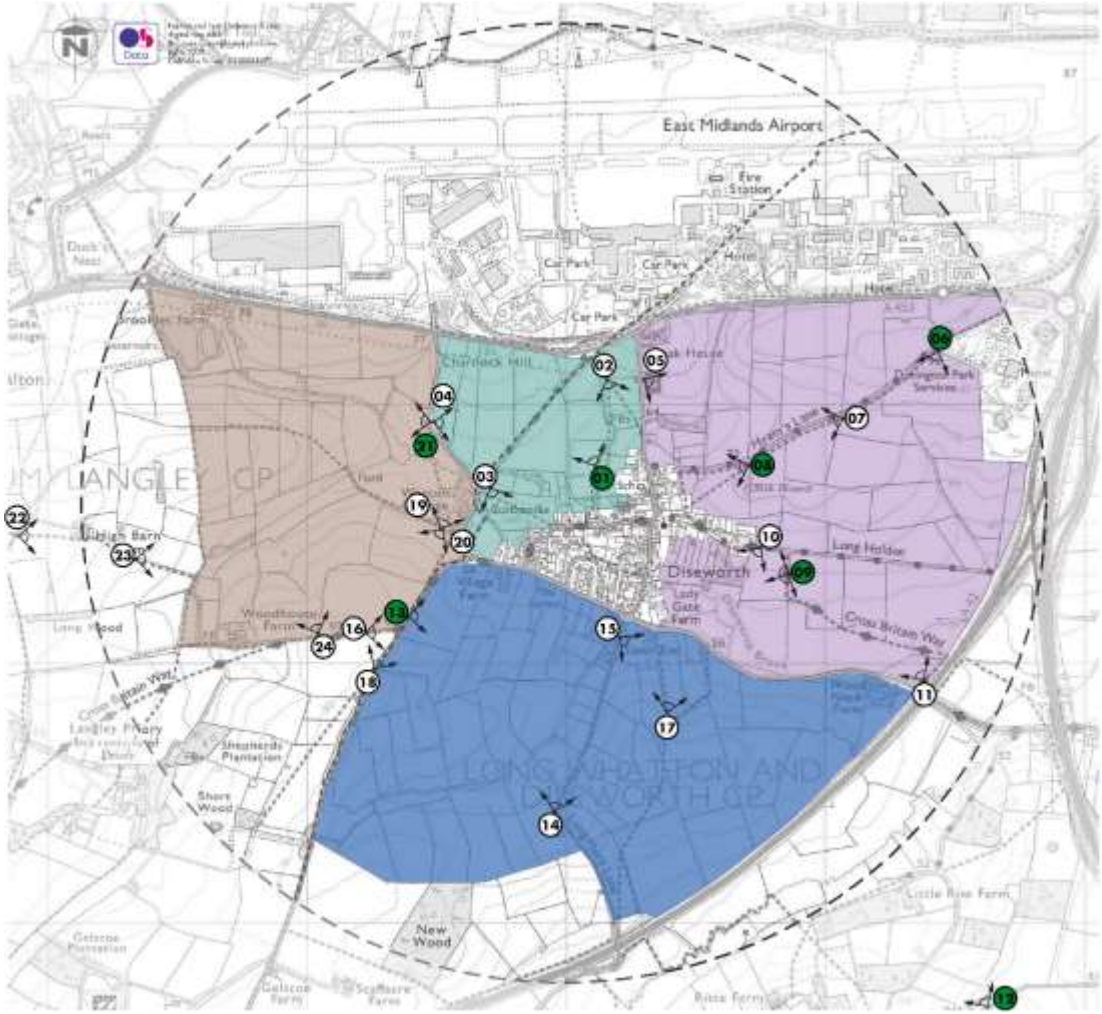
- DisW01 - High
- DisW02 - Medium-High
- DisW03 - Medium-High
- DisW04 - Medium
- LonW05 - High
- LonW06 - Medium-High
- LonW07 - High
- LonW08 - Medium-High

Appendix 2: Important Views

Influence was commissioned by the Long Whatton and Diseworth Parish Council to review the landscape around Diseworth and Long Whatton including a review of the reports commissioned by North West Leicestershire District Council and carried out by Gillespies in 2019 and 2021. One of the outputs was the identification of important local views. The study identified 37 important views that represent the sensitive characteristics of the landscape and the people who use it. A small number of these were Key Viewpoints with views that contain landscape and visual features important to the identity of Long Whatton and Diseworth.

Some of the Representative Viewpoints and Key Viewpoints lies outside the Parish and therefore outside the scope of this Neighbourhood Plan. Only those viewpoints from within or of parts of the Parish are included below. This accounts for gaps in the number sequence.

Diseworth



Detailed Review of Diseworth

The following section is a detailed appraisal of the landscape surrounding the settlement of Diseworth. Following a review of the desk based information, field survey work and an appraisal of the landscape surrounding the settlement it is considered that:

- Parcel DisW01 is designated to the land north of the settlement, up to the A453 and bound to the east by Grimes Gate and the west by the road from Charnock Hill.
- Parcel DisW02 is the landscape between the settlement, the A453, Long Holden and the motorway with its associated services.
- Parcel DisW03 is the landscape to the south of the settlement, with Long Mere Lane to the west of the parcel's edge.
- Porce DisW04 is designated to the land adjoining the settlement to the high ground in the west.

Viewpoint 1

VP01 is recorded from the Public Right of Way travelling from the settlement core. It is a key view encompassing a well-trodden recreational route with intermittent views out to the airport control tower from the intimate, historic field patterns. Remnant ridge and furrow patterns and historic woodlands bound the fields, the sloping nature of the landscape and interlinked small scale fields add to the strength of Diseworth's landscape character.

Viewpoint 2

is taken further along the Public Right of Way and looks back towards Diseworth. This is a key view encompassing the characteristics of the landscape which define the setting and context of Diseworth. This view from a recreational route looks towards the spire of St Michael's and illustrates the intimate scale of the historic field patterns which make up the landscape to the north of Diseworth. The limited visibility of Diseworth can already be seen from this viewpoint.

Viewpoint 3

VP03 is taken from the track leading from the A453 to the settlement. This viewpoint is taken at the point that users are at the edge of the settlement. This is a key view showing the intimate scale of the fields surrounding Diseworth and the proximity of remnant ridge and furrow patterns to the residential buildings at the western edge of the settlement.

Viewpoint 5

VP05 is taken looking into the parcel from its western edge at Grimes the main route into Diseworth from the A453. This is the first impression users of the route gain of Diseworth and its position surrounding landscape from a higher elevation. Glimpses of built form can be seen through the dense vegetation that surrounds the village which is nestled within the undulating landscape. The large, open field patterns to the east and the ridgeline to the south draw the eye and add to the rural quality surrounding the landscape, characteristic of the National Character Area and Landscape Character Area.

Viewpoint 6

Viewpoint 7

Viewpoint 8

Viewpoints 06-08 are taken sequentially travelling westwards from the top of the Public Right of Way, Hyams Lane, which bisects the parcel. This Public Right of Way represents a historic route into Diseworth from the neighbouring Kegworth.
VP06 is recorded from the Public Right of Way which connects along Hymans Lane between Donnington Park Services and the village. This is a key view encompassing the characteristics of the landscape which define the setting and context of Diseworth. This is an open and panoramic view, providing a visual connection along a recreational route, including the spire of St Michaels in Diseworth and the wider surrounding countryside. The main transport infrastructure can be seen to the east but from this point the impact on receptors experience of the landscape is minimal.
Travelling along Hyams Lane the settlement becomes more visible with the spire of St Michael's the only built form to break the skyline to the south and the control tower a focal point of the skyline to the north. Breaking away from Hyam Lane onto the Public Right of Way through the field adjacent to the settlement edge the church spire remains the only built form to break the skyline (VP08). From this point the landscape to the west of Diseworth opens at a higher elevation, further emphasising Diseworth's position in the bowl of the landscape. The impact of new developments on the northern edge of Diseworth has had an impact on the historic character of the village as the built form of the village has begun to impact on the wider visual quality of the settlement within the landscape.

Viewpoint 9

VP09 looks towards Diseworth, from here the historic the settlement edge abruptly butts up to the countryside. The historic character can be seen to the south where vegetation softens the edge and limits visibility into the settlement from this route. Whereas the impact of modern developments at the edge of Long Holden are visible in the lack of shielding there is to the wider landscape. Additionally, this is a key view as it represent the visual value of the landscape that wraps around the south of the settlement, increasing the experiential quality of visual receptors.

Viewpoint 10

VP10 shows the defined edge between the historic gardens, located to the south of Clements Gate, and the surrounding landscape. These gardens are crucial to the historic setting of Diseworth and act as a locally important riparian corridor, where the Diseworth Brook runs through. Visibly, there is a stark comparison between the thoroughly vegetated historic gardens and the open rolling landscape surrounding the settlement.

Viewpoint 11

VP11 is taken from the Cross Britain Trail which runs through the parcel to the heart of Diseworth. This view, with its low hedgerows and minimal trees places Diseworth within a expansive rural landscape, with the topography rolling upwards to the north acting as a buffer to the industrial developments beyond. Modern housing to the East of Clements Gate breaks this view and acts as the settlement edge.

Viewpoint 12

VP11 is a key view, as it encapsulates the overall rural settlement of Diseworth. This view looks towards the landscape hinterland of parcel DisW02, which is the open and rolling landscape that contributes to the setting and character of Diseworth. This view is taken from Dry Pot Lane, looking north towards the settlement. It shows the nucleated form of the village and how it is a rural settlement surrounded by an, open, rolling landscape, which is sensitive to development as it would compromise the relationship between the landscape and the settlement.

Viewpoint 13

VP13 is taken from the western edge of Parcel DisW03. It shows the relationship between this southern parcel and the settlement at the core. The landscape gently slopes down to Diseworth, buffering it from the A42, with only winding lanes running through it, a characteristic of the National Character Area. Short hedgerows allow for long views once out of the settlement and add to the rural quality of the surrounding landscape.

Viewpoint 15

VP15 is taken from within Diseworth. Evidence of historic ridge and furrow remnants can be seen in the undulating landform in the near field. The low hedgerows on the field boundary are typical of this parcel. From this point there is no visibility of the wider landscape, creating a feel of intimacy within the settlement.

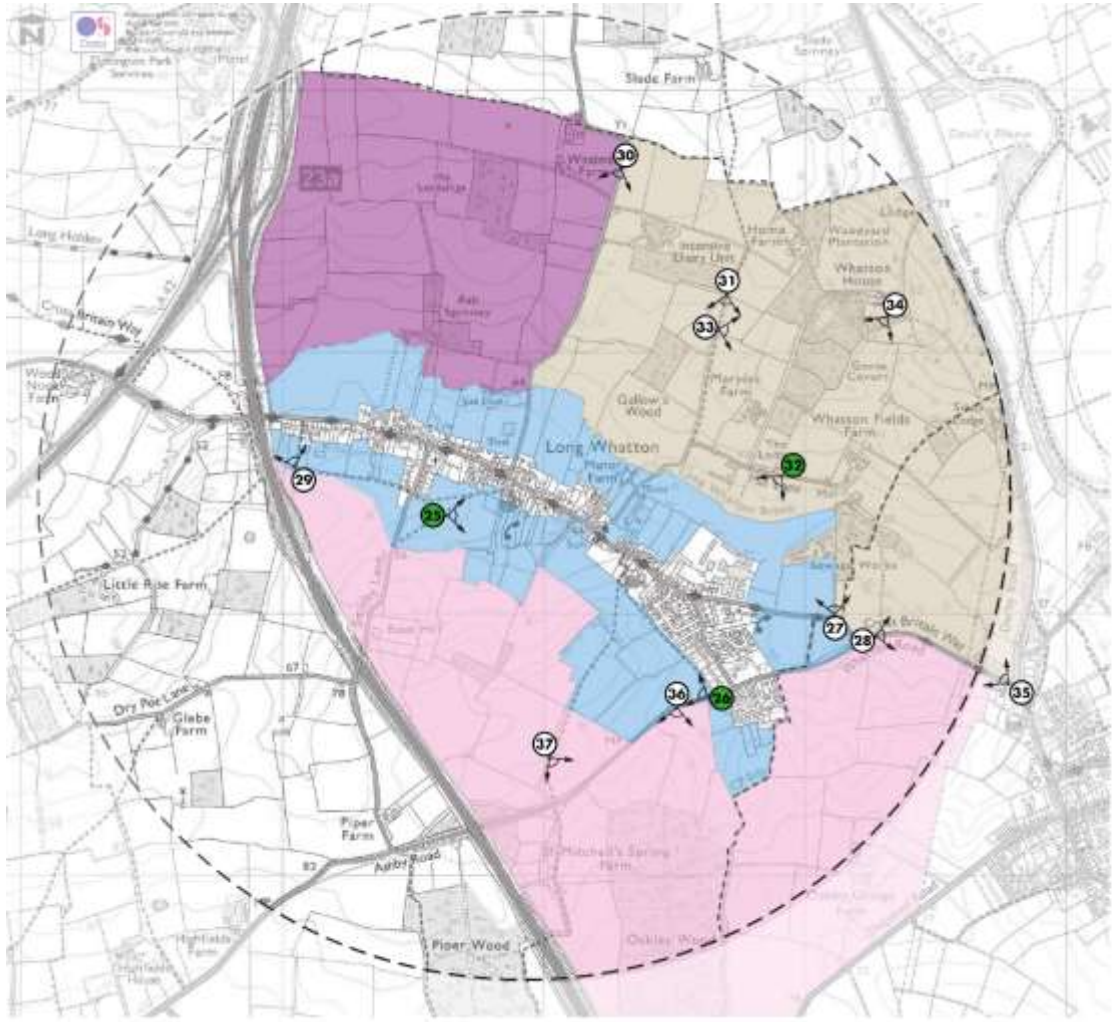
Viewpoint 17

VP 17 is taken from a Public Right of Way and is a key view as it clearly shows the open, rural landscape which is a key characteristic of Diseworth. To the northeast, the A42 and Moto Donington Park Services are visible, and to the north, the industrial development that is part of East Midlands Airport can also be seen. Diseworth is a nucleated form, protected by heavy vegetation immediately surrounding the village, as well as being located within a natural dip in the landscape. These features buffer the village from the A42. The intimate scale of the landscape surrounding the immediate environs around the village contrasts in scale with the large agricultural fields with small hedgerows, which create a wide, open feel. These contrasts are all key features of the Diseworth's identity.

Viewpoint 18

VP18 & 13 are both taken from the western edge of Parcel DisW03. It shows the relationship between this southern parcel and the settlement at the core, with a gently sloping landscape and winding lanes running through the village, all characteristic of the National Character Area. At the edge of this parcel part of the airport and industrial estate are visible but well buffered by the intervening landscape. These viewpoints show how the topography of the landscape nestles the settlement with a rural backdrop which would be vulnerable to change from development.

Long Whatton



Detailed Review of Long Whatton

The following section is a detailed appraisal of the landscape surrounding the settlement of Long Whatton. Following a review of the desk based information, field survey work and an appraisal of the landscape surrounding the settlement it is considered that:

- Parcel LonW05 incorprates the immediate landscape around the historic core of the settlement
- Parcel LonW06 extends north from Long Whatton Brook along the M1 corridor.
- Parcel LonW07 extends north from Long Whatton Brook and east to London Road, encompassing Whatton House
- Parcel LonW08 extends south to the M1 and east towards Hathern

Viewpoint 25

VP25 is taken from the Public Right of Way which links Smithy Lane to Main Street, the primary route through Long Whatton. The route is well trodden, and the landform's higher elevation allows for views down into the settlement and out to long open views of the rural landscape to the north and east. This is a key view as it indicates Long Whatton's position nestled in the valley below Long Whatton Brook. Only specimen coniferous trees break the skyline. The views to the north illustrate the linear settlement pattern of the village. From this point the dense hedgerows that bound the historic crofts and tofts field patterns of the Conservation Area can be identified.

Viewpoint 26

VP26 is taken at the east of the village looking back to the west from the Public Right of Way travels west from Ashby Road behind the residential developments to the Long Whatton C of E Primary School and All Saints Church on The Green. To the south of this path are historic open fields with remnants of ridge and furrow present. This is a key view as it illustrates how close the residential properties are to the open countryside. The lack of hedges around the domestic gardens would indicate that this landscape is an important feature to local receptors. Field boundaries are made up of mature trees and hedgerows. The rolling landscape blocks visibility to the wider landscape from the settlement.

Viewpoint 27

From VP27 the gently rolling landform can be seen with a heavily treed ridgeline restricting visibility out of the settlements to the wider landscape to the north. In this view the abrupt change from the settlement edge, in this case an industrial site, to the open countryside can be seen. This is a typical feature of the National Character Area. The field patterns represented here act as the buffer to coalescence with Hathern to the east.

Viewpoint 29

VP29 explains the southern landscape that is close to the settlement edge of Long Whatton, which consists of small fields and private gardens that are separated by large hedgerows and trees. This view communicates how the village of Long Whatton is separated from the M1 by a densely vegetated buffer. It also shows how the landscape to the north of the village contrasts with the intimate scale surrounding the settlement consisting of large open fields. The landscape on both sides of Long Whatton slowly rises, resulting in the village being in a slight dip within the landscape and consequently is buffered from the transport infrastructure that surrounds it.

Viewpoint 30

VP30 is taken at the brow of the hill on Kegworth Lane, the only route into Long Whatton from the north. From this point the woodland blocks that are scattered through the landscape break up the skyline in the foreground. Long, open views available across the settlement to the south are unbroken by built form. The settlement's position in the bottom of the valley and the high rural quality of the landscape is pronounced from this viewpoint.

Viewpoint 31

VP31 looks southwards to Long Whatton. Long views are interrupted by dense woodland blocks. The historic field boundaries are short hedgerows which allow for some views across the valley to the landscape to the south and its wooded ridgeline. This is a key view as it indicates how visibility into the settlement is restricted by the landform of the valley. The open, rural landscapes are more prominent in views than the industrial infrastructure of the M1 and the East Midlands Airport, which are barely visible to the west of the study area. The rolling landform maintains the tranquillity of this rural landscape.

Viewpoint 32

VP32 is a key view and shows similar characteristics as VP31, Showing the industrial development to the northeast of Long Whatton and the dense vegetation which buffers the village, closing views into the settlement as the landscape rolls down from Whatton House towards Long Whatton. Proving a clear view of how the village sits within the landscape.

Viewpoint 33

VP33 looks east towards Whatton House, one of the registered parks and gardens typical of the Melbourne Parklands. The mixed tree planting is a prominent feature of the landscape, which can be seen from within the settlement. The character of the landscape contrasts between the open, agricultural field and the heavily planted perimeter of the registered park and garden.

Viewpoint 34

VP034 looks southwest out of Whatton House gardens and towards Long Whatton. Although the village is not visible as it lies on a lower level within the landscape, this view provides context from how the registered Park and Garden sits within the landscape above Long Whatton. Rolling hills and surrounded by woodlands, including a deciduous woodland that is visible to the left of the panorama, are all characteristics of the registered park and garden and sensitive to change.

Viewpoint 36

VP36 is taken at the entrance to Long Whatton along Ashby Lane. It shows the gently rolling nature of the landform to the south of Long Whatton. Field boundaries are populated with mature trees and hedgerows with the modern development south of Ashby Lane visible through the trees, which would be further obscured when the vegetation was in active growth. The SSSI Oakley Wood is a prominent feature on the ridgeline.

Viewpoint 37

VP37 is taken further west on the Public Right of Way north of Ashby Lane looking towards Oakley Wood, a prominent feature of the landscape. It contrasts with the open, large scale agricultural fields that surround it. The rolling topography of the landscape is evident, Ashby Lane is obscured from view by this landform, with focus out to the ridgeline and wider countryside adding to the tranquillity and recreational quality of the Public Right of Way.

Appendix 3: Local Wildlife Sites

Notified Sites

11964 Piper Wood
39756 Piper Wood Roadside Verge Nature Reserve
57978 Black Brook (Section 3)
70595 Langley Priory Estate Roadside Oak
70596 Diseworth Hedge Oak
71184 New Wood
71185 Langley Woodland Belt Oak
72428 Long Whatton Meadows Ash 4
72635 Diseworth Brook
72662 West Meadow Brook
72682 Long Whatton Woodland
72759 Veteran Ash I, West End
72760 Veteran Ash 2, West End
72761 Veteran Ash 3, West End
72850 Plantation S of Little Rise Farm
73390 Oakley Wood Meadow
73397 Dry Pot Lane Verges (north and south)
73488 West Meadow Lane Ash 1
73500 Long Whatton, Oakley Rd Oak 1
73508 Long Whatton, Oakley Rd Lime
73555 Piper Wood Remnants
73725 David's Hill

73743 Grace Dieu Brook & Grassland
73758 Little Rise Farm Plantation
73764 Long Whatton, Woodland near Rise Farm
73840 Hathem Road Verge (E side)
73873 Long Whatton Meadow
73882 Long Whatton Meadow 2
74558 Mitchell's Spring Farm
74716 M1 Embankment (West Side)
80049 Mitchells' Spring Farm, nr Hathern
90367 Ashby Road verge, opposite Midfield Farm
90368 Ashby Road verges, near M1 bridge (north and south)
91413 Long Whatton, Paddock Close Ash
92033 M1 J23A Donington Park Services grassland and scrub
92034 Diseworth, Donington Park Services M1 J23A, ash trees
92182 Long Whatton Ash
92183 Long Whatton hedgerow

Historic Sites

10236 Grace Dieu Brook
11795 Hedgerow
11933 Woodhouse Farm hedge
11937 Hedgerow
11948 River Soar and floodplain habitats
11960 His Lordships woodland
11961 Mixed plantation woodland
11962 Hedgerow
11963 Hedgerow along grass track
11965 The Paddock - Semi-improved grassland

11966 Long Mere Lane - Hedgerow
11967 Long Whatton, plantation W of M1
11968 Westmeadow Brook
11969 Whatton Park and woodlands
11970 Ash Spinney
11971 Long Whatton Brook
11972 Kegworth Lane Hedgerows
11973 Hedgerow along Mill Lane
11974 Hedgerow along Mill Lane
11975 Pond

Appendix 4: Local Green Spaces

Summary of Reasons for Designation

Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities. The green area will need to meet the criteria set out in paragraph 106 of the National Planning Policy Framework which states that designation should only be used where the green space is:

a. in reasonably close proximity to the community it serves;
b. demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
c. local in character and is not an extensive tract of land.

No.	Local Green Space	Holds a particular local significance, for example because of its beauty	Holds a particular local significance for example because of its historic significance	Holds a particular local significance, for example because of its recreational value	Holds a particular local significance, for example because of its tranquillity	Holds a particular local significance, for example because of the richness of its wildlife	Holds a particular local significance, for any other reason
1	All Saints' Church, Long Whatton	✓	✓		✓	✓	
2	Long Whatton Primary School			✓			
3	Long Whatton Cricket Ground			✓			
4	Sherwood Court Play Area, Long Whatton			✓			
5	Cawdell Drive Playground, Long Whatton			✓			
6	St Michael's Church, Diseworth	✓	✓		✓	✓	
7	Langley Close Allotments, Diseworth			✓		✓	
8	South of Hall Gate, Diseworth	✓	✓		✓	✓	
9	Hallfield, Diseworth	✓			✓	✓	

No.	Local Green Space	Holds a particular local significance, for example because of its beauty	Holds a particular local significance for example because of its historic significance	Holds a particular local significance, for example because of its recreational value	Holds a particular local significance, for example because of its tranquillity	Holds a particular local significance, for example because of the richness of its wildlife	Holds a particular local significance, for any other reason
10	Homecroft, Diseworth	✓			✓	✓	
11	Village Hall Field and Play Area, Diseworth			✓			
12	Diseworth Primary School playing field			✓			
13	Brookside, Diseworth					✓	
14	Grimesgate Crofts, Diseworth	✓			✓		
15	Tennis Court, Diseworth	✓	✓	✓	✓	✓	
16	Heritage Centre graveyard, Diseworth		✓		✓		
17	Clement's Gate Crofts, Diseworth	✓	✓	✓	✓	✓	
18	Clement's Gate Orchard, Diseworth	✓	✓	✓	✓	✓	

No.	Local Green Space	Holds a particular local significance, for example because of its beauty	Holds a particular local significance for example because of its historic significance	Holds a particular local significance, for example because of its recreational value	Holds a particular local significance, for example because of its tranquillity	Holds a particular local significance, for example because of the richness of its wildlife	Holds a particular local significance, for any other reason
19	Millennium Meadow, Diseworth					✓	
20	Paddock, Lady Gate, Diseworth	✓		✓			✓
21	Historic verges, Diseworth	✓	✓	✓	✓		✓

Appendix 5: Features of Local Heritage Interest

Introduction

Historic England has prepared a series of advice notes including Local Heritage Listing: Identifying and Conserving Local Heritage. This advice focuses on the production and review of local heritage lists but also helps in the general identification of non-designated heritage assets. The preparation of local heritage lists is a way for neighbourhood plan-making bodies to identify and celebrate the historic buildings, places and spaces which enrich and enliven the Neighbourhood Area.

A local heritage list based on sound evidence and criteria delivers a consistent and accountable way of recognising non-designated heritage assets, no matter how they are identified, to the benefit of good planning for the area and of owners, developers and others wishing to understand local context fully. The process of preparing a local heritage list has allowed the neighbourhood plan-making body to identify local heritage that the community would like recognised and protected.

A two-step approach has been taken to define non-designated Features of Local Heritage Interest:

Step 1: Identify candidate non-designated heritage assets

A list of potential non-designated heritage assets was prepared using feedback from the 2023 household questionnaire.

Step 2. Determine whether candidate assets should be Identified as a non-designated asset in the Neighbourhood Plan

Each asset identified in Step 1 was then assessed by its ability to meet the following criteria:

No.	Criterion	Description
1	Asset type	Although local heritage lists have long been developed successfully for buildings, all heritage asset types, including monuments, sites, places, areas, parks, gardens and designed landscapes may be considered for inclusion.
2	Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.
3	Rarity	Appropriate for all assets, as judged against local characteristics.
4	Architectural and Artistic Interest	The intrinsic design and aesthetic value of an asset relating to local and/or national styles, materials, construction and craft techniques, or any other distinctive characteristics.
5	Group Value	Groupings of assets with a clear visual design or historic relationship.
6	Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be in the form of buried remains, but may also be revealed in the structure of buildings or in a designed landscape, for instance. Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them.
7	Historic Interest	A significant historical association of local or national note, including links to important local figures, may enhance the significance of a heritage asset. Blue Plaque and similar schemes may be relevant. Social and communal interest may be regarded as a sub-set of historic interest but has special value in local listing. As noted in the PPG: 'Heritage assets … can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity'. It therefore relates to places perceived as a source of local identity, distinctiveness, social interaction and coherence, contributing to the 'collective memory' of a place.

8	Landmark Status	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

No.	Address	Description	Criteria	
1.	Baptist chapel, rear of 12 Main Street, Long Whatton	A two-storey Baptist chapel, built in 1793. Rendered with brick eaves beneath a gabled roof. The front elevation contains four tall window openings with round heads. There is a timber entrance door to the right.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value ✓ Archaeological interest Historic interest ✓ Landmark status	
2.	Wesleyan Chapel, Main Street, Long Whatton	Designed in the Gothic style by Albert Lambert of Nottingham. Built 1912. The chapel is faced in red brick beneath a slate roof. The front elevation features a gabled porch flanked by two-light windows with lintel heads. Above, there is a large traceried window with a round head.	Asset type ✓ Age Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest Landmark status ✓	

No.	Address	Description	Criteria	
3.	24, Hall Gate (and outbuildings), Diseworth	C17th timber framed building. Framing is visible in the gable on the street frontage. Some of the stone footings are of well-dressed ashlar. In this house, the local bricks are very pebble-rich. Single storey rectangular outbuilding	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest Landmark status	
4.	5-9 Hall Gate, Diseworth	Originally three farm-workers' cottages. White-washed, rendered, timber-framed, thatched house with many internal beams and surviving wattle and daub walling.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest Landmark status	

No.	Address	Description	Criteria	
5.	11, Lady Gate, Diseworth	A cruck framed house, though there is no evidence from the street frontage. Brick with dentillated eaves.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value ✓ Archaeological interest Historic interest Landmark status	
6.	Brick kiln, brickyard, Clements Gate, Diseworth	Brick kiln to the rear of Kiln House. Constructed in the 18th century, expanded in two phases of development by the end of the 19th century. Bricks produced in the village were used in buildings around Derbyshire and Leicestershire. It was also thought that the local bricks were utilised in Diseworth, to build small terraced houses for the brickyard workers.	Asset type ✓ Age ✓ Rarity ✓ Architectural and artistic interest ✓ Group value Archaeological interest ✓ Historic interest ✓ Landmark status	

No.	Address	Description	Criteria	
7.	15 & 17, Hall Gate, Diseworth	The building was originally one large house, probably dating from the late C17th. It was rebuilt in brick and rendered in the C19th, and subdivided. Various features were noted during survey work in 2009 including the impressive chimney with 'diamond set' stalks. Description: In 2015 it was noted that some of the render had blown off and there might be a timber frame underneath.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest Landmark status	
8.	Former Bull and Swan, Grimes Gate, Diseworth	An old, half-timbered building underneath all the additions and alterations. Its double title stems from an act of artistic license. The traditional name was "The Bull's Head", and the original effigy of a head can be seen high up on the wall facing the church.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest Group value Archaeological interest Historic interest ✓ Landmark status ✓	

No.	Address	Description	Criteria	
9.	The Plough, 33, Hall Gate, Diseworth	The building was surveyed in 1989 and 2003. It was probably a three-bay cruck building, of which one end and one internal cruck truss remain. The middle and western bays may have made up an open hall, later floored.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest ✓ Landmark status	
10.	Barn at Hall Close, The Bowley, Diseworth	The building is stone-built with brick gables above the wall plate. The stone is largely random rubble, with some coursing towards the ground level. The stone making up the east wall includes a millstone. Now converted to residential.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest Group value Archaeological interest Historic interest Landmark status ✓	

No.	Address	Description	Criteria	
11.	Wesleyan Chapel, Hall Gate, Diseworth	Wesleyan Methodist chapel built 1887, brick with a slate roof. Now converted to residential.	Asset type ✓ Age Rarity Architectural and artistic interest Group value Archaeological interest Historic interest ✓ Landmark status	
12.	14 Lady Gate, Diseworth	Timber-framed house. Box framing is visible on the north wall. Brick with a stone plinth, thatched roof, gable end to the street.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest Landmark status	

No.	Address	Description	Criteria	
13.	Old Vicarage, Grimes Gate, Diseworth	This building, a thatched cottage with assorted outbuildings and orchard was in use as the Vicarage in the later 1600s. Changes were occasionally made, but it was not until 1833 that a major re-modelling of the house took place. Its outward appearance now gives the impression it was built then, but in reality it is much older. It still has its old cellars.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest ✓ Landmark status	
14.	Isley Farm and outbuildings, 10, Lady Gate, Diseworth	A detached red brick farmhouse with an L-shaped arrangement of outbuildings to the rear. A large barn that forms one range of the outbuildings includes multiple groups of X-shaped ventilation holes in the brickwork, picked-out in dark red bricks.	Asset type ✓ Age Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest ✓ Landmark status	

No.	Address	Description	Criteria	
15.	1 Lady Gate, Diseworth	A double pile, symmetrical, Flemish bond brick house with central front door (and modern porch). The five windows have cast stone flat lintels. The eaves course is of buff moulded brick and there are brick stacks at either end.	Asset type ✓ Age Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest Landmark status	
16.	Page Lane Farmhouse and outbuildings, Page Lane, Diseworth	A substantial three storey brick farmhouse with loose courtyard of farm buildings to the rear. A change in the brickwork on the gable end of the farmhouse suggests the third floor was a later addition. To the rear are both one and two storey outbuildings (converted to residential). The southernmost range has a full-height rubble stone wall suggesting earlier origins.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value ✓ Archaeological interest Historic interest ✓ Landmark status	

No.	Address	Description	Criteria	
17.	5 Grimes Gate, Diseworth	The old Schoolmaster's house. Formerly a pair of houses but the northern half was demolished. An attractive L-shaped red brick house with stone footings and five string courses picked out in light buff coloured bricks. The windows have cast stone sills and arched brick lintels but replacement windows throughout.	Asset type ✓ Age Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest ✓ Landmark status	
18.	13 Hall Gate, Diseworth	A tall, red brick late C18-early C19th farmhouse with earlier (Listed) C16th outbuildings behind	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest ✓ Landmark status	

No.	Address	Description	Criteria	
19.	36 Hall Gate, Diseworth	Village Farmhouse built from a mixture of brick including some very narrow, early brick. Farmstead now developed.	Asset type ✓ Age ✓ Rarity Architectural and artistic interest ✓ Group value Archaeological interest Historic interest ✓ Landmark status	

Appendix 6: Non-Designated Heritage Sites (Archaeology)

Leicestershire & Rutland Historic Environment Record

MLE4658	Long Lane II, possible Roman road
MLE4725	Undated bridge, Town End
MLE4726	Medieval manor house south-east of Ash Spinney
MLE4727	Medieval fishponds south-east of Ash Spinney
MLE4728	Medieval moat south-east of Ash Spinney
MLE4730	Post-medieval windmill near Windmill Farm
MLE4731	Post-medieval windmill south of Diseworth
MLE4732	Shepshed or Oakley Park
MLE4733	Moated site, High Woods, Diseworth
MLE4735	Possible site of the Old Manor House, Manor Farm
MLE4736	Post-medieval watermill west of Ash Spinney
MLE4738	Possible medieval bridge, Watton Bridge
MLE4740	Medieval/early post-medieval watermill at Long Whatton
MLE4742	Moated site north of All Saints Church
MLE4743	Diseworth Grange
MLE4744	Undated mound, Hall Field Hall Farm, Diseworth
MLE4745	Undated mound near Riste Farm
MLE4747	Roman site south of Mitchell's Spring Farm
MLE4751	Possible post-medieval windmill, Mill Hill, Diseworth

MLE4753	Whatton Gardens
MLE4755	Iron Age pottery from east of Piper Wood
MLE4756	Wood banks at Piper Wood
MLE4759	Medieval manorial site, Hall Close
MLE5934	Possible prehistoric enclosure west of New Wood
MLE5936	Historic settlement core of Diseworth
MLE5937	Historic settlement core of Long Whatton
MLE8407	Roman site, Lady Gate Farm, Diseworth
MLE8851	Brickyard, Clements Gate
MLE10288	Village earthworks south-east of Ash Spinney
MLE15726	Possible moot site, Finger Farm
MLE15869	Possible post-medieval well, 66, Main Street
MLE15963	Castle Donington Airfield
MLE16298	Loughborough Navigation
MLE17145	Cropmark north-east of Long Mere Farm
MLE20490	Tamworth to Sawley Roman road
MLE20650	Turnpike Road, 'London to Manchester Road' (Loughborough to Derby)
MLE20698	Site of the Old Rectory, Cranshaw Close
MLE20842	Medieval remains, rear of 59, Main Street, Long Whatton
MLE21326	Chinese Garden, Whatton House
MLE21834	St Michael's Church burial ground, Clements Gate, Diseworth
MLE21835	All Saints Church burial ground, The Green, Long Whatton
MLE22322	Post-medieval wall, 14/16, Lady Gate, Diseworth
MLE22687	Site of cruck-framed houses, Clements Gate, Diseworth
MLE22825	Medieval activity, 17, Clements Gate, Diseworth
MLE23383	Site of Finger Farm, Pegasus Business Park
MLE23385	Undated remains north-west of Pegasus Business Park

MLE23740	Medieval ridge and furrow earthworks, Langley Close
MLE24466	WW2 "Starfish" decoy site, east of Diseworth

Appendix 7: Long Whatton and Diseworth Design Code

The purpose of the Design Code is to provide design principles and codes for Long Whatton and Diseworth, which can be applied to future potential development sites. The Design Code is available as a companion document which forms Appendix 7 to the Neighbourhood Plan.

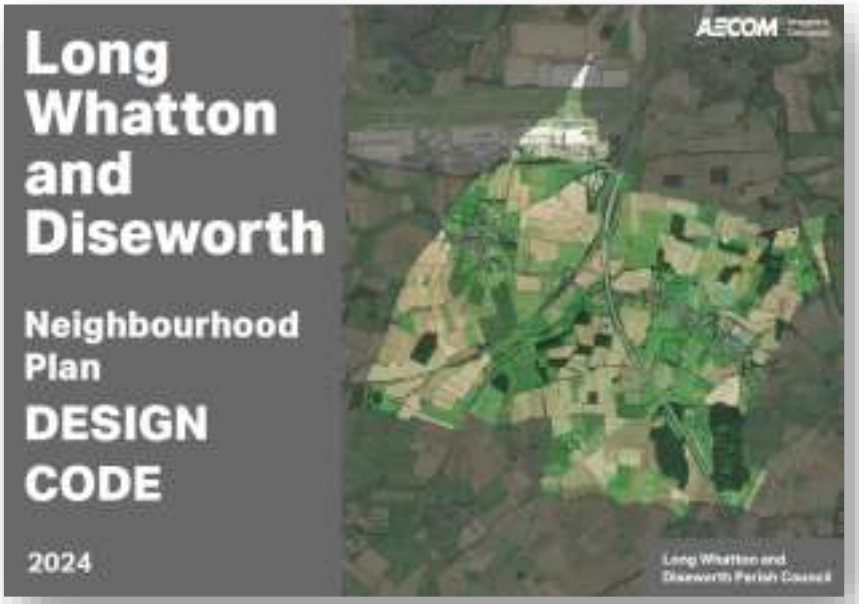


Figure 32: Long Whatton and Diseworth Design Code

Policies Map

Neighbourhood Area

Long Whatton and Diseworth

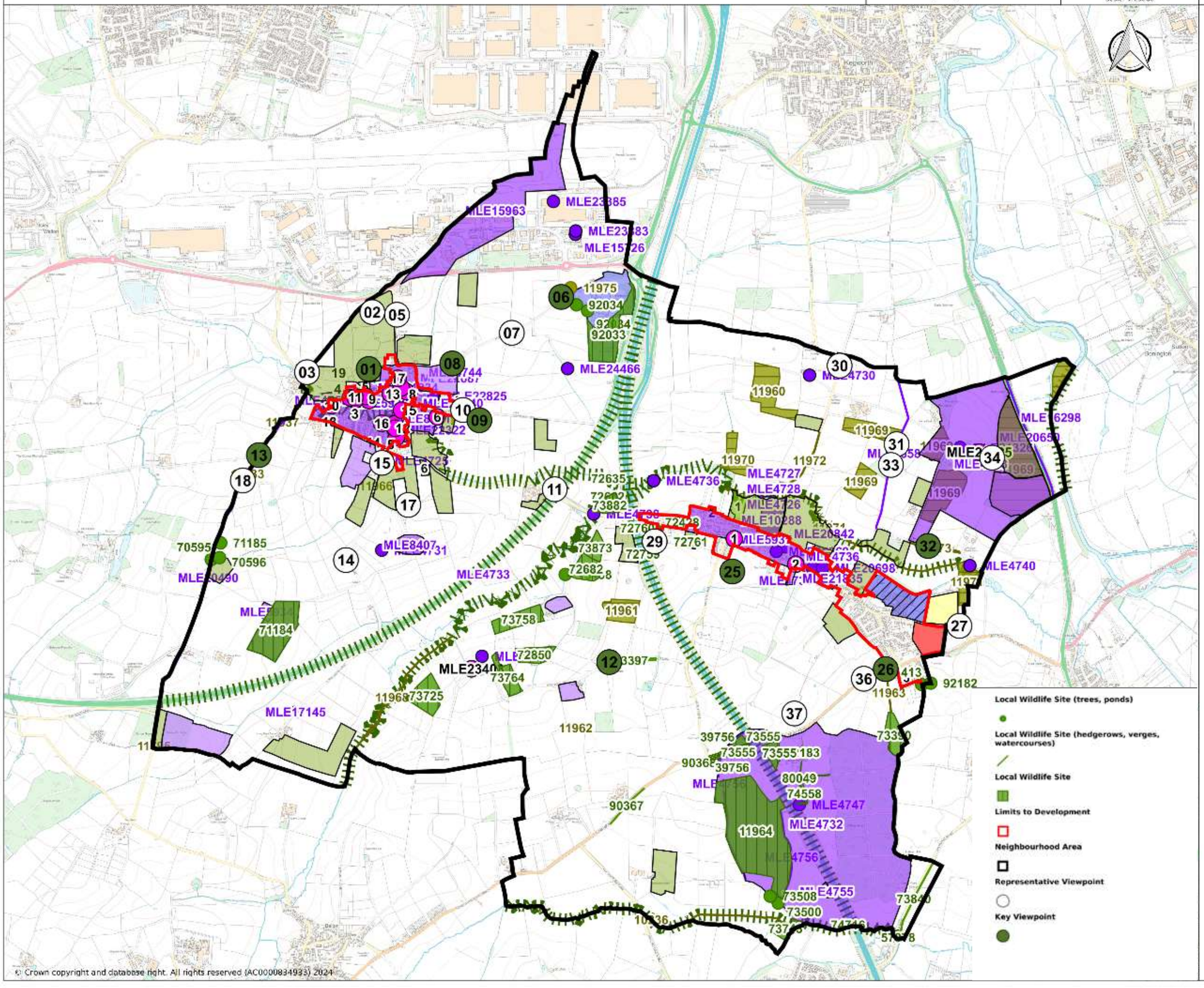
Author:

Date: 26/11/2024

0 100 200 300 500m

Scale: 1:25000

PARISH ONLINE



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New Long Whatton Community Centre

Housing Allocation

Harlow

Donington Park Services

Wildlife Corridor

Historic Local Wildlife Site (trees, ponds)

Historic Local Wildlife Site (hedgerows, verge watercourses)

Historic Local Wildlife Site

Historic Local Wildlife Site

Known Archaeological Remains

Known Archaeological Remains

Local Green Space

Known Archaeological Remains

Features of Local Heritage Interest

Ridge and Furrow (probable)

Ridge and Furrow (certain)

Local Wildlife Site (trees, ponds)

Policies Map

Long Whatton

Long Whatton and Diseworth

Author:

Date: 10/01/2025

0 50 100 150 200 250m

Scale: 1:10000

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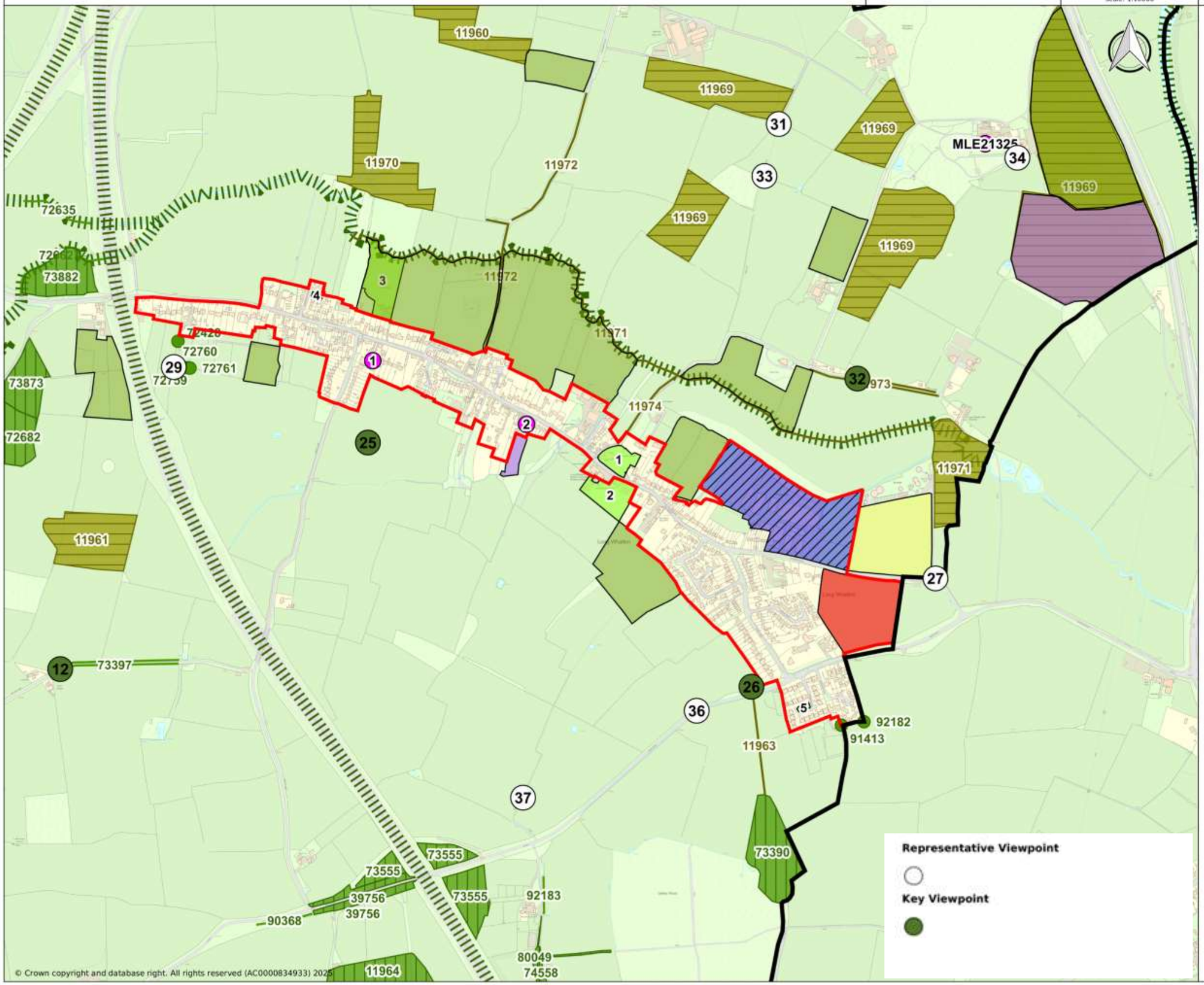


New Long Whatton Community Centre

Housing Allocation

Harlow

Wildlife Corridor

Historic Local Wildlife Site (hedgerows, verg watercourses)

Historic Local Wildlife Site

Local Green Space

Features of Local Heritage Interest

Ridge and Furrow (probable)

Ridge and Furrow (certain)

Local Wildlife Site (trees, ponds)

Local Wildlife Site (hedgerows, verges, watercourses)

Local Wildlife Site

Limits to Development

Neighbourhood Area

Local Green Space (Diseworth)

Map 9

Long Whatton and Diseworth

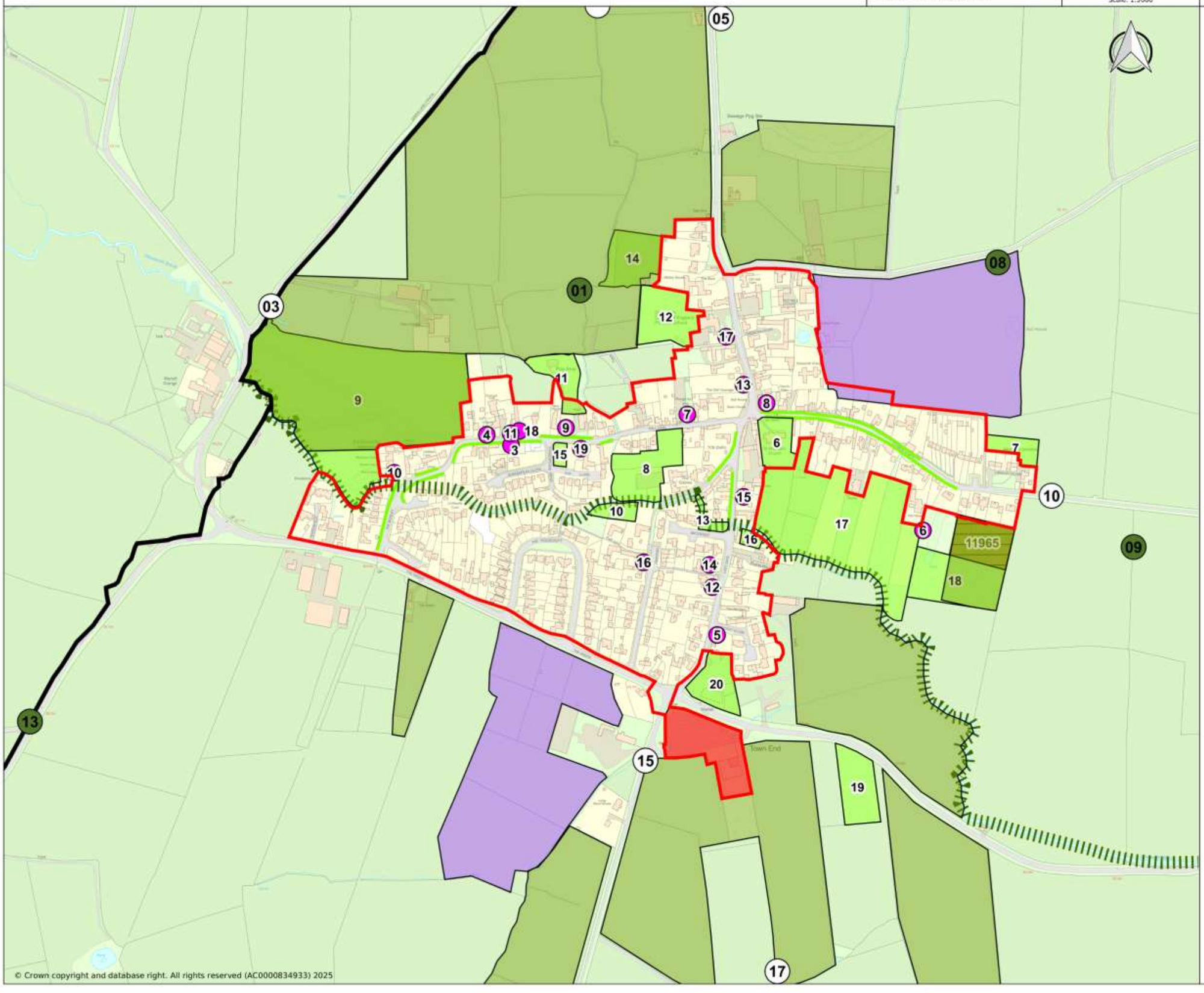
Author:

Date: 25/02/2025

0 20 40 60 100m

Scale: 1:5000

PARISH ONLINE



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Local Green Space (verges)

Housing Allocation

Wildlife Corridor

Historic Local Wildlife Site

Local Green Space

Features of Local Heritage Interest

Ridge and Furrow (probable)

Ridge and Furrow (certain)

Limits to Development

Neighbourhood Area

Representative Viewpoint

Key Viewpoint

Long Whatton and Diseworth

Neighbourhood Plan

DESIGN CODE

2024

AECOM Imagine it. Delivered.

Long Whatton and Diseworth Parish Council

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Long Whatton and Diseworth Design Code	60571087 DR- 11141	Long Whatton and Diseworth Parish Council	[redacted] AECOM	07, 23	[redacted] Regional Director, AECOM

Revision history

Revision	Revision date	Details	Authorised	Name	Position
First Draft	08-10-22	First Draft	WD	[redacted]	Associate Urban Designer, AECOM
Final Draft	10-06-23	Final	CW	[redacted]	Planit-X on be haif of local group

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Long Whatton and Diseworth Neighbourhood Plan Area

1 INTRODUCTION

1.1 Background

Locality is a national membership network for community organisations which empowers local people to lead and influence decision-making in their area.

Local communities can use neighbourhood planning as a means of changing their neighbourhoods for the better. Through Locality's support programme, the Long Whatton and Diseworth Parish Council (LWDPC) have appointed AECOM to undertake a number of studies which will underpin their emerging Neighbourhood Plan. AECOM has been commissioned to provide a Design Code document, which will provide urban design guidance to help to deliver good quality places within Long Whatton and Diseworth.

1.2 Purpose and Approach

The purpose of this report is to provide design principles and codes for Long Whatton and Diseworth, which can be applied to future potential development sites.

The boundary for the Long Whatton and Diseworth study area in this Design Code report is defined by the current Long Whatton and Diseworth neighbourhood boundary. (Figure 1)

The process that was undertaken in order to produce this Design Code report is as follows:

- AECOM representatives attended an inception meeting with the LWDPC and site walkover in Long Whatton and Diseworth to define the brief and direction for this Design Code report.
- AECOM studied and reviewed the existing town character areas and simplified these into a series of focus areas.
- AECOM produced a draft Design Code report based on the finding from the previous stages.
- Several versions of draft report were reviewed by the LWDPC.
- After capturing the feedback from the review, AECOM issued the final Design Code report.

1.3 Document Structure

This Design Code report is structured into 7 sections:

1. Introduction
2. Planning context and methodology
3. Analysis: high level baseline
4. Focus areas
5. Engagement
6. Design codes
7. Next step

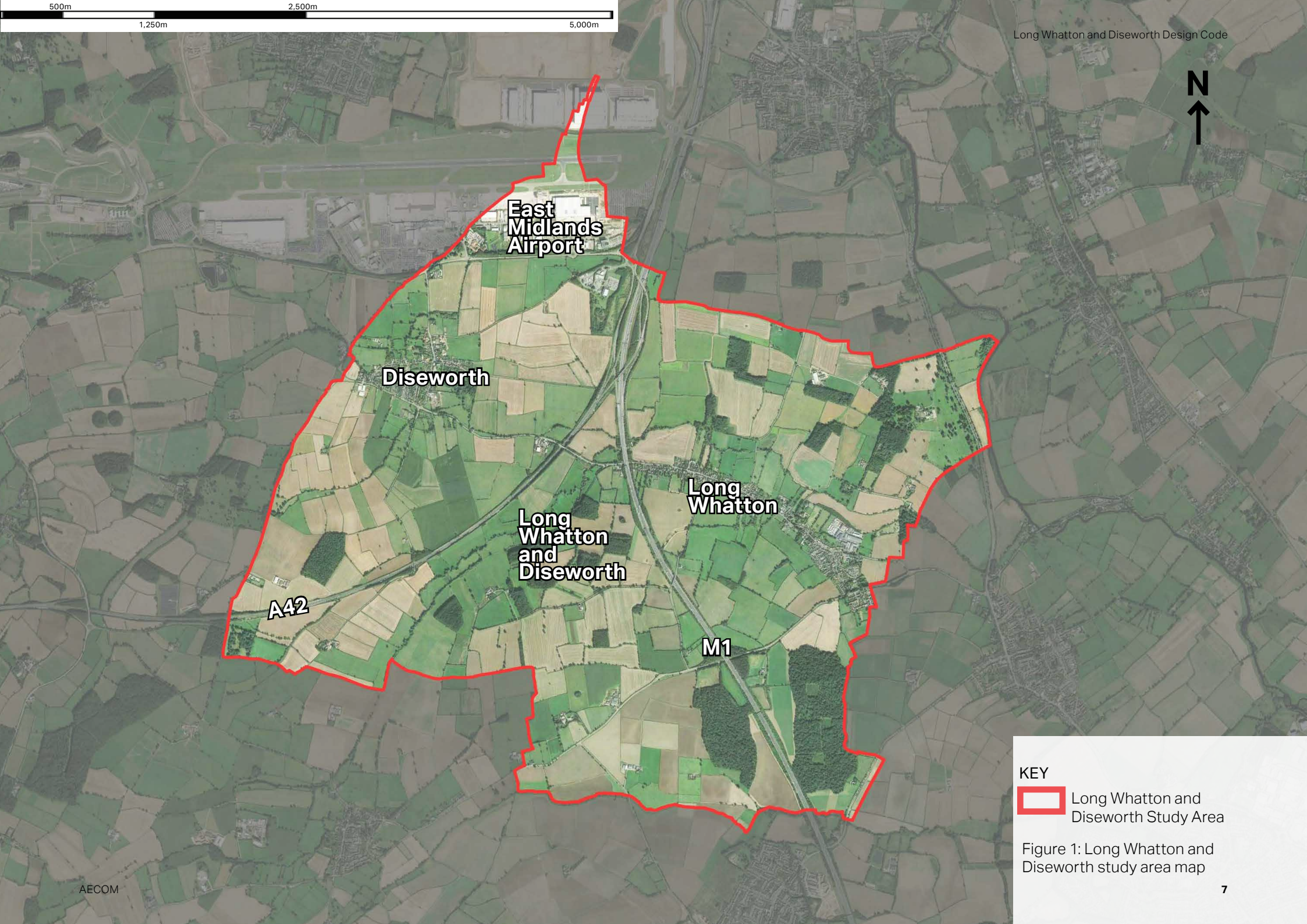


Figure 1: Long Whatton and Diseworth study area map

02

2 PLANNING CONTEXT AND METHODOLOGY

2.1 Planning Policy

Long Whatton and Diseworth lies within the governance of North West Leicestershire District Council. This section provides such planning policy context as follows:

National Planning Policy

The Ancient Monuments and Archaeological Areas Act 1979

This legislation imposes a requirement for Scheduled Monument Consent for any works of demolition, repair and alteration that might affect a designated Scheduled Monument.

Planning (Listed Buildings and Conservation Areas) Act 1990

This legislation sets out the principal statutory provisions that must be considered in the determination of any application affecting listed buildings and conservation areas. It establishes that special regard should be made to the desirability of preserving the building of its setting and of preserving or enhancing the character and appearance of a conservation area.

National Planning Policy Framework (2023)

The National Planning Policy Framework (NPPF) outlines the Government's overarching economic, environmental and social planning policies for England. The policies within the NPPF apply to the preparation of local and neighbourhood plans, and act as a framework against which decisions are made on planning applications.

The NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development, which will be achieved with reference to three overarching objectives. One of these is an environmental objective, which seeks to contribute to protect and enhance the natural, built and historic environment.

The parts of the NPPF which are of relevance to this Design Code are:

- Part 12 (Achieving well-designed and beautiful places)
- Part 13 (Protecting Green Belt land)
- Part 15 (Conserving and enhancing the natural environment)

Non-statutory planning policy

National Design Guide (2019)

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in principle and in practice. Though not statutory planning policy, it supports the ambitions of the NPPF to utilise the planning and development process in the creation of high-quality places. It is intended to be used by local authorities, applicants and local communities to establish the design expectations of the Government.

It identifies ten characteristics which underpin good design; Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan. This report will use the principles of this National Design Guidance to help inform the Design Codes.

2.1 Planning Policy

Local Planning Policy

North West Leicestershire Local Plan (as amended by the Partial Review) adopted March 2021

The North West Leicestershire Local Plan 2020-2040 outlines strategic policies for housing, economic growth, environmental conservation, and infrastructure development, aiming to ensure sustainable and high-quality growth. It supports local economies, addresses climate change, and preserves natural and historical assets. Public consultations are encouraged to gather feedback on proposed housing, employment allocations, and development limits.

The plan is currently in the consultation stage, seeking input from residents and stakeholders to refine the proposed policies. This stage is crucial for balancing development with community and environmental integrity, guiding the district's growth up to 2040.

For further imformation please see: https://www.nwleics.gov.uk/pages/local_plan_review

Diseworth Village Design Statement (2021)

The revised Village Design Statement was adopted as a Supplementary Planning Document by the District Council's Local Plan Committee on 27 January 2021.

It is to inform planning proposals and decisions so as to ensure the effective and successful management of change on whatever scale, and as such it sets out to provide guidance for those individuals and organisations seeking to initiate change and development in and around the village, by identifying good quality in both traditional and modern developments. It is intended to supplement with local detail the Local Plan.

Emerging Neighbourhood Plan

In September 2020, Long Whatton & Diseworth Parish Council applied to North West Leicestershire District Council for designation of a Neighbourhood Plan Area. That application was successful, and work will now begin producing the area's Neighbourhood Plan.

It sets out planning policies for the neighbourhood area. These policies will be relevant and specific to the local community. The policies are an important and powerful tool to ensure the community gets the suitable types of development in the right place by using statutory powers.

North West Leicestershire's Place making principles	How our place making principles relate to The National Forest Design Charter and OPUN's Placemaking checklist	How our place making principles relate to Building for a healthy life	How AECOM Design Code relates to North West Leicestershire's Place making principles
A National Forest or locally inspired identity	Creating a Forest identity and setting; Inspiring places A sense of character	Character; Working with the site and its context	Focus area;
Streets and spaces shaped by buildings	Streets and spaces shaped by buildings	Creating well defined streets; and spaces	Movement and Accessibility; Urban Structure and Built Form
A greener footprint	Building greener; Building innovation; Achieving national excellence; Built to last for generations		Sustainable development
Vibrant, mixed use communities	Inspiring places; Interesting places	Meeting local housing requirements	
Responsive to their context	Creating a Forest identity and setting; A sense of character	Working with the site and its context	Urban Structure and Built Form
Connected places	Legibility and connectivity; Easy for everyone to get around	Connections	Movement and Accessibility
Easy to get around	Accessibility; Easy for everyone to get around	Public transport; Meeting local housing requirements; Easy to find your way around	Non-vehicular Routes
Well designed and well managed public spaces	People focused; Landscape design; Ecological design; Integrated design; Well designed and well managed public spaces	Streets for all; Car parking; Public and private spaces; External storage and amenity space	Architecture and Materials; Non-vehicular Routes
Architectural quality	Inspiring places; Architectural quality; Built to last for generations		Urban Structure and Built Form

Table 1: The relationship between North West Leicestershire's placemaking principles, The National Forest Design Charter, OPUN's Placemaking Checklist and Building for healthy Life 12, and the AECOM Design Code.

2.2 Best Practice Design Guidance

The Design Codes set out within this document have been influenced significantly by the guidance and content of best practice material. This includes guidance documents that provide essential information about good design, along with various standards and criteria against which the design of the built environment can be assessed.

The principle best practice reference material which has influenced the design of future development at the Site include the following:

- Urban Design Compendium (UDC) 1 and 2 (Homes and Communities Agency, now Homes England);
- Manual for Streets and Manual for Streets (MfS) 2 (Department for Transport);
- Car Parking: What works where (Homes and Communities Agency, now Homes England);and
- Building for a Healthy Life 2020 (Building for Life Partnership of: Cabe at the Design Council, the Home Builders Federation and Design for Homes with the assistance of Nottingham Trent University).

Reference to these key best practice and local standards documents ensures that future reserved matters applications will be guided by parameters that have local and national recognition.

Good Design for North West Leicestershire Supplementary Planning Document (SPD) (Adopted April 2017)

This SPD provides guidance around the design process and includes best practices on a number of urban design issues such as: the design of streets and spaces, designing to be responsive to context, connectivity, parking, architectural quality and more. Further guidance is also provided in the document on extensions to existing dwellings.

This Design Code builds on the design principles in this SPD. Table 1.1 indicates the relationship between AECOM Design Code, North West Leicestershire's place making principles, The National Forest Design Charter, OPUN's Placemaking Checklist, Building for a Healthy Life, and the Diseworth Village Statement, adopted 2021.

A Green Future: Our 25 Year Plan to Improve the Environment (2018)

Calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

Any new development in Long Whatton should be proposed in the context of the Country's aim for the next 25 years to achieve greener and cleaner environment and tackle climate change.

Future Homes Standard (FHS) 2025

To be introduced in 2025, this standard will, "future proof new build homes with low carbon heating and world-leading levels of energy efficiency." This means that from 2025, new build homes will no longer be permitted to have fossil fuelled (e.g. gas, oil etc.) space heating and hot water generation. The hotter summers projected to result from climate change will increase the risk of overheating in new homes over their lifetime.

Energy Efficiency (Private Rented Property) (England and Wales) Regulations 2015

The Council must maintain (or bring) its tenanted non-domestic properties to the minimum energy efficiency of EPC level E by 2023. The Government may raise the minimum standard overtime to EPC level C. The proposed investment will include tenanted properties and bring any remaining sub-standard buildings well above the minimum compliance level.

Environment Bill (2020)

Any new development should be designed with its contribution to the Bill's aims and targets safeguarding nature, tackling climate change and providing a comfortable living to the residents, achieving high levels of sustainable development.

Committee on Climate Change (CCC)

The report made further recommendations for tighter low carbon standards for new build and rented properties, greater support for the uptake of low carbon heat and policy to incentivise able-to-pay energy efficiency improvements.

National Planning Practice Guidance Natural Environment

Paragraphs 10–35 set out responsibilities regarding protected and priority species and habitats; 'proportionate' information and assessment required on biodiversity impacts at all stages of planning development; local ecology networks and nature recovery networks; application of mitigation hierarchy, net gain metrics, and promotion of woodlands.

Building Regulations Part L 2021

In late 2019 and early 2020, the Government consulted on the uplift standards to Part L, as the first step in achieving the FHS and FBS. The new standards should result in a 31% reduction against the current standards. Option 2 (fabric plus technology) will require improved fabric u-values, low temperature radiators, wastewater heat recovery and PV.

2.3 Approach for Producing Design Code

The methodology of design code suggested by the national model design code (2021)

The National Model Design Code (2021) sets out clear design parameters to help communities decide what good quality design looks like in their area, based on local aspirations, following appropriate local consultation. As these codes must be used across all development, it is not appropriate to set out very detailed information which may not be applicable in all instances and it is expected that detail design guidance is produced with any significant planning application to satisfy the codes in this document.

Combining the local context of Long Whatton and Diseworth and a coding process suggested in the National Model Design Code, a bespoke methodology has been scoped and is used in this report. This is based on the following six steps:

Step 1: Analysis1A - Scoping:
The agreed geographic study area is presented along with the policy areas to be addressed.
1B – Baseline: Brings together the analysis that will underpin the code and inform its contents, focusing on heritage, movement, environment, and urban forms.

Step 2: Vision
2A – Design Vision: Dividing the area covered by the code into a set of typical 'Focus Areas' and suggest which Design Code is suitable for each 'Focus Area'.
2B – Coding Plan: Preparing a plan that maps out each of the 'Focus Areas'.

Step 3. Code
3A – Overarching Design Principles: A set of principles are suggested, based on baseline study, that will be applied equally across all focus areas.
3B – Design Code: Developing a Design Code that can be applied to each focus area.

As these codes must be used across all development, it is not appropriate to set out very detailed information which may not be applicable in all instances and it is expected that detail design guidance is produced with any significant planning application to satisfy the codes in this document.

2.3 Approach for Defining the Focus Areas

The Methodology

To define Focus Areas within Long Whatton and Diseworth, AECOM reviewed approaches used by the Landscape Institute (LI) and the Royal Town Planning Institute (RTPI). The methodology used in the LI Townscape Assessment and RTPI for character assessment cover similar items, but in different categories.

Landscape Institute (LI) Townscape Assessment- Technical Information Note (2017)

This document explains how the principles and general approach of landscape character assessment can be applied to townscape character assessment. It also helps to clarify how practitioners typically interpret that guidance for townscapes by giving emphasis to particular issues that may need to be considered when assessing, mapping and describing the character of built-up areas.

A townscape character assessment may present a description of the townscape that is distinctive to that place, supported by materials such as maps, illustrations and photographs. It can provide an understanding of how a place has evolved and developed over time to respond to

natural, social and economic drivers, and how this is reflected in the layout of streets, the architecture of buildings and the materials used.

Specific Consideration for Townscape Character Assessment:

- Historical development
- Movement and connectivity
- Urban structure and built form
- Heritage assets
- Green infrastructure and public realm
- Tranquillity
- Stakeholder engagement

Royal Town Planning Institute (RTPI)- How to Prepare a Character Assessment to Support Design Policy within a Neighbourhood Plan

This document describes how to prepare a character assessment document, which details the distinct appearance and feel of a settlement or an area, illustrating key physical features and characteristics which gives the area its specific identity. Through preparing a character assessment document, the existing character of a neighbourhood area can be documented and described. The assessment can then be used by developers and architects to help them understand the local character, which will contribute to creating sensitively designed proposals to preserve the local area's feel and appearances.

The RTPI also produced a character assessment proforma which provides a structured approach to identifying and classifying the distinctive character of a settlement or neighbourhood area. The proforma breaks character down into the following ten distinct categories:

- Layout
- Topography
- Spaces
- Roads, streets, routes
- Green and natural features
- Landmarks
- Buildings and details
- Streetscape
- Land Use
- Views

Method used in this report

AECOM have taken the key principles of both these methodologies, with particular focus on five categories within the LI Townscape Assessment:

- Heritage Assets
- Urban structure and built form
- Movement and accessibility
- Ecological Impact
- Flood resilience

The focus areas will be identified based upon the study of the four categories above. The design codes will provide further detailed design guidelines for each category in Section 6.

03

3 BASELINE ANALYSIS

3.1 Long Whatton and Diseworth Historic Evolution

The place name of Long Whatton can be traced to the early 12th century to the Whatton family. Around this time the first church was constructed, the Parish Church of All Saints. A series of medieval moated sites have been identified by the flood banks north of the village. At one of these sites, the sequence of pottery excavated suggested the site was occupied between the 13th and 15th centuries. A 19th century source suggests that a medieval manor had been located on another of these moated sites near the church, which was pulled down in 1803.The manor was replaced by the construction of a new house, set in a landscaped park to the north east. Whatton House, built in 1876.

A Church of England primary school was opened in Long Whatton in 1847. Two new churches were built during the post-medieval period; the Methodist Church built in 1829, rebuilt 1912, and the Baptist Church built 1794, extended 1838. Aside from some later housing development, there has been little change in the settlement pattern of Long Whatton since the 20th century.

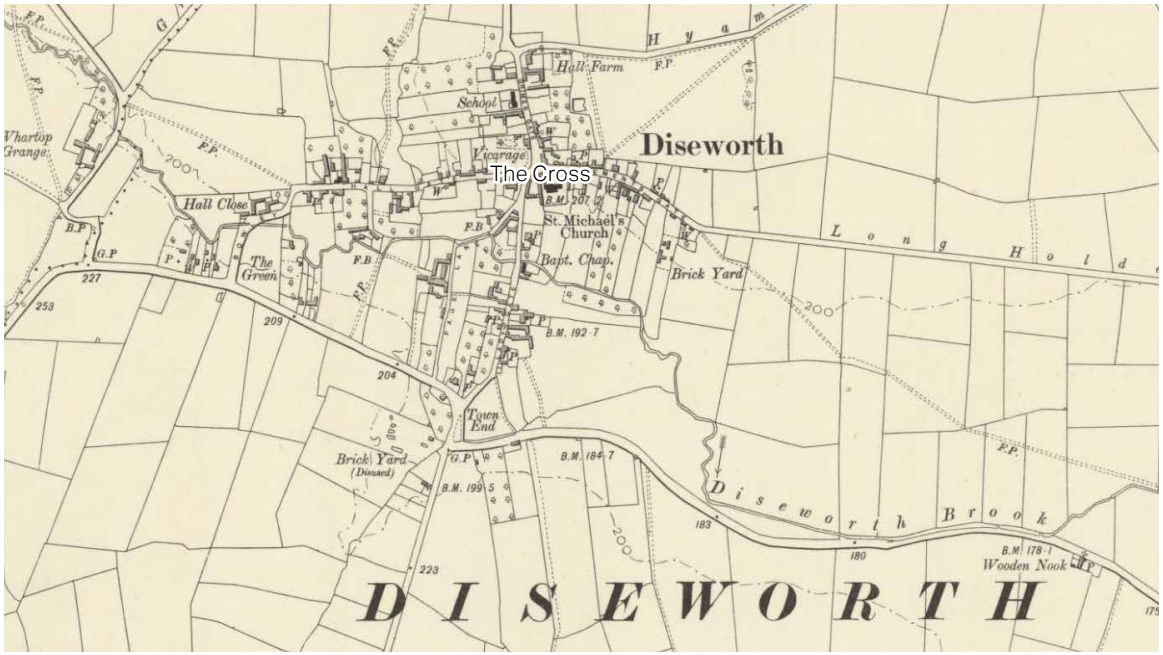


Figure 2: Diseworth map in 1903

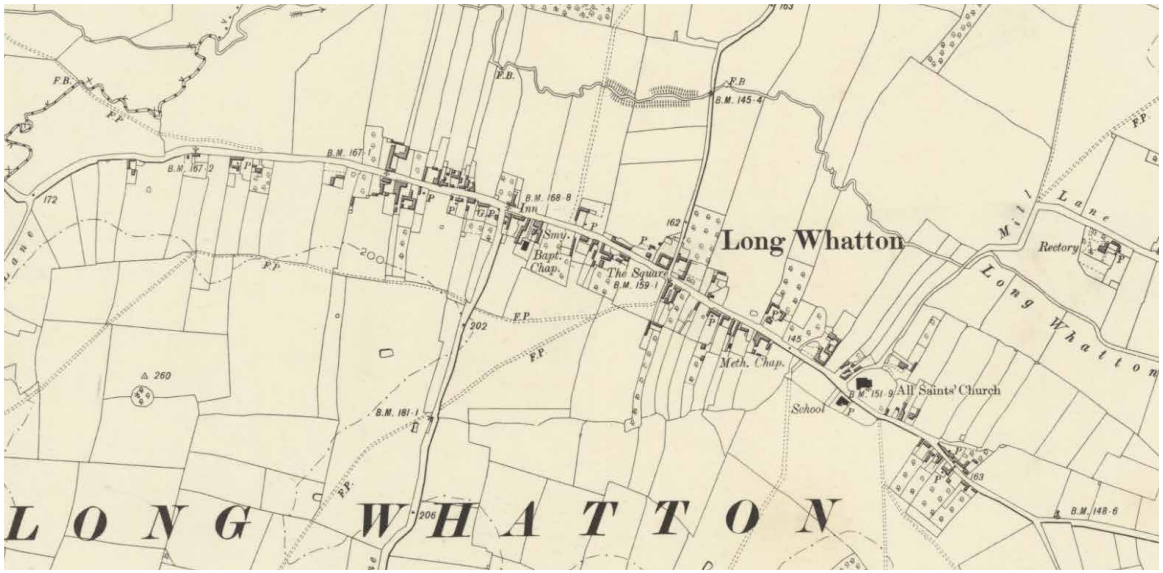


Figure 3: Long Whatton map in 1903

Source: https://maps.nls.uk/view/91794486

Archaeology supports Diseworth having been inhabited in the Roman, Saxon and Viking periods. By the time of the Norman conquest, settlement at Diseworth was considered significant enough to merit a norman knight and appear in the Domesday Book.

Historically, Langley Priory, which is located to the west of the village, exercised significant control over Diseworth, receiving many land donations from the surrounding parish. The Langley Priory estate still own two of the five working farms in Diseworth.

Margaret Beaufort, mother of Henry VII, purchased a large portion of the village to found what later became Christ's College, Cambridge.

The historic settlement pattern of Diseworth on the Cross (Figure 2), where the four principle streets converge is still legible. The settlement pattern and enclosure boundaries are much unchanged from their post-medieval form. Grimes Gate is now the main access route to East Midlands Airport. 20th century housing is concentrated in the south of the settlement, on The Bowley and The Green. Small farms with a mixture of arable, sheep, dairy and cattle breeding continue to be a large source of employment.

Figure 4: View from Grimes Gate looking south towards the Cross, Diseworth

Figure 5: The view of the All Saints Church, Long Whatton

3.2 Baseline Study

Heritage Assets

A number of heritage assets can be found in the villages. Key Heritage Assets are listed below:

Long Whatton:

- Church of All Saints, Grade II* - Parish Church founded during the 12th century. Historically the Church formed the centre of settlement, as an important communal asset and landmark.
- Whatton House, Grade II – Country House rebuilt 1876 after fire. Used as a maternity hospital during WWII in which 2324 babies were born.
- 4 Main, Street, Grade II – 15th century house, formerly a public inn as depicted on the 1882 plan.

Diseworth:

- Church of St Michael, Grade II* - Parish Church founded in 11th century. Formed historic centre of the settlement. West tower of the church still forms an important local landmark.
- Former Baptist chapel, Grade II – Dated 1752, formerly included a school room. The chapel was historically an important communal asset.

Numerous non-designated heritage assets have been identified in both villages which contribute positively to the quality of the streetscape. These assets include the Methodist Church, Whatton House Registered Parks and Gardens, and several post-medieval residences in red brick and render. While non-designated assets are not under the same statutory protection as designated assets, the positive contribution made by these assets to streetscape should be considered when planning future development.

Figure 6: Grade II listed 4 Main Street, Long Whatton

Figure 7: Grade II listed Manor House Farm, Long Whatton

Figure 8: Grade II listed Cross Farmhouse and grade II* St Michaels Church

Figure 9: Grade II listed Lilly's Cottage, Diseworth

Key Local Characters

- Hedges, dwarf brick and stones walls commonly appear as boundary features;
- Majority of residential buildings are detached, two storeys plus attics. 20th century bungalows limited to outskirts of settlement;
- Most common material is red brick, some timber frame and render. Some decorative timber studding; and
- Within the central historic core of both settlements, windows are largely timber sashes and casements.

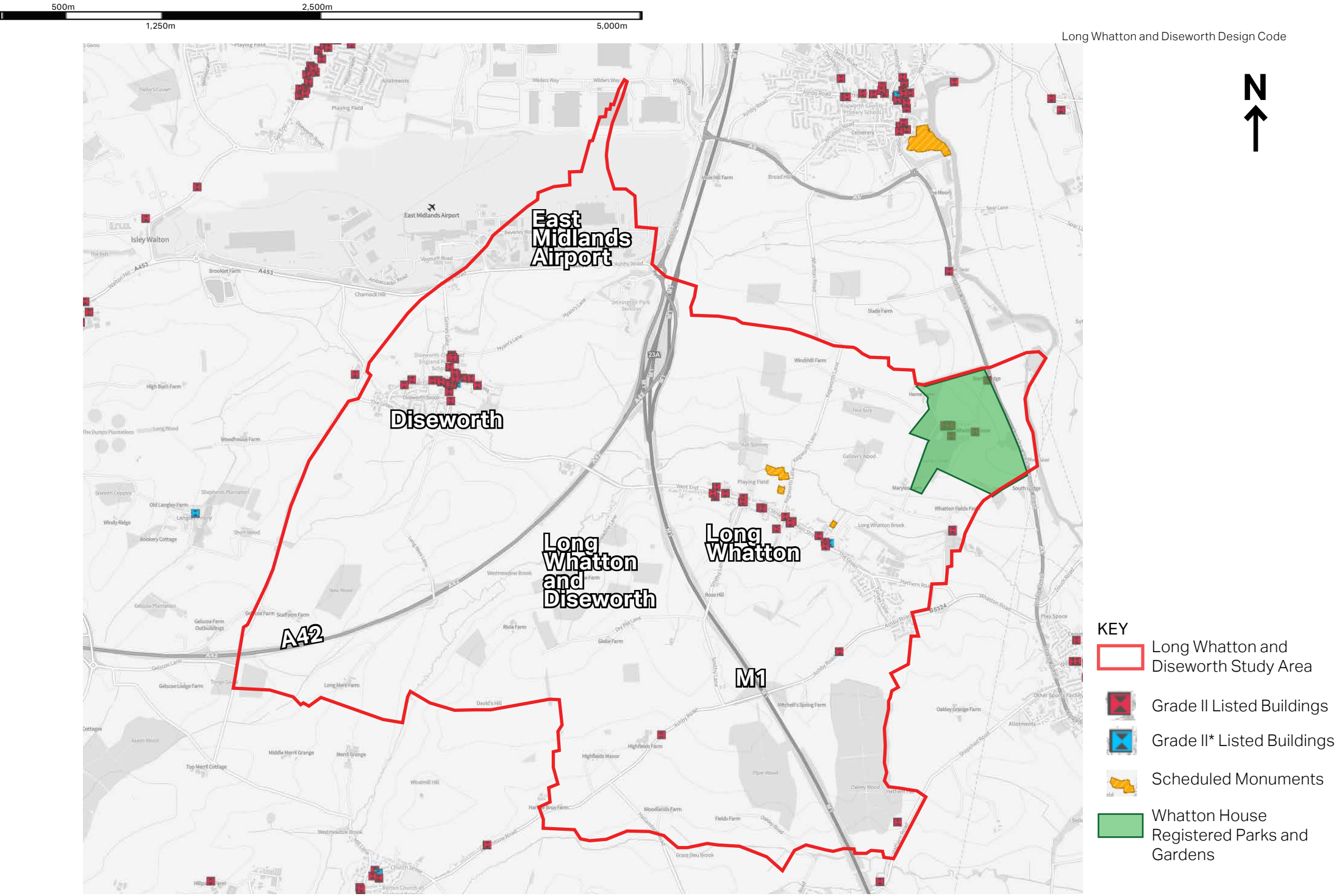


Figure 10: Heritage assets plan (source: https://magic.defra.gov.uk/magicmap.aspx)

Heritage Assets

Two distinctive settlements and Conservation Areas

Long Whatton Conservation Area:

The Long Whatton Conservation Area covers a linear stretch of West End, Main Street and The Green, which comprise the village's principal thoroughfare.

The character of the conservation area is derived from the village's agricultural past and small-scale cottage industry. The settlement is bounded to the north and south by agricultural land which forms the setting of the conservation area. There has been some removal of field boundaries during the late 20th century, where hedgerows and boundaries have been retained they are considered to be of historic interest. Evidence of toft and croft farming and ridge and furrow has been identified to the north of the settlement, bounded by Long Whatton Brook.

With the exception of the Church of All Saints, grade II*, buildings are all of a small scale and largely domestic. There are farmhouses, cottages and later building incorporating vernacular elements of the Georgian and Victorian architectural styles. The majority of structures within the conservation area date to the 18th century when brick became the predominant building material. There are still some examples of timber frame building and thatched roofs, however these have largely been replaced. Sliding sash windows and timber doors are most common throughout the conservation area. Buildings typically front onto the street or sit behind narrow front gardens with half-height brick or stone rubble boundary walls.

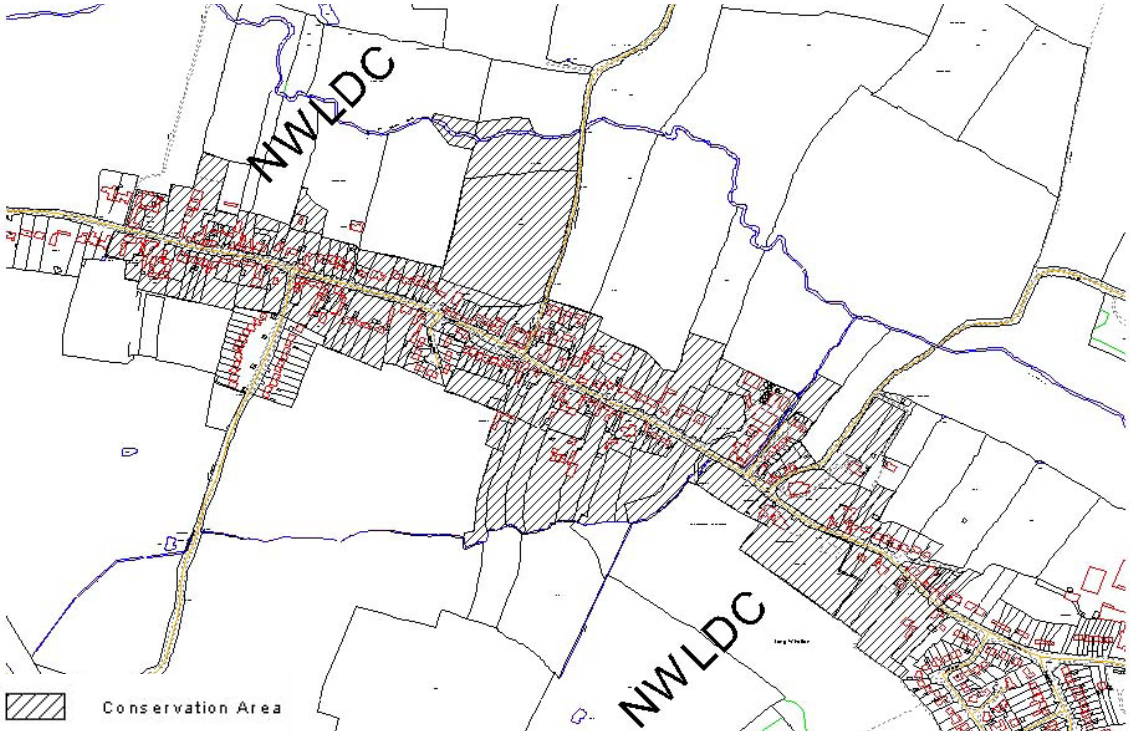


Figure 11: Long Whatton Conservation Area (source: https://www.nwleics.gov.uk/atoz/511)

Figure 12: Long Whatton Conservation Area example buildings

Diseworth Conservation Area:

Diseworth Conservation Area covers the historic core of the village, comprising of the four main streets: Grimes Gate, Hall Gate, Clements Gate and Lady Gate which form a cross pattern.

The settlement is located within the shallow valley of Diseworth Brook, bounded by enclosed agricultural land. The junction between the principal roads, known as the Cross forms the focal point of the conservation area. Several key designated assets are located at the Cross including the Church of St Michael and All Angels grade II*, Cross Farmhouse grade II, Diseworth War Memorial grade II, and Lily's Cottage grade II. The location of the Churchyard and limited building height affords medium-range views of the spire of St Michael and All Angels on approach from any of the four converging roads. Historically, the Cross was the location of a public house as depicted on the 1884 OS map, however the public house has recently been converted to housing.

In the medieval and early post-medieval period Diseworth's economy was predominately based in agriculture and small-scale cottage industry. In the 18th century the brick-making industry emerged. Around this period timber-framed structures were being increasingly infilled with local brickwork. Brick is the most common building material within the conservation area, there are also several examples of rough render. Most roofs are now clay pantile, however a number of thatches survive.

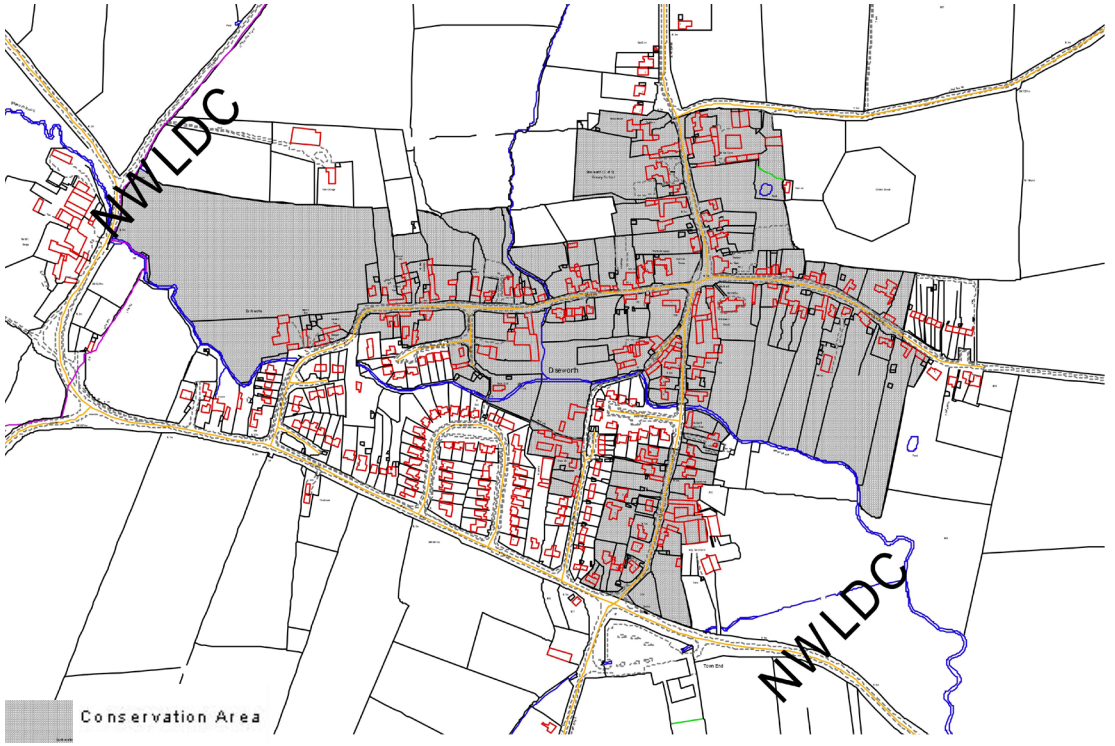


Figure 13: Diseworth Conservation Area (source: https://www.nwleics.gov.uk/atoz/511)

Figure 14: Diseworth Conservation Area example buildings

Landscape Character Area (LCA)

National Level

Natural England identifies the broad study area as falling within National Landscape Character Area (NCA 70), the Melbourne Parklands NCA. It is an undulating landscape that extends through South Derbyshire from the Staffordshire border in the west into Leicestershire in the east. Most of the area is agricultural use, with extensive areas under arable production and mixed arable and pasture on the steeper ground. The east corner of the study area falls within the Leicestershire Vale NCA 94, which comprises a series of low-lying clay vales and river valleys. Its pertinent key characteristics are identified as comprising (Figure 15):

- The Oakley Wood Site of Special Scientific Interest (SSSI) located to the south of the parish area.
- Large landscaped parks with grand country houses and mixed woodlands, and remnant orchards associated with market gardening.
- Scattered, sometimes ancient, hedgerow trees in the core area. By contrast, low and well-trimmed hedges are found around some arable fields in peripheral areas.
- Small, clustered red-brick villages retaining a rural character, but those close to the River Trent valley, including Melbourne, Repton and Castle Donington, are larger.
- East Midlands Airport, with its important passenger and freight terminal, is located in the east of the NCA and serviced by the A42 and M1.

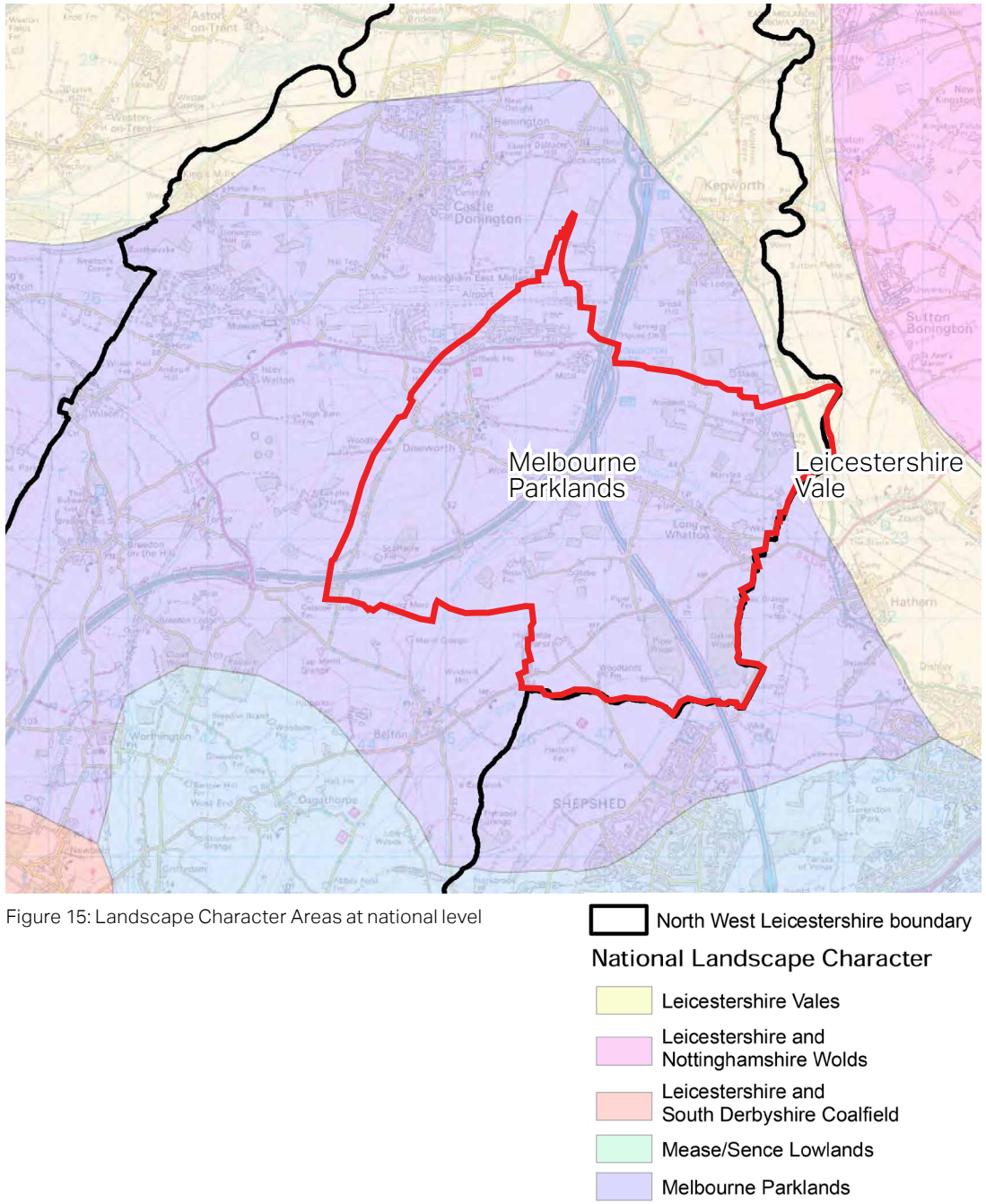


Figure 15: Landscape Character Areas at national level

Local Level

In the 'Landscape Sensitivity and Green Infrastructure Study , 2017, prepared to support the Strategic Growth Plan for combined Local Authorities as noted, produced by LUC, the neighbourhood plan area is largely located in a medium sensitivity area: 'Langley Lowlands' landscape character area.

Within this area, a gently rolling landform incised by small streams flowing towards the Trent and Soar valleys. Varied field pattern contrasts with large post-war arable fields and smaller piecemeal enclosures associated with villages. Well treed with ancient woodlands and frequent hedgerow trees, several historic parkland estates occur throughout the landscape. The area comprises small nucleated villages, such as Diseworth, and a linear settlement at Long Whatton. Significant transport infrastructure influence the landscape, notably East Midlands Airport and the M1/A42.

Rolling landform dissected by minor watercourses draining northwards towards the Trent or eastwards to the Soar. Some areas with a steeper landform include the river valley sides, which are often prominent within the landscape. Trees, hedgerows and villages/farms are small-scale features that are frequent within the landscape.

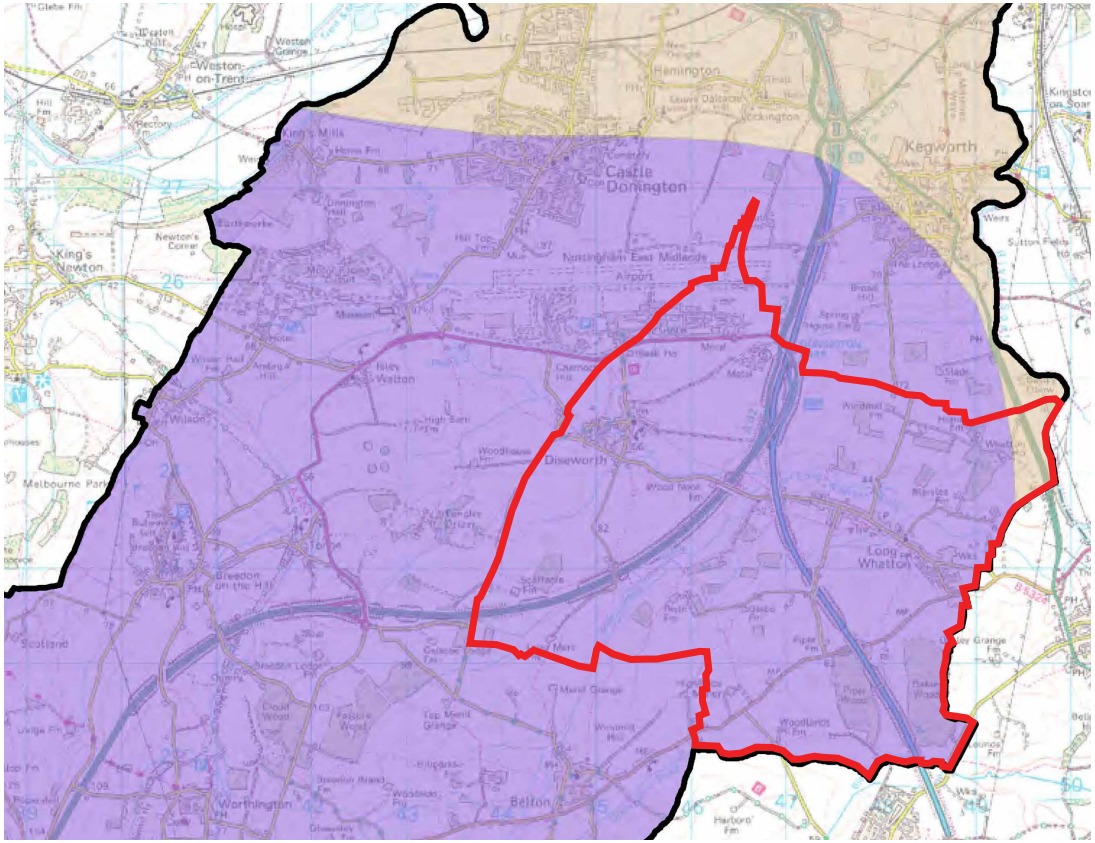


Figure 16: Landscape Character Areas at local level

Movement Network and Access

Vehicular routes

West End and Main Street are the main roads running through Long Whatton. Most of the dwellings in the village are located along this route. Diseworth has a more organic layout with development historically emanating from the intersection of four roads - Grimes Gate, Hall Gate, Clements Gate and Lady Gate.

Long Whatton can be accessed from the north via Kegworth Bypass which provides access to Whatton Road, leading on to Kegworth Lane. From the east the village can be accessed via Derby Road which provides access to Whatton Road, leading Hathern Road, Turvey Lane and Smithy Lane. Access from the west is made from The Green which leads to West End, crossing the A42 and M1.

Diseworth is accessed from the north via the A453 which provides access to The Green and Grimes Gate. The Green runs along the southern edge of the village leading to Long Whatton to the east. West End is a secondary route which runs through Long Whatton and connects Diseworth via The Green. Some streets in the village lower in the hierarchy provide access to local communities.

Potential HS2 route

The proposed HS2 route will run parallel with the A42 between the two villages. This major rail infrastructure project has the potential to have a visual and noise impact on the two villages and should be a consideration in any future housing development within the parish.

Figure 17: Example of a typical secondary route, footpath and hedgerows on one side

Figure 18: Example of a tertiary route, footpath on both sides but no hedgerows

Key Considerations

- Potential impact from future HS2 should be considered for any new development.
- Street design should refer to statutory highways legislation and meet technical highways requirements.
- Placemaking principles are encouraged to be adopted within the streetscape.
- Tertiary routes should be seen as attractive and safe by all users on foot, cycle, wheelchair, public and private transport.

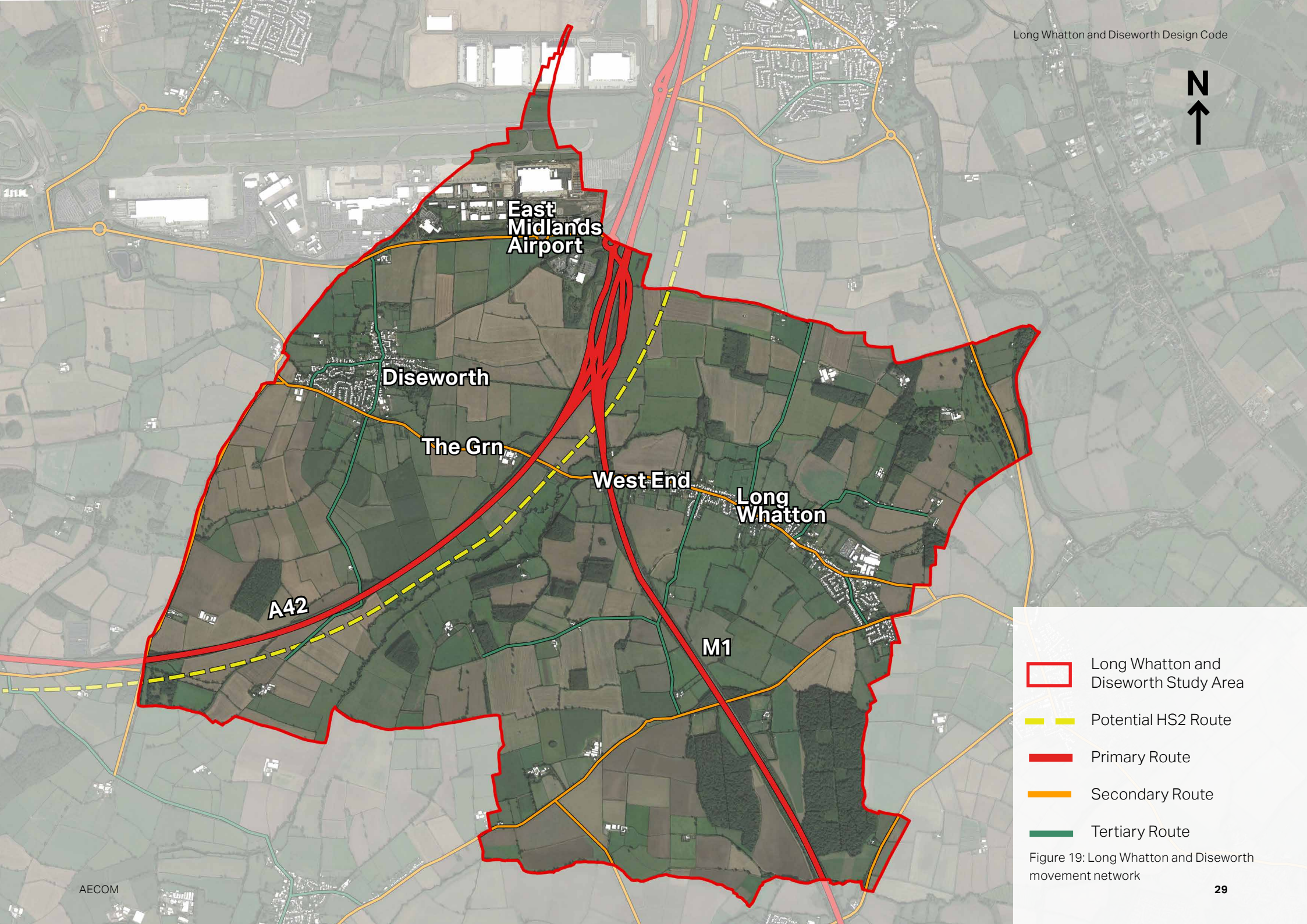


Figure 19: Long Whatton and Diseworth movement network

Movement Network and Access

Non-Vehicular

There are numerous public rights of way within the parish providing non-vehicular access to the surrounding landscape.

National Cycle Network Route 15 runs through the village along The Green, Hall Gate and Grimes Gate. This route connects National Route 6 in Belton, near Shepshed in Leicestershire with National Route 1 in Lincolnshire near Coningsby, via Nottingham, Grantham and Sleaford.

The Cross Britain Way runs through Diseworth which is a long distance footpath which runs from Boston on the east coast of England to Barmouth on the Welsh coast.

Figure 21: Long Holden which forms part of the Cross Britain Way

Figure 22: An example of footpath

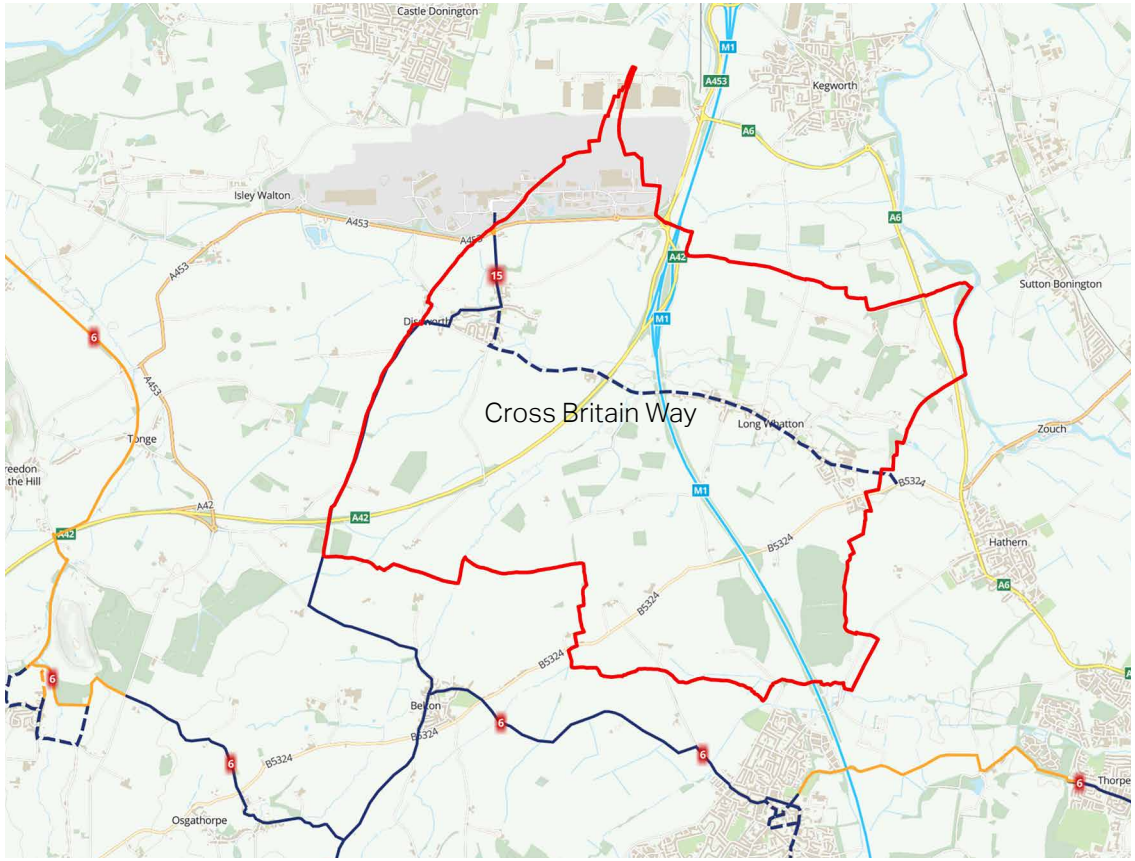


Figure 20: Long Whatton and Diseworth cycle route network

- Traffic-free route on the National Cycle Network
- Traffic-free route (not on the National Cycle Network)
- On-road route on the National Cycle Network
- On-road route not on the National Cycle Network
- 6 National Cycle Network route number

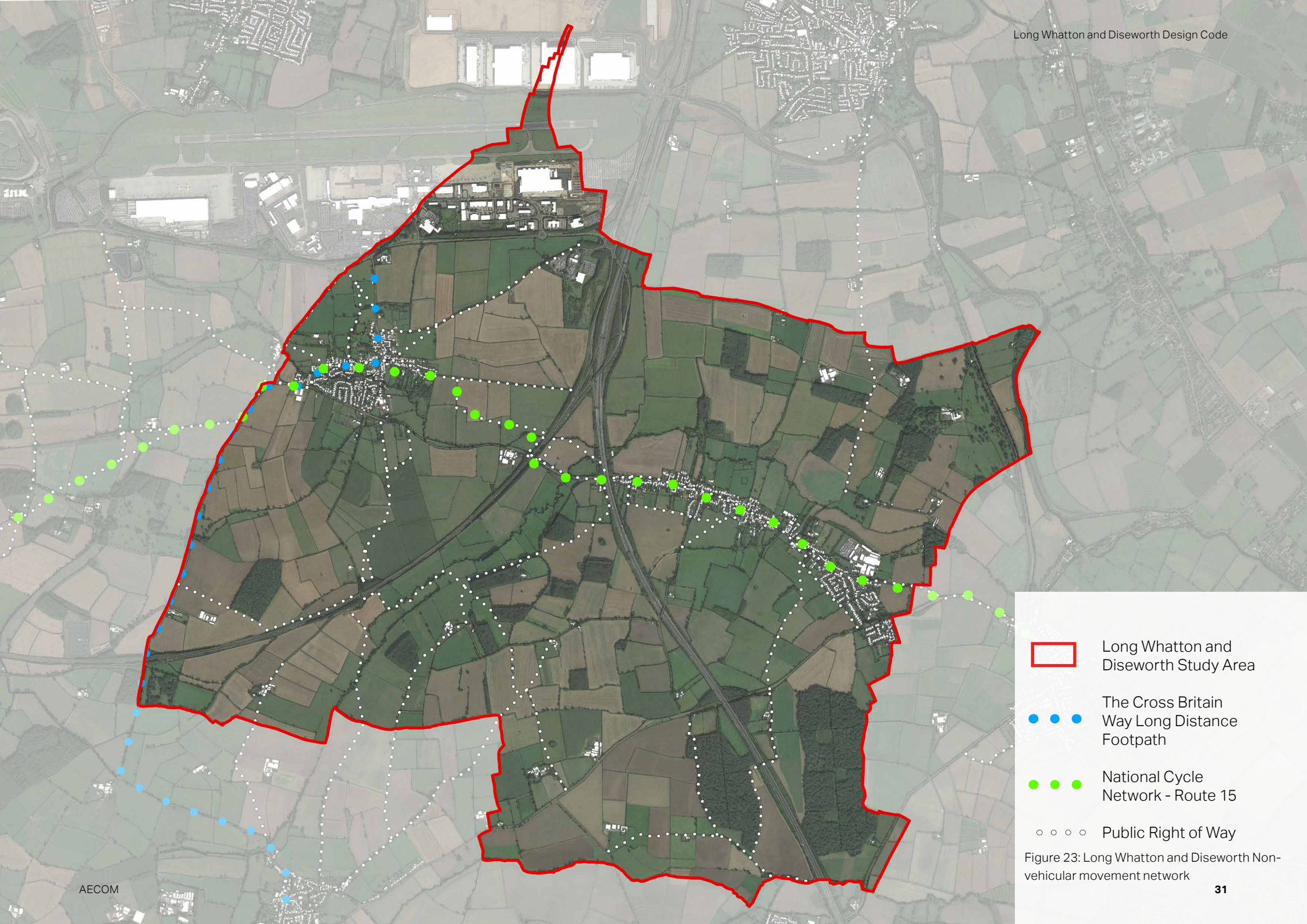


Figure 23: Long Whatton and Diseworth Non-vehicular movement network

Green Infrastructure

There are a number of small areas of woodland within the parish. To the south of the parish are two largest areas of woodland - Piper Wood and Oakley Wood. Oakley Wood is designated as a Site of Special Scientific Interest (SSSI), which provides a large area of habitat for local wildlife.

To the north-east of the parish there is Whatton House. The grounds of this grade II listed building are a grade II designated park and garden open to the public.

The parish has several robust wooded area. There are notable Wood-pasture and Parkland and Oakley Wood, which are Sites of special scientific interest (SSSI).

Whatton House Gardens

View from Whatton House

Figure 24: Typical examples of Green Infrastructure

Key Considerations

- Development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens. Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species;
- Small areas of woodland, woodland canopy, and historical planting in the parish should be protected and enhanced; and
- Appropriate development not considered inappropriate should not detract from the visual amenity of the countryside. Consideration of siting, materials and design is important.

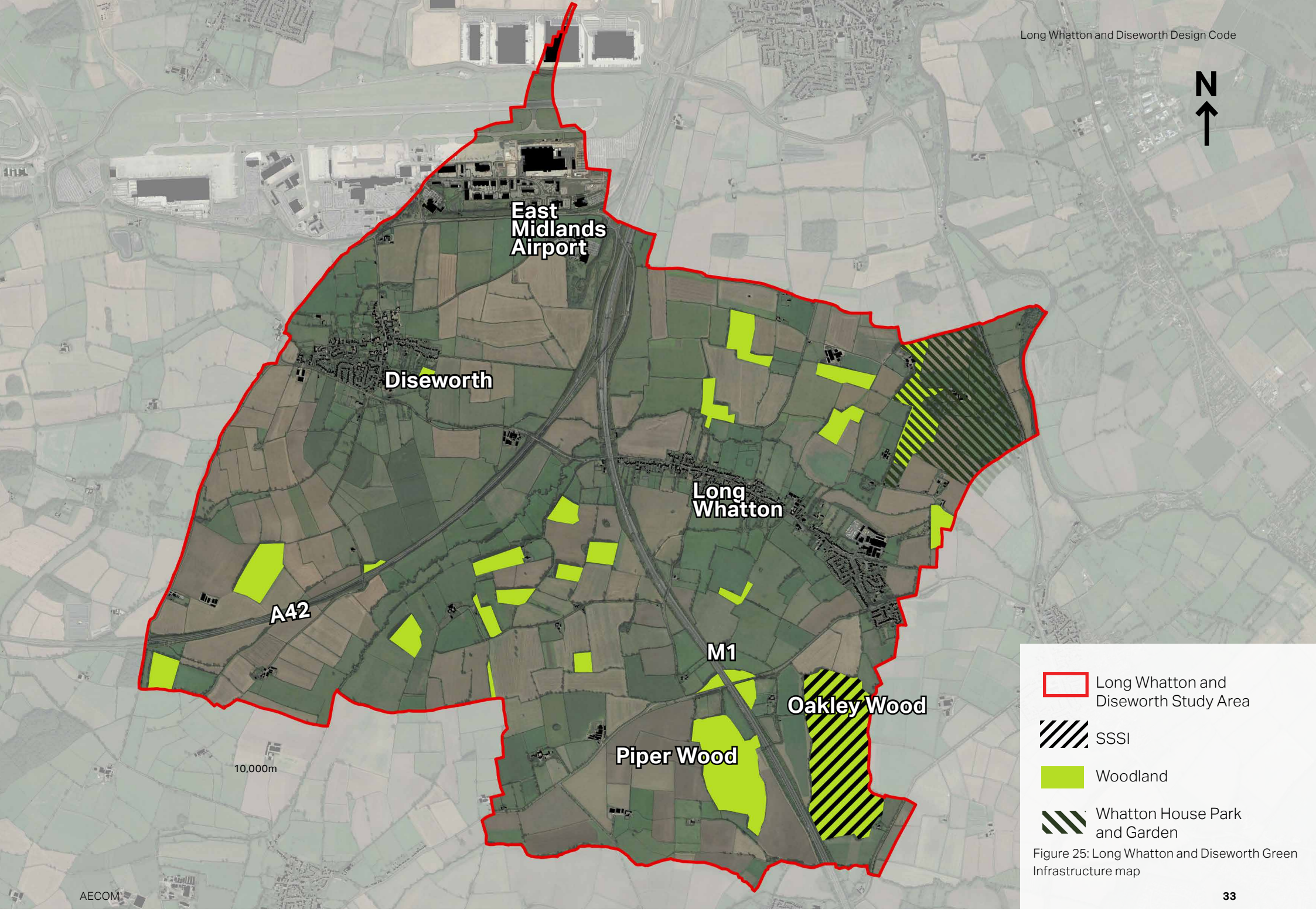


Figure 25: Long Whatton and Diseworth Green Infrastructure map

Water Courses and Flood Risk Areas

Diseworth Brook, Westmeadow Brook and Long Whatton Brook all run through the parish towards the River Soar in the east. There are also a number of buildings in both villages within associated flood zones. Long Whatton Brook runs to the north of Long Whatton with most buildings outside of the associated flood risk area. Diseworth Brook runs through Diseworth village, and there is associated flood issues in some areas. There are several drainage ditches with the villages, which also have known flood problems; however, these are not recorded on government flood mapping data.

Key Considerations

- Existing watercourses, existing flows of surface water across the site, and existing drainage systems, must be taken into consideration and the drainage strategy should mimic natural drainage patterns as closely as possible;
- Drainage should be considered early in the development planning and design process, along with other keys considerations;
- Actively promoting ditches as part of a SUDS solution in new development as this is a typical response in the area; and
- Development in flood zone will be actively discouraged, except in exceptional circumstances.

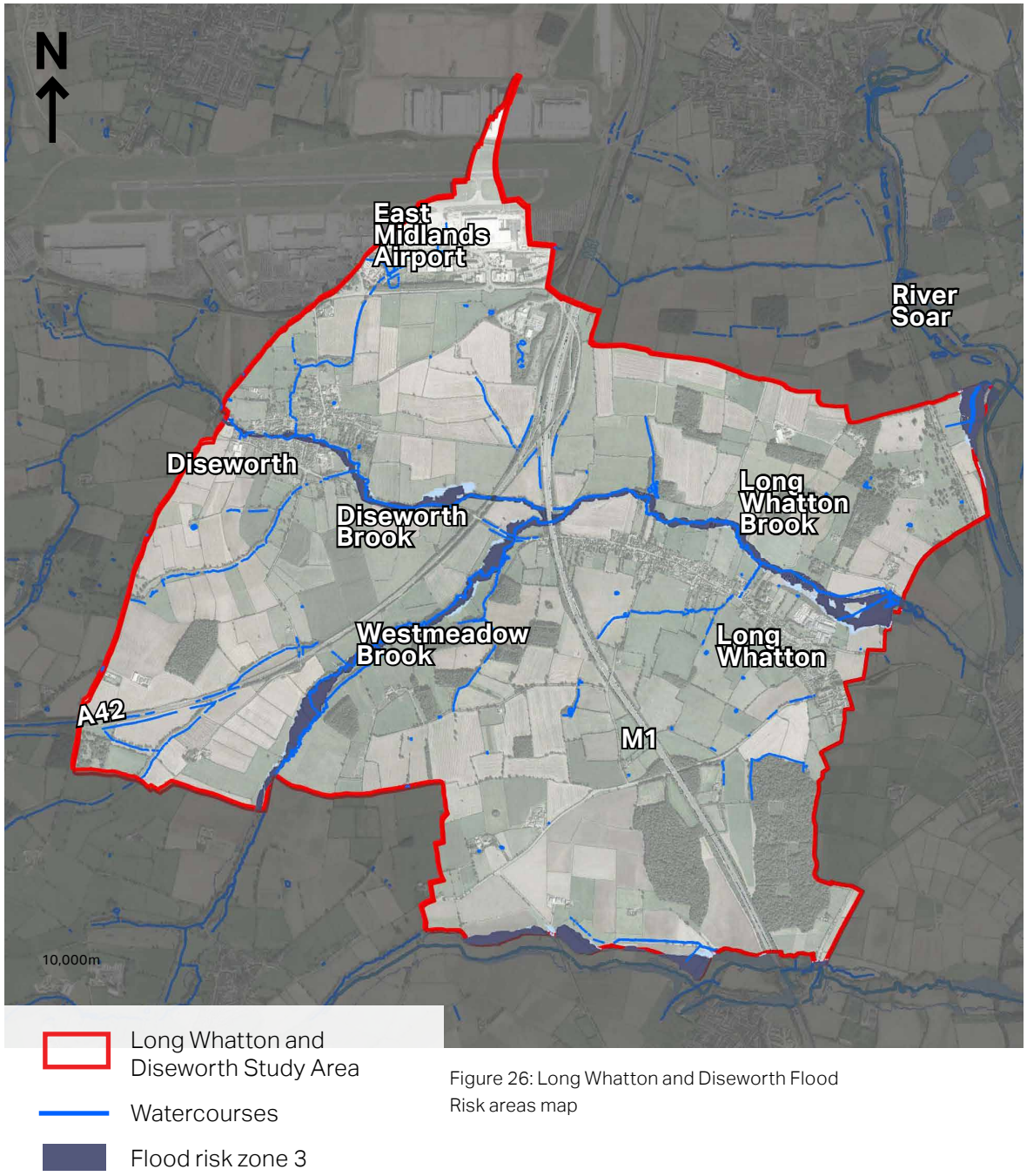


Figure 26: Long Whatton and Diseworth Flood Risk areas map

Landform and key views

The land form within the parish slopes down towards Diseworth Brook, Westmeadow Brook and Long Whatton Brook. Diseworth is positioned at a higher elevation than Long Whatton which allows for more long distance views from the village.

Within Diseworth, the grade II* listed St Michael's Church is a local landmark which can be seen from many vantage points across the village.

From Long Whatton views to the surrounding landscape are visible through breaks in the building frontage. Whatton house which is situated on higher ground to the north of the village is also visible from the western end of the village. From Whatton House long distance and panoramic views can be seen to the north, east and south.

Figure 27: View from Whatton House towards Long Whatton

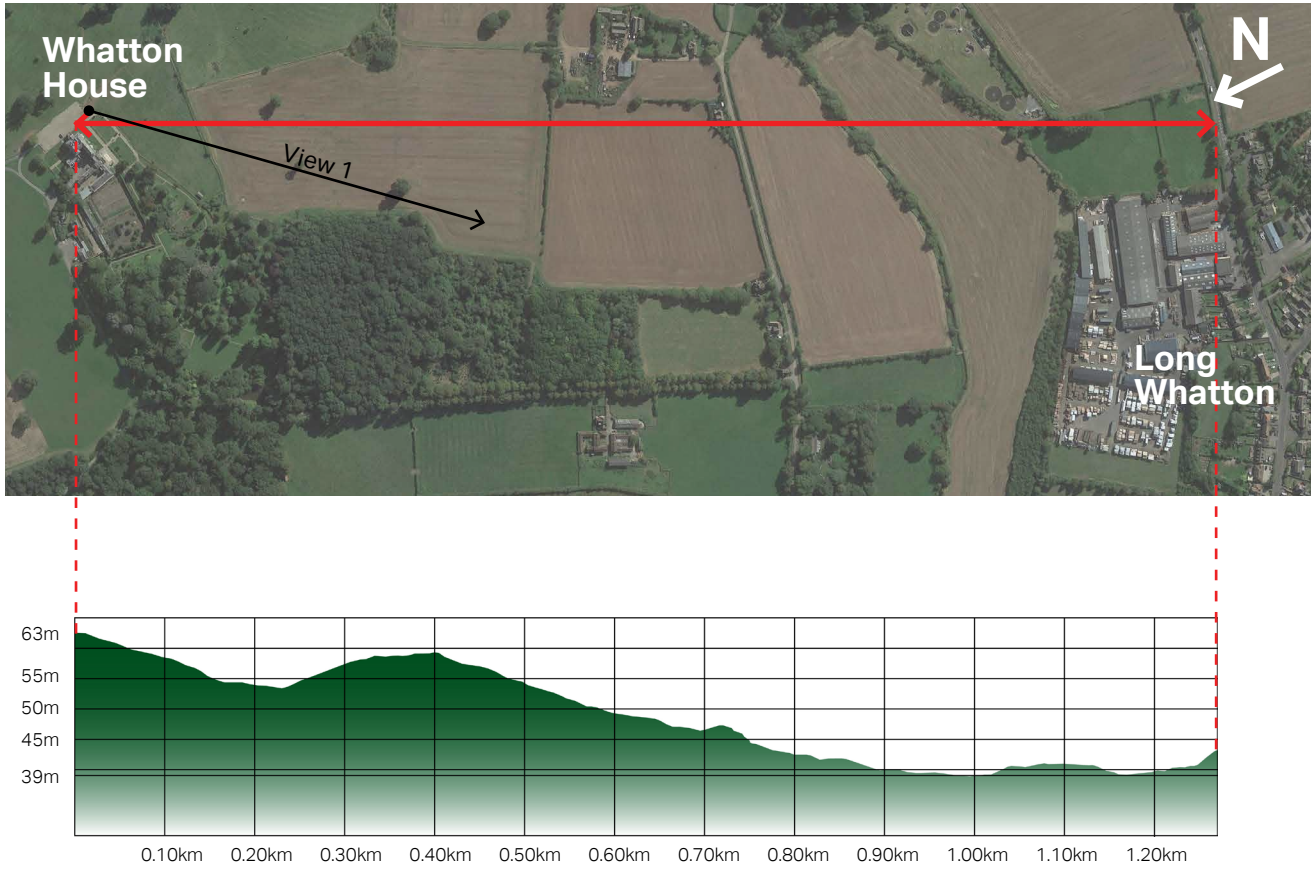


Figure 28: Cross section of ground level

Key Considerations

- Development should be aware of its position within the local topography. The height and massing of units should not impose on views across the landscape; and
- Development should seek to maintain visual connections to the surrounding local landscape and long views out of the settlements.

MILL LANE

04

4 FOCUS AREAS

4.1 Defining Countryside Character Areas and Settlements Focus Areas

Countryside Character Areas and Settlement Focus Areas

As per the baseline study and given the size of the Neighbourhood area, it is proposed to divide it's sub-areas into two main categories: Countryside Focus Area (CCA), and Settlement Focus Areas (SFA).

From the analysis of the Neighbourhood area's settlements and surrounding countryside, seven focus areas have been identified. These areas exhibit a certain sense of place based on their physical character, functionality, or identity.

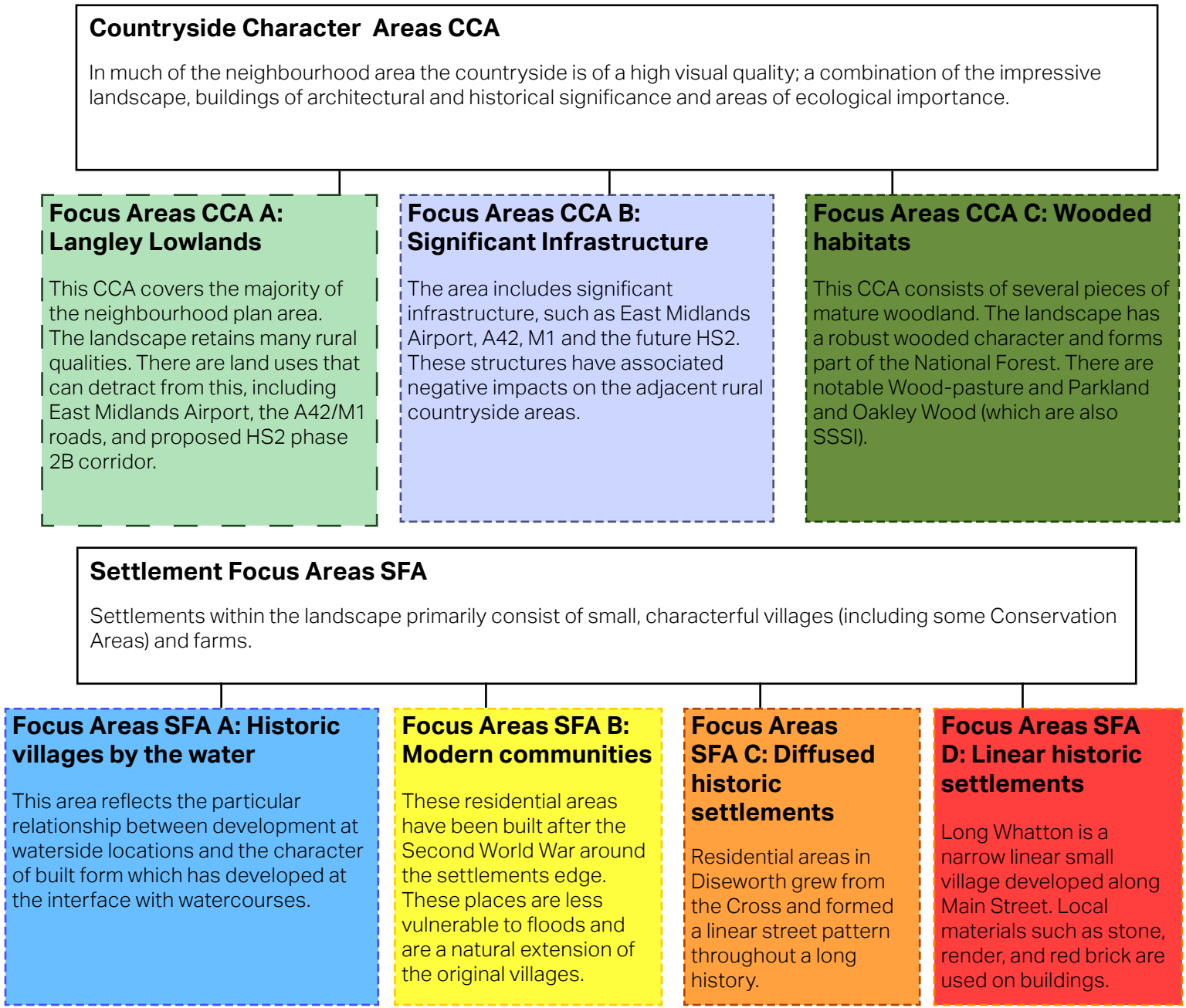


Figure 29: Focus area diagram

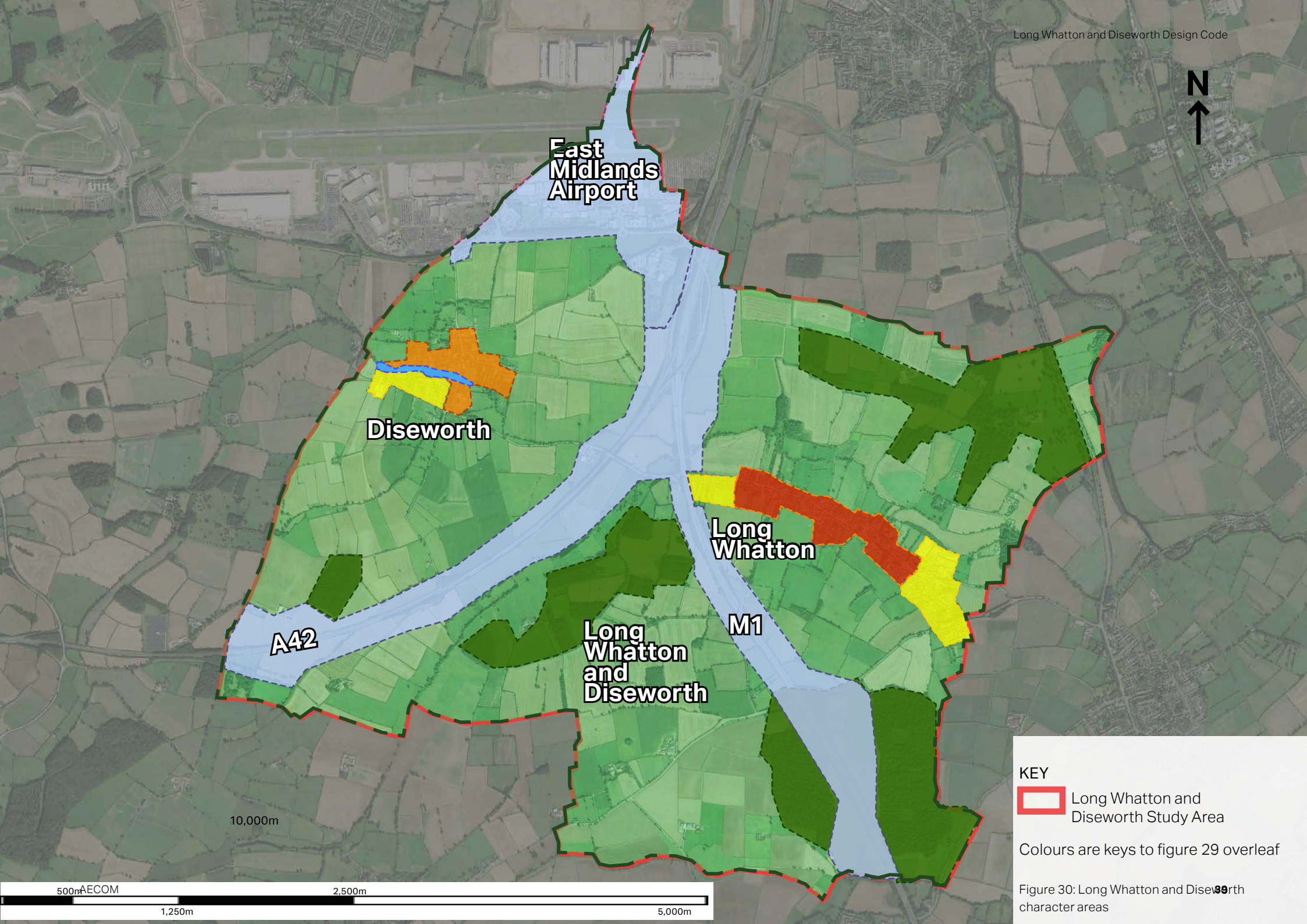


Figure 30: Long Whatton and Diseworth character areas

5 ENGAGEMENT

05

5.1 Engagement

Process and Engagement

This section provides a brief chronological breakdown of the key elements and milestones used throughout the duration of the production of this document.

Inception Call with Steering Group

An inception call with the Steering Group allowed AECOM to confirm the brief and programme of works.

Site Visit

A meeting on site, including a walkover of the Parish's key areas was conducted on the 22nd March 2022 along with representatives of the Neighbourhood Plan Group. A drive around areas of the wider Neighbourhood area was also conducted by consultants to appraise local character and key features informing its sense of place.

SCHOOL

06

6 DESIGN CODE

6.1 Applying Design Codes

How design codes link to the Focus Areas

A series of Design Codes have been produced to provide guidance for any future developments in Long Whatton and Diseworth. This will ensure that local character is considered and local distinctiveness is enhanced and protected.

Based on the understanding gained in the previous sections, feedback captured during the engagement workshop and relevant planning policy, the Design Code matrix is broken down into 5 categories:

- Heritage Assets
- Urban Structure and Built Form
- Movement and Accessibility
- Ecological Impact
- Flood Resilience

All proposed developments need to consider the character areas in order to ensure any negative impact is avoided.

How to use the Matrix

The matrix (Figure 31) shows which code is applicable to each Focus Area.

The code will guide new development within each Focus Area and give an understanding of what the Long Whatton and Diseworth Neighbourhood Plan expects in terms of design, layout, materials and landscape. It will help with the preparation of planning applications for development proposals.

This design code highlights the assets of each Focus Area. Any potential future developments should observe this code and analyse which assets are relevant for the specific development.

What to Submit

To ensure the developments compliance with the Design Code, and highest quality of design is delivered the following information is considered significant to support planning applications:

- How the development impacts upon heritage assets and their setting;
- It should be clear in supporting documentation, how the proposed development fits into the existing block structure and roof scape;
- Design and Access Statements and proposed plans should clearly demonstrate the proposed housing typologies;
- Proposed materials should be included in the submitted Design and Access Statements (DAS) as well as elevations. These should not contradict with this Design Code document;
- Larger scale developments should clearly demonstrate and describe how proposed street networks fit into the existing street hierarchy;
- The proposed car parking solutions should be clearly demonstrate in the submitted DASs and should be designed in line with the adopted car parking standard and this Design Code document;
- Green spaces and landscaping should be clearly demonstrated on the submitted plans and in the DAS. They should be designed in line with this Design Code.

Focus Areas	Heritage Assets			Urban Structure and Built Form							Movement and accessibility					Green Infrastructure Impact			Flood Resilience	Energy Efficiency Design
	Listed Building	Conservation Area	Other historic features	Block structure and Building Line			Building Heights and Rooflines		Architecture and Materials	Density and Housing Layout	Vehicular and Non-Vehicular Route					Statutory and Non-Statutory	Open Space	Trees, Hedgerows, Woodland		
				Informal building lines	Formal building lines	Linked buildings	Uniform Roofline	Varied Roofline			Primary Distributors	Secondary Streets	Internal Streets	Rural Lanes	Non-Vehicular Route					
											MV-PD	MV-SS	MV-SS	MV-RL	MA-NV					
Design Code	HA1	HA2	HA3	BL-I	BL-F	BL-L	BH-UR	BH-VR	AM	DNST	MV&A					EI-ED	EI-OS	EI-WTH	FL-RE	EED
Countryside character areas																				
CCA: A	●		●	●			●		●	●	●	●		●	●	●	●	●	●	●
CCA: B				●		●	●	●	●	●		●	●	●	●	●	●	●	●	●
CCA: C			●			●	●	●	●		●			●	●	●	●	●	●	●
Settlement focus areas																				
SFA: A				●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SFA: B						●	●	●	●	●		●		●	●	●	●	●	●	●
SFA: C				●		●	●			●			●	●	●	●	●	●	●	●
SFA: D				●		●	●			●			●	●	●	●	●	●	●	●

Figure 31: Long Whatton and Diseworth design code matrix (see section 4 for reference plan)

6.2 Heritage Assets

Historic features play an important role within Long Whatton and Diseworth, which has various heritage assets that contribute to it's historic character. Careful consideration of any potential impacts brought by developments on these historic assets is needed, and relevant historic organisations should be consulted.

In this section, heritage assets will be classified under 3 components and new development adjacent to or of these assets should follow the codes below:

DESIGN CODES

Listed Buildings (HA-1)

- Proposals which involve the substantial harm to (or significant loss of) Listed Buildings including demolition will not be permitted unless it can be demonstrated that the substantial harm or loss is necessary to achieve overriding public benefits which outweigh that harm or loss.
- Materials and architectural styles applied by any developments must respect the Listed Building, including minimising any work that may affect the heritage assets located near to any development.
- Development close to the Listed Building should relate appropriately in terms of scale, height and massing.

Conservation Area (HA-2)

- Development must not result in the loss or alteration of features which contribute to the character of the conservation area.
- Any development should respect the character of the surrounding built form within the conservation area, in terms of design, scale, massing, material and height.
- Any development must create areas of positive character by retaining as much historic fabric as possible and responding to prevailing characteristics in terms of street patterns, density and layout, built form, materials and details.
-

Other Historic Features (HA-3)

- New development and any associated landscaping within the curtilage of a non-designated heritage asset, or in close proximity to, should ensure that the setting is not compromised.
- Any loss of the whole or part of such an asset will require clear and convincing justification.
- Development within the setting of a non-designated heritage asset will be required to give due consideration to its significance and ensure that the setting is protected or enhanced where possible.

Figure 32: Examples of local historical buildings

6.3 Urban Structure and Built Form

6.3.1 Block Structure and Building Line

The built up area has a high degree of historic integrity, with limited modern intrusion, with the exception of areas associated to the airport. Building lines play a key role in defining the layout and the character of an area. Housing typologies are one of the important features that contribute to the variety of building lines in Long Whatton and Diseworth. There is a good mix of housing typologies in Long Whatton and Diseworth.

In Long Whatton and Diseworth there are three types of building lines that can be found throughout the area:

DESIGN CODE

Informal building lines (BL-I)

- Informal building lines can be applied within the lower density development in Long Whatton and Diseworth
- Developments with informal building lines are usually characterised by larger plots, generously-sized gardens, or with greater provision of open space.
- The alignment of new building lines should respond to the context of surrounding landscape
- Properties should provide gardens in the front and rear, or a small buffer as a minimum.
- The layout of developments shall be permeable in order to provide legible connections through the area and beyond.
- This type of building line can be suitably applied where the development face the open countryside, or open space or the edge of development.

Formal building lines (BL-F)

- Formal building lines can be applied within the medium- higher density development in Long Whatton and Diseworth or the area where the housing typology in generally uniform (see density and housing layout design code in Long Whatton and Diseworth)
- This type of building line can be applied where the development sits adjacent to/ within the residential area with urban settings.
- Properties should provide gardens in the front and rear, or a small buffer as a minimum.
- The layout of developments shall be permeable in order to provide legible connections through the area and beyond.

Linked Buildings (BL-L)

- Linked buildings can be found in Long Whatton and Diseworth Historic Core area and along Long Whatton and Diseworth town centre.
- Lines of linked building generally have a higher density and the length can reach up to 60m.
- The layout of developments shall be permeable in order to provide legible connections through the area.
- Any development should ensure buildings are aligned along the street with their main facade and entrance facing it, where this is in keeping with local character.

Figure 33: Informal building lines

Figure 34: Formal building lines

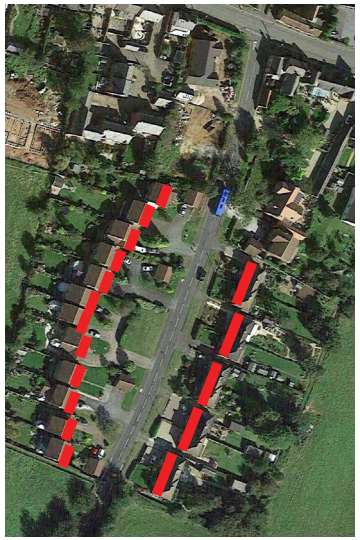
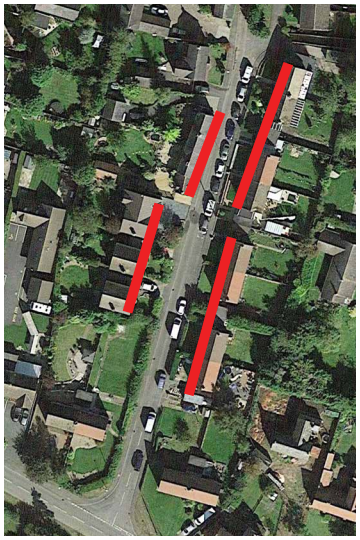


Figure 35: Linked buildings



6.3.2 Building Heights and Roofline

Houses in the plan area are generally two and three storeys in height with pitched roofs and chimneys stacks. The scale and massing of the historic buildings are relatively small. Buildings with various heights can be found in the Long Whatton and Diseworth's Historic Core and other areas that are heavily influenced by the slope and view to the open countryside. Such variety positively contributes to the character of Long Whatton and Diseworth.

There are two types of building roofline throughout Long Whatton and Diseworth that can be identified:

DESIGN CODE

Uniform Roofline (BH-UR)

- An uniform roofline can be applied in the areas where urban settings/ higher density is encouraged.
- Uniform roofline can be applied in areas when the development uses several uniform housing typologies.
- 3 or 4 buildings with same roof height can form the uniform roofline.
- Roofing materials, eaves, pitch, verge details, chimney stacks, or other features visible above the ridge line should be minimised considered to create uniform roofline.
- New development should be sympathetic in height and scale to its surrounding context.

Varied Roofline (BH-VR)

- This roofline can be applied in the area where the development meets the countryside's edge to retain its rural character.
- A mixture of roof height, orientation, and the connection is encouraged to keep varied rooflines.
- Chimney stacks should be encouraged and retained.
- Roofing materials, eaves, pitch, verge details, chimney stacks, or other features visible above the ridge line should be carefully considered. These features may be diverse to create a varied roofline, while still respecting local character.

Figure 36: Typical uniform rooflines

Figure 37: Typical varied rooflines

6.3 Urban Structure and Built Form

Natural materials characterise the historic buildings in the plan area, in terms of buildings, roofs and boundary walls. Local grey stones are used on historic community buildings such as churches. Windows in historic buildings are generally painted timber or stone mullioned types. The majority of buildings using brick, render and slate roofs and brick boundaries and fences.

The adjacent images illustrate the selection of materials and detailing used across Long Whatton and Diseworth which contribute to the town's character. Future development should use this as a palette to choose from when detailing new development.

Design Codes: Architecture Style and Materials (AM)

Below is some guidance that needs to be followed when applying architecture style and materials in new development:

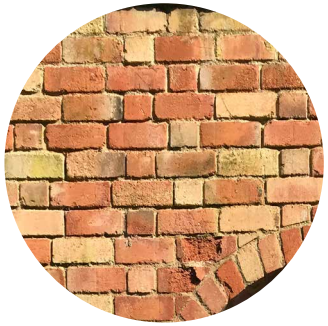
- Materials, colours and textures should reflect local buildings and the colour of the local landscape. Texture especially contributes to the local character and helps to assimilate the built and natural environments.
- Consider the design and proportion of windows, lintels and sills. There is generally a high solid (built) to void (openings) ratio, reflecting the robust vernacular of the area.
- Downpipes and guttering should be discreet, black and located close to the eaves of the house.
- There should be a presumption in favour of the retention of historic stone boundary walls and railings, and field boundaries.
- There should be a presumption in favour of the retention of designated and non-designated historical features of the conservation areas.

Materials

Local Stone

Red brick wall boundary

Slate roof



Brickwork

Hedge boundary

Pantile roof

White Render

Stone walling and hedgerows

Timber windows

Figure 38: Materials palette

6.3.4 Density and Housing Layout

This aspect is key to the neighbourhood plan area's sense of place. Consider how the density and housing layout, orientation of streets, blocks, terraces, buildings facades and roofscapes help to read or reinforce the sense of traditional building patterns and density in the local area.

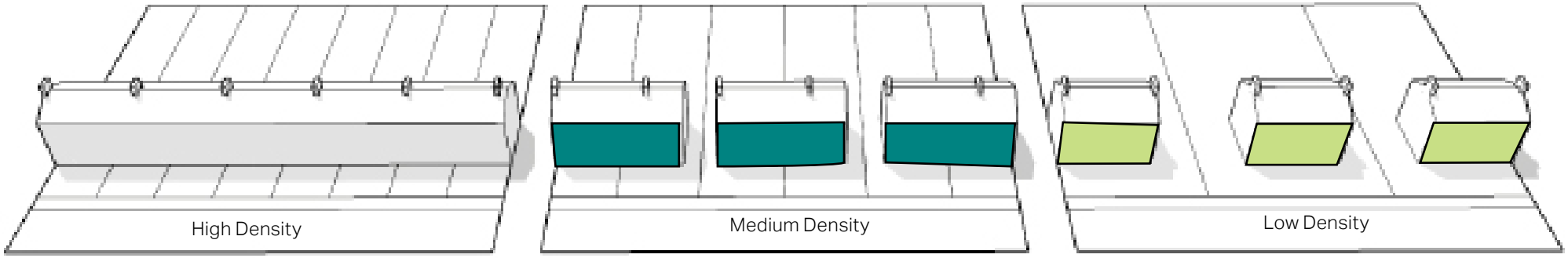
New development should draw upon high quality precedents for inspiration as to what can be delivered in terms of materiality, layout and design. Proposed density should reflect the varied context across Long Whatton and Diseworth, and appropriately respond to the existing topography and landscaping. It is intended that density is mixed across the allocated sites, with each of the development parcels delivering a different density of units. This mixture will help to create variety which is responsive to the local area needs and surroundings.

Design Codes: Density (DNST)

- Appropriate housing density should be considered by site basis, with decisions informed by local context of the area. This might include design considerations, historic or environmental integration, local character or identified local need.
- The density of development should be sympathetic to the area to which it will extend;
- Low density units should be located to the edges of the settlement while higher density development should occur in the core and along primary routes.

- New developments should recognise landscapes that have been deteriorated over decades. Recovery of lost landscaping and the improvement of existing green infrastructure should be a priority for every new development to meet the demands of providing net gains for biodiversity as per the NPPF.

Figure 39: Achieving density diversity across



Below are the different density types which could be adopted by developments:

- Higher Density includes terraced units, town houses and apartments (both new build and reconfigured existing buildings). Dwellings should be orientated to create overlooked streets, with a strong, active frontage and incorporate a formal arrangement of buildings with strong linearity which is softened by surrounding landscaping.

- Medium Density includes semi-detached units are encouraged. Houses should be positioned and orientated to overlook the streets and town boundaries, whilst frontages along the internal primary roads should be active. A mixture of a formal and informally arranged dwellings will be required.

- Lower Density includes detached units or bungalows, which is reduced in scale and proximity of adjacent units.

6.4 Movement and Accessibility

For settlement areas, a well-designed street hierarchy and streetscape are key elements of successful places. The relationship between streets and adjacent buildings strongly influences the development's safety, appearance and movement function. New development should accommodate traffic flow and allow for access by service vehicles, but it should also contribute positively to the character of the development. In order to do this, a clear street hierarchy should be established in new developments. Furthermore, streets in the hierarchy must be distinctive to heighten legibility. Moreover, this design code aims to guide future development to contribute to sustainable connectivity, particularly walking and cycling as a means of local transport.

Four types of roads are idenitfied in this report includes: primrary distributor, secondary street, interneal street and rural lanes. The Primary Streets are important features defining the villages' layout and linking them with the surroundings. They act as the principal movement corridors to connect across Long Whatton and Diseworth, and form the gateways into the villages. The Secondary Streets circulate traffic around villages, providing access to different neighbourhoods. The Internal Streets generally serve a smaller number of units and consequently are of a more intimate, semi-private scale. With limited vehicular use, these streets work well as shared spaces, and invite use by pedestrians and cyclists. Rural Lanes are commonly found in the countryside and are essential in providing countryside connection.

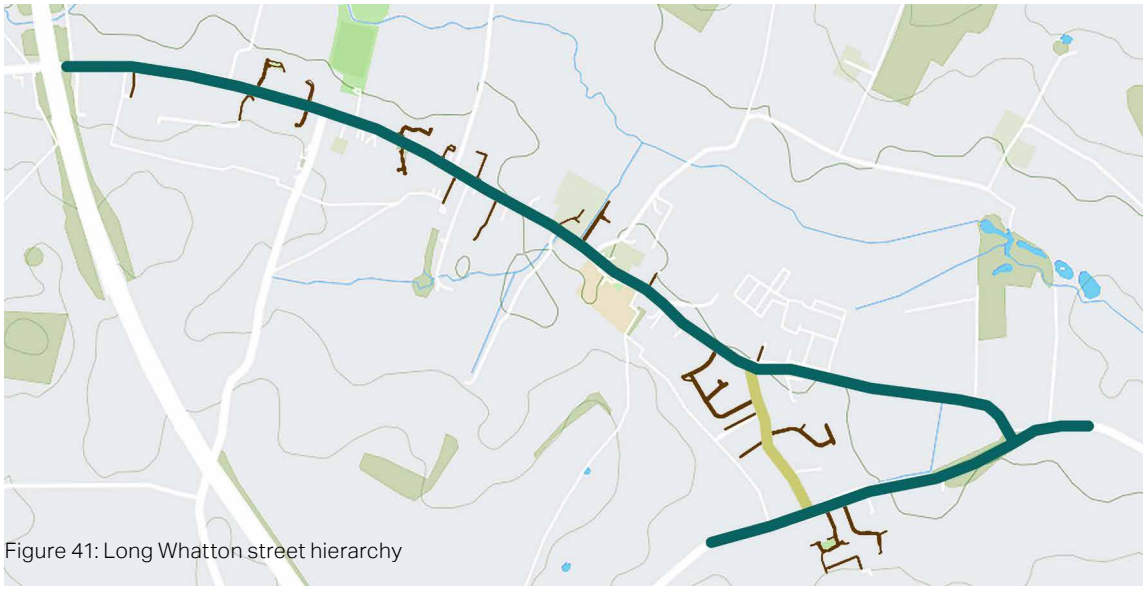


Figure 41: Long Whatton street hierarchy

Figure 40: Disewoth street hierarchy

- Primary Distributors
- Secondary Streets
- Internal Streets

Primary Distributors (MA-PD)

- They will connect to the Secondary Streets within the study area. These routes are anticipated to carry the highest amount of movement across villages and should be designed to be as attractive as possible, with quality public landscaping and street furniture, and with a positive relationship to both public and private spaces.
- Buildings should generally have long set-backs and front onto this route with an active and enlivened facade.

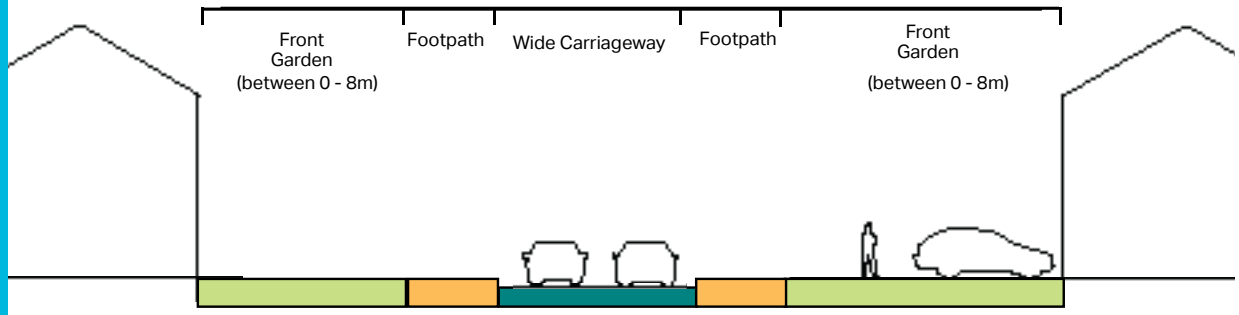


Figure 42: Typical Primary Street

Secondary Streets (MA-SS)

- The Secondary Routes can accommodate medium-density development. Secondary streets should have wide street spines and pavements on both sides.

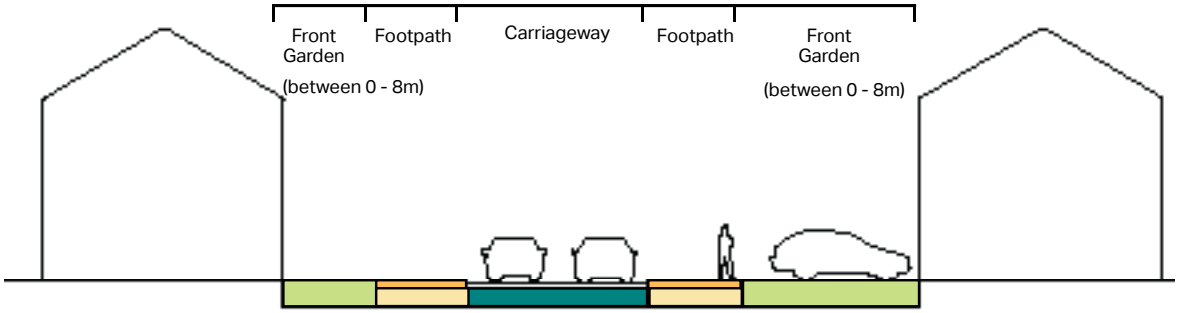


Figure 43: Typical Secondary Street

Internal Street (MA-IS)

- The Internal Streets could accommodate residential development only on one side with green space reflected on the other, contributing to integration with the landscape context.
- All Internal Streets should be designed to enable the access and egress of waste collection vehicles.

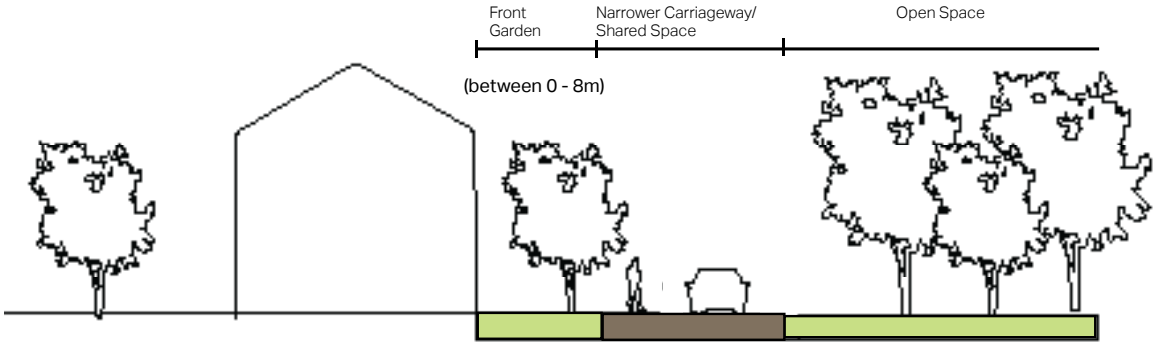


Figure 44: Typical Internal street

6.4 Movement and Accessibility

Rural Lanes (MA-RL)

- Rural Lanes are commonly found in the countryside of the Neighbourhood Plan area. These lanes have an informal character and provide access to more isolated parts. They are narrow, supported with little highways infrastructure, and are of a varying quality. These lanes play an important role in providing countryside connection.

Design Codes: Movement and accessibility (MV&A)

- Streets should meet the technical highway requirements and be considered an inclusive 'space' to be used by all.
- Speed limits should be considered for roads and lanes leading to the countryside areas, which will ensure the tranquillity of these corridors as a 'gateway' to the countryside.
- Whilst adhering to highway standards, new roads should also seek to uphold the area's rural character.
- Overengineered highways solutions are discouraged where they are out of keeping with the traditional character which exists.
- Walking and cycling are important within the area. While some routes are high quality, effort should be made to make other routes consistent. Efforts should also be made to improve permeability across the villages and its surrounding areas where possible.

Figure 45: Example of rural lanes in the Neighbourhood Plan area

Non-Vehicular Movement Routes (MA-NV)

- Pedestrian and cycle routes should be encouraged and predominantly located to pass in front of buildings rather than behind them. All routes must be well overlooked, with opportunities for natural surveillance provided from adjacent buildings. All new residential developments should have regards to the location, spatial requirements and aesthetic of these features.
- Pedestrian and cycle routes should be designed to be accessible by those with both full and restricted mobility. Careful attention should be afforded to the use of street clutter that can block or impede routes for those in wheelchairs, or those pushing prams or pushchairs.

Figure 46: Example of non-vehicular routes in the Neighbourhood Plan area

6.5 Ecological Impact

Long Whatton and Diseworth have many statutory and non-statutory environmental designations. New developments should always aim to strengthen biodiversity and the natural environment. This can be done by the creation of new habitats and wildlife corridors, aligning gardens and public spaces and linking with existing ecological assets. Therefore, protecting and enhancing existing landscape assets is important. It should always be aimed to minimise any damage to existing natural habitats, add to the character and distinctiveness of a place and contribute to climate change adaptation.

When planning for any new development it is important to preserve the parish's treasured environmental and landscape assets. Natural green verges in the streets should be protected when planning for new development. The landscape can be also enhanced if opportunities are identified. The footpath network has potential to improve the links and therefore the connectivity around the area. In addition, the quality of the existing pavements could be improved to enhance walkability and safety in a way that does not alter the rural character of the area.

Statutory and Non-Statutory Environmental Designations (EI-ED)

Several Design Codes are suggested below to protect and enhance biodiversity:

- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Existing habitats and biodiversity corridors should be protected and enhanced;
- New development should encourage greener infrastructure within built-up areas; and
- New development proposals should include the creation of new habitats and wildlife corridors. This could be achieved by aligning back and front gardens or installing bird boxes or bird bricks in walls. Wildlife corridors should be included to enable wildlife to travel to and from foraging areas and their dwelling areas.

Open Space

Any development in the neighbourood plan area should consider open space as an integral aspect of the layout. Any important existing open spaces should be retained and enhanced, and developments must contribute to the provision of enhancement of Long Whatton and Diseworth's open spaces.

Open Space (EI-OS)

Below is some guidance that needs to be followed:

- Developments adjoining public open spaces should arrange main building façades to enhance the character of the space, which will help create a sense of place.
- Open spaces should offer a variety of uses related to the surrounding activities and buildings. Where play areas are required, ensure that they are not isolated, locate them within short walking distances of housing and promote natural surveillance with buildings overlooking them.
- Open spaces need to be well connected with the non-vehicular networks, and connected to the wider town area.

Woodland, Trees and Hedgerows

Woodland, trees and hedgerows have a significant contribution to both the built and rural environment of Long Whatton and Diseworth. Any development should seek to enhance and protect networks of high quality trees, hedgerow and woodland.

Woodland, Trees and Hedgerows (EI-WTH)

Below is some guidance that needs to be followed:

- Development which causes loss of trees, hedgerows and woodland should include replacement of those assets within the site or contribute to off-site provision.
- New development should reflect the rural character and allow for long distance views of the countryside from the public realm. The rural character should be preserved by retaining grass verges, hedgerows and trees.
- Proposals should ensure that new woodland species mixes are appropriate to the area and, where possible, building on existing well-established woodland mixes and support the National Forest Schemes.

Figure 47: An example of SuDS

Figure 48: Precedent of community open space overlooked by residential development

Figure 49: Precedent of development facing the countryside area

Figure 50: Precedent of community open space for recreation

6.6 Flood Resilience

Long Whatton and Diseworth have some properties within Flood Zone 3 which have a high risk of flooding. Therefore, the community is very aware of the impact development can have on flood risk to both the wider area and their own properties. New development should seek to avoid Flood Zone 3 where possible, in particular avoiding areas of the functional floodplain.

Design Codes: Flood Resilience (FL-RE)

Design Codes for Sustainable Drainage

- SuDS should be integrated into developments to help address surface water run-off. These should be designed in accordance with The SuDS Manual, CIRIA.
- Drainage should be considered early in the development planning and design process, along with other key considerations.
- Existing watercourses, existing flows of surface water flow routes across the site, and existing drainage systems, must be taken into consideration and the drainage strategy should mimic natural drainage patterns as closely as possible.
- Adoption of permeable paving solutions instead of tarmac is encouraged.
- Development in elevated positions should control and attenuate surface water run-off and be aware of the part they play in reducing flood risk lower down the catchment.

Design Codes: Flood Resilient Housing

- Development in Flood Zone 3 will be actively discouraged, except in exceptional circumstances
- Boundary treatments within the flood zone are encouraged to be designed with high water resistance materials and/or effective seals to minimise water penetration, provided these treatments are in keeping with the local character. This approach reduces available flood storage which will also have to be compensated.
- Management of surface water runoff should be considered with all developments. This should aim to reduce flood risk both on site and downstream.
- Proposals should take a proactive approach to incorporating flood resilience into building design through internal layout, where appropriate the Flood Resilient Construction of New Buildings Guidance should be adopted.
- New housing should demonstrate how rainwater and greywater will be stored and reused to reduce demand on mains supplies.
- The Sequential and Exception Tests should be utilised to locate the development as required by NPPF. Proposals should not increase flood risk to either the Development site or elsewhere. Consideration should be given, in developing designs, to manage surface water run-off in such a way that slows run-off down and serves to contribute to reducing flood risk to properties downstream as well as at the development site.
- Where possible, developments should look to implement Sustainable Urban Drainage Systems (SuDS) to manage drainage requirements. These would preferentially use natural processes so that they can also provide green areas.

6.7 Energy Efficiency Design

New buildings and spaces with a reduced environmental impact are encouraged and offers people opportunities to live lower carbon lifestyles, are suitable for future adaptation, conversion or expansion, and as such, designed to stand the test of time. The sustainable design and construction of new buildings and extensions to existing buildings have an essential role in reducing running costs, improving energy efficiency, and reducing greenhouse gas emissions. Integration of sustainability should be considered from the concept stage, with consideration of passive solar heating, cooling and energy efficient strategies.

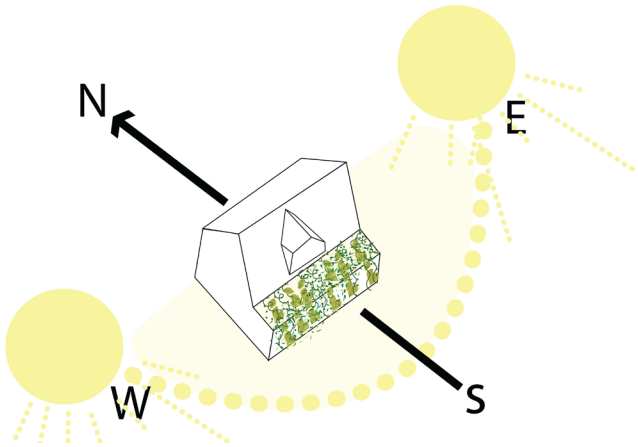


Figure 53: Building orientation for energy efficiency design

Design Codes: Passive Environmental Design - Site (EED)

- Sun path analysis should be used in developing the site layout, to ensure taller buildings don't overshadow low-rise buildings, reducing beneficial solar gains and/or solar PV output.
- Subject to topography and the clustering of existing buildings, new buildings should be oriented to maximise beneficial solar gain, with, for example, one of the main glazed elevations within 30° due south, whilst avoiding overheating. Any north-facing facades might have a smaller proportion of window to wall area to minimise heat loss on this cooler side.
- The density of development in each area of the site should be carefully considered to maximise the efficiency of any heat networks.
- Where possible, trees should be used to provide seasonal shading from unwanted solar gain i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- The building designs should allow for increased levels of insulation to reduce the heat required to keep the buildings warm. Continuity of building fabric insulation should be carefully considered to minimise thermal bridges.
- After the energy demand has been reduced through passive measures, the residual energy demand can be met using efficient active systems. Active measures may include the specification of energy efficient building services and controls to facilitate efficient operation.

Figure 51: Examples of natural ventilation systems

Figure 52: Examples of green roof

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7 NEXT STEPS

Next Steps

This document has set out an evidence base for the Long Whatton and Diseworth Neighbourhood Plan and it is recommended that the codes are embedded within the forthcoming plan as policy.

Should any development sites come forward in the parish through a site selection and allocation process, these could be reviewed through a Site Assessment package that AECOM can offer, the parish council may also want to consider developing a masterplan. This will capture and reflect local opinion on appropriate housing densities and layouts as well as provide more certainty for preferred development sites within the Neighbourhood Plan area.

As well as providing certainty to the local community, the design codes in this document should give more certainty to developers, as they will be able to design a scheme that is reflective of community aspirations, potentially speeding up the planning application process.

As well as using this document, future developers should also make sure that they have observed the guidance in the Ministry of Housing, Communities & Local Government's National Design Guide.

Developers should also note that housing developments of any size should strive to achieve carbon reduction in line with the Government's forthcoming Future Homes Standard.

Further standards on residential developments should also be obtained from Building for a Healthy Life, a government-endorsed industry standard for well-designed homes and neighbourhoods.

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Landscape Sensitivity Report - Part 1 of 2

Diseworth and Long Whatton

influence®
Shaping the environment®

Produced by: Influence Landscape Planning and Design Ltd
Landscape Architects,Urban Designers Environmental Planners

On Behalf of Diseworth and Long Whatton Neighbourhood Plan Steering Group

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Introduction and Scope of the Report

Influence was commissioned by the Diseworth and Long Whatton Neighbourhood Plan Steering Group to review the landscape around Diseworth and Long Whatton including a review of the reports commissioned by North West Leicestershire and carried out by Gillespies in 2019 and 2021.
These studies are:

- 'Landscape Sensitivity Study' (2019) which considered the sensitivity of 23 sites varying in scale across the district including parcels of land surrounding Diseworth and Long Whatton.
- 'Landscape and Sensitivity Study for Mixed Development' (2020) which considered four strategic sites put forward in response to a call for potential development sites in 2018 and 2019;
- 'Further Landscape Sensitivity Study' (2021) which updated an additional nine sites in 2021 based on the results of the call for sites.

This report revisits the three previous studies, reviewing the appraisal specifically with regard to the settlement fringe analysis of Diseworth and Long Whatton and the sensitivity assessment of the strategic parcels A & D and latterly parcel C from 2021.

The outcome of this report is to:

- Understand in more detail the characteristics of the landscape surrounding Diseworth and Long Whatton and their relationship to the context and identity of the settlements;
- Identify Key Views and features which encapsulate the landscape and visual character;
- Inform the policies of the NLP particularly regarding potential Areas of Separation and Key Views.

The report should have longevity as an evidence base to be considered by developers, decision makers and plan makers in the future. It is recognised that the NLP will only be able to influence decisions within its designated boundary.

The assessment is based on the guidance in the Natural England 'An Approach to Landscape Sensitivity Assessment' which supersedes Topic Paper 6. The key changes in the 2019 NE guidance is that landscape value should be included in the assessment of landscape sensitivity and that it is no longer appropriate to assess the capacity of a landscape to absorb change.

This study does not carry out a Landscape and Visual Appraisal.
This study considers the evolution of the settlements, their characteristics and how the landscape surrounding them informs their context and identity, drawing out features which are sensitive to change and how they combine to contribute to an overall sensitivity.

Previous Studies

As set out in 2019, North West Leicestershire District Council commissioned Gillespies, to prepare a strategic Landscape Sensitivity Study and an Appraisal for Developments Sites A, B, C and D which were published in 2019. In response to the call for sites, an additional appraisal was carried out in 2021 responding to the call for sites and Parcel 13DIS – C was appraised. The initial assessment was published prior to the latest Natural England guidance, however the studies set out that they have considered the unpublished work and it has informed their approach.

Considering the Gillespies and Natural England's definitions of the combining factors of landscape susceptibility and landscape value, which includes visual sensitivity, as set out by Gillespies and Natural England, we are satisfied that the findings of the previous reports can be relied on to inform this study. It should be noted that Gillespies were commissioned by NWLDC in response to the call for potential development sites in Summer 2018 and that the conclusions of those studies sought to inform the selection of suitable sites for allocation in the forthcoming Local Plan.

The previous studies defined a study area by drawing a 500m buffer around each settlement. The settlement boundaries were finalised through a review of on-site features, which generally resulted in a slight reduction in the parameters of development (in recognition of the small scale parameters of development being assessed for the Sustainable Villages). These previous studies carried out an appraisal of the characteristics of the landscape surrounding both settlements to (1) understand the contribution the landscape makes to the context and (2) identity of the settlements and assess the sensitivity of that landscape to a defined change.

Desk based review, field survey work and the Neighbourhood Plan boundary combined to inform the extent of the study area rather than administrative boundaries or a set buffer distance. Factors such as those set out below were used to inform the extent of the appraisal:

- The settlement boundary;
- The scale and pattern of the landscape;
- Man-made and natural landscape character attributes and features in the landscape;
- Both man-made and natural watercourses, roads, hedgerows and woodlands;
- Topography and Landform; and
- Visual receptors and intervisibility.

A detailed methodology is set out in Appendix A. This report adopted the development parameters set out in the previous studies when considering landscape and visual sensitivity. These are:

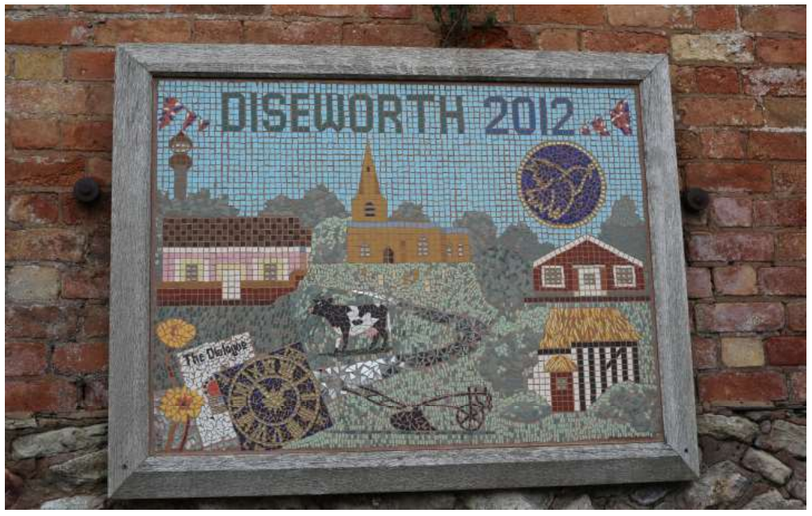
Housing Development Parameter Considered:
Site Size: minimum 0.5ha / maximum 1 ha
Density: Average 30-35 dwellings per hectare
Maximum height of development: 7m (or two to two and a half storey)
Employment Development Parameters Considered:
Site Size: minimum 1ha / maximum 2 ha
Density: Approximately 40% of the site would be developed
Maximum height of development: 7m

Sheep at Woodhouse Farm, Diseworth

Process of Appraisal

This appraisal is informed by a desk-based review of the planning policy, landscape character assessments and other available information about the settlements and their surroundings, including any designations, historical development and change, landscape character and ecology.

Detailed fieldwork studies, including recording representative and key views and completion of the proformas, took place between 02.03.23 and 29.01.24. These studies were undertaken to document the landscape and visual characteristics of the countryside around the settlements and determine an appropriate study area. The factors outlined in Stage 3 of Gillespies' methodology were utilised to maintain consistency.



Diseworth Jubilee Mosaic

The Approach

This appraisal builds on the previous studies, which are more strategic and focused on their defined red lines.

This study considers the landscape as a whole, focusing on its relationships with, and value to, the settlements of Diseworth and Long Whatton. This study also includes a detailed and robust appraisal of valuable landscape elements which are susceptible to the defined developments.

A detailed appraisal of the landscape and visual context is set out which identifies additional recommendations and refinements of previous appraisals.

Finally conclusions are drawn regarding:
- Key characteristics and features sensitive to development;
- Key views which represent the sensitive characteristics of the landscape and the people who use it; and
- Potential Areas of Separation are identified.

Representative and key views are included to support the appraisal.

Assessing Landscape Sensitivity

The methodology used for this landscape sensitivity assessment follows the current guidance set by Natural England in 'An Approach to Landscape Sensitivity Assessment – to inform spatial planning and land management' (2019). This updated 2019 guidance takes a new approach and is now focused on landscape sensitivity:

Landscape Susceptibility + Landscape Value = Landscape Sensitivity

It is a process that assesses the resilience of landscape character, visual resource and what we value to a defined change, or changes.

Natural England define landscape susceptibility, value and overall sensitivity as:

'*Landscape susceptibility is the degree to which a defined landscape and its associated visual qualities and attributes might respond to the specific development type / development scenario or other change without undue negative effects on landscape character and the visual resource.*

Landscape value is the relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.

Overall sensitivity is a term applied when landscape sensitivity reporting is generalised across the assessment unit (even though it must be accepted that such sensitivity to particular development(s) is likely to vary within the assessment unit).'

Taking the indicators of susceptibility and value outlined in this study, alongside reference to the existing methodology used by Gillespies' 2019 'Landscape Sensitivity Study' and Landshape's 'Methodology for Landscape Sensitivity Assessment Laverstock and Ford Parish' (2020) the indicators of susceptibility and definition of sensitivity used for this report are outlined in the following pages.

Indicative Criteria for Assessing Landscape Susceptibility

From interrogation of the landscape and visual baseline, alongside referral to the Natural England 2019 guidance and Gillespies' existing studies of the area, criteria for assessing the study area for identifying indicators for assessing landscape susceptibility were defined as:

- Landform;
- Landscape Scale and Pattern. Including historic/cultural pattern;
- Sense of Place and Rural Character Quality;
- Tranquillity;
- Settlement Pattern and Character, including historic and cultural patterns.

This criteria was then applied to field study assessments and subsequent desk study to draw conclusions on the sensitivity of each parcel to housing and employment development.

Indicative Criteria for Assessing Landscape Susceptibility	
Landform	Open, prominent ridgelines, distinctive escarpments or intricate and complex landforms are more susceptible to change arising from developments. This criterion also considers the strong relationships between distinct landforms such as escarpments or flat landforms such as valley bottoms. Also considers skyline character.
Landscape Scale and Pattern. Including historic/cultural pattern.	Small scale, intimate landscapes with an intricate pattern arising from landcover elements including intact field boundaries or other vegetation cover, are more likely to be susceptible to development than larger scale, more open landscapes with a simple landcover pattern. Historic hedgerows and remnant ridge and furrow are particularly susceptible to irreplaceable loss. Also considered is whether land enclosed by buildings, hedgerows, trees and woodland could provide opportunity to accommodate development without affecting landscape character.
Sense of Place and Rural Character Quality	Landscapes with a strong and positive rural character, in good condition and with features worthy of conservation, are more susceptible to change that affects their legibility or impacts upon features and combinations of elements which may be difficult to replace. This applies to landscapes with semi-natural habitats and valued natural features such as woodland and hedgerows, with good connectivity providing wildlife corridors and important elements of green infrastructure.
Tranquillity	Landscapes with a strong sense of tranquillity are more likely to be susceptible to development than areas disturbed by noise, for example from nearby development and roads.
Settlement Pattern and Character, including historic and cultural patterns.	Simple, linear villages predominantly along a single main street, and intimate, enclosed, compact, nucleated village layouts, are more likely to be susceptible to development that alters or compromises the distinctive pattern and traditional character, than settlements with a more complex, random or extended pattern. This criterion also considers: • Whether developments would affect historic village cores and historic street patterns and villages that retain a strong agricultural village character. • The nature of the settlement edge and the relationship between the settlement and the surrounding countryside area. • Landscapes that provide an important function of separation between settlements.

Indicative Criteria for Assessing Visual Susceptibility

From interrogation of the landscape and visual baseline, alongside referral to the Natural England 2019 guidance and Gillespies' existing studies of the area, criteria for assessing the study area for identifying indicators for assessing visual susceptibility were defined as:

- Visibility and Intervisibility;
- Skylines, Focal Points and Key Views;
- Scenic Quality;
- Visual Receptors.

This criteria was then applied to field study assessments and subsequent desk study to draw conclusions on the sensitivity of each parcel to housing and employment development.

Indicative Criteria for Assessing Visual Susceptibility	
Visibility and Intervisibility	Landscapes that are visually contained by landform, buildings, hedgerows, trees and woodland, with limited inward and outward views, are likely to be less susceptible to development than open landscapes where there are extensive or important inward and outward views.
Skylines, Focal Points and Key Views	Skylines are generally susceptible to development, particularly where it is seen in relief against a light sky. Undeveloped rural skylines and skylines forming a backdrop to settlement are particularly susceptible. This criterion also considers whether development would affect: • Views to distinctive or historic landscape features such as church towers / spires or other built development within historic rural villages, and • Landscapes that form part of or have a strong visual link to a distinctive skyline.
Scenic Quality	Landscapes with recognised scenic quality, those that appeal primarily to the sense and valued landscapes with a concentration of scenic qualities are more likely to be susceptible to developments.
Visual Receptors	Identifying the individuals and/or defined groups of people who have the potential to be affected by development to the landscapes. Whether a landscape is valued for its visual and/or recreational experience by people that use public rights of way and other scenic routes and whose attention or interest is likely to be focused on the landscape and on particular views, and visitors to heritage assets or other attractions where views of the surroundings are an important contributor to the experience, are visual receptors most susceptible to change. This criterion is often linked with sense of place, tranquillity, scenic quality all of which increase a landscape's susceptibility to development.

Indicative Criteria for Assessing Landscape Value

From interrogation of the landscape and visual baseline, alongside referral to the Natural England 2019 guidance and Gillespies' existing studies of the area, criteria for assessing the study area for identifying indicators for assessing landscape value were defined as:

- Landscape Character Strength;
- Distinctiveness;
- Landform;
- Ecological Value;
- Historic and Cultural Value;
- Recreational Value;
- Scenic, Aesthetic, Perceptual and Experiential Qualities.

This criteria was then applied to field study assessments and subsequent desk study to draw conclusions on the sensitivity of each parcel to housing and employment development.

Indicative Criteria for Assessing Landscape Value	
Landscape Character Strength	Landscapes with a positive character and strong structure in good physical condition and intactness of individual elements will be more susceptible to change because of the potential impact on their legibility and upon features and combinations of elements which may be difficult to replace.
Distinctiveness	The presence of distinctive, rare or unusual features individually or that combine to form strong landscape character and sense of place or identity. Also, landscapes which make an important contribution to the character or identity of a settlement, including gateways/approaches.
Landform	Consideration of the shape and scale of the land and the extent of distinctive and valued geological, topographical or hydrological features. These may be distinctive in their own right or may have influenced areas of distinctive and valued landscape character.
Ecological Value	Landscapes with ecological features worthy of conservation especially those that form the basis of ecological / nature recovery / green infrastructure networks are more sensitive to change. The presence of wildlife and habitats of ecological interest contribute to sense of place.
Historic and Cultural Value	The presence of historic assets or elements of designed landscapes, those landscapes important to the setting of heritage assets and landscapes that contribute to the historic environment by providing a time depth dimension. Connections with notable people, events and the arts that contribute to perceptions of a landscape.
Recreational Value	Landscapes offering recreational opportunities where experience of the landscape is important, areas with good accessibility that provide opportunities for outdoor recreation. Landscape that forms part of a view that is important to the enjoyment of a recreational activity.
Scenic, Aesthetic, Perceptual and Experiential Qualities	Distinctive or striking patterns of landform or harmonious patterns of land cover, strong aesthetic qualities (such as scale, form, colour, texture, perceived naturalness, sense of remoteness or tranquillity), the presence of natural features (such as ridgelines, woodland edges and river valleys) or other scenic qualities such as strong rural character (traditional land uses with few human influences), and landscapes which contribute to distinctive views and landmarks.

Indicative Criteria for Assessing Visual Value

From interrogation of the landscape and visual baseline, alongside referral to the Natural England 2019 guidance and Gillespies' existing studies of the area, criteria for assessing the study area for identifying indicators for assessing visual value were defined as:

- Scenic Quality;
- Views related to landscapes and assets of recognised value;
- Regional and local views;
- Typical receptors and level of access.

This criteria was then applied to field study assessments and subsequent desk study to draw conclusions on the sensitivity of each parcel to housing and employment development.

Indicative Criteria for Assessing Visual Value	
Scenic Quality	Landscapes with high scenic quality, distinctiveness and high visual receptor quality are more sensitive to development.
Views related to landscapes and assets of recognised value	Landscapes that have been designated either nationally or locally for their importance provide an indicator of value. However, there are landscapes without designation that are valued at a community level e.g. local green spaces, village greens or allotments.
Regional and local views	Views from public rights of way, particularly long-distance national trails and other recreational routes where experience of the landscape is important, views from locations where there is provision of facilities for their enjoyment and other views which are locally well known and valued by the community. Open landscapes where there are extensive or important inward and outward views are likely to be more susceptible to development than enclosed landscapes that are visually contained.
Typical receptors and level of access	Identifying the individuals and/or defined groups of people who have the potential to be affected by development to the landscapes. The greater number of visual receptors the higher the visual sensitivity of an area will be to change.

Sensitivity Level Definitions

A five-point scale was developed in reference to the Natural England guidance, Gillespies' studies and Landshapes' methodology to assess the level of sensitivity for each parcel in this study, taking in all of the criteria of indicators defined in the previous tables. These indicators were then combined to reach an overarching assessment of each parcel's landscape sensitivity.

The sensitivity level of each parcel to housing and employment is outlined in Section 4 of this report.

Housing	High	Medium - High	Medium	Medium - Low	Low
Employment	High	Medium - High	Medium	Medium - Low	Low

Sensitivity Definitions	
High	Key landscape/visual characteristics of the landscape are highly vulnerable to change, likely to result in a significant change in character or adverse effects. Thresholds for significant change are very low.
Medium-High	Many of the key landscape/visual characteristics of the landscape are vulnerable to change, values may be medium through to high. Development may be accommodated in limited situations, without significant character change or adverse effects, if defined in the relevant land parcel summary. Considerable care will be needed in locating and designing change within the landscape. Thresholds for significant change are low.
Medium	Some of the key landscape/visual characteristics of the landscape may be vulnerable to change, values may be medium/low to high/medium. Although the landscape may have some ability to absorb change in some defined situations some alteration in character may result. Considerable care may be needed in locating and designing change within the landscape. Thresholds for significant change are intermediate.
Medium-Low	Most of the key landscape/visual characteristics are less likely to be adversely affected by change, values may be medium/low to high/medium. Although change can potentially be more easily accommodated, care would still be needed in locating and designing change in the landscape. There is an opportunity to create and plan/design for new character. Thresholds for significant change are high.
Low	Key landscape/visual characteristics of the landscape parcel are less likely to be adversely affected by change. Change can potentially be more easily accommodated without significantly altering character. There is an opportunity to create and plan/design for new character. Thresholds for significant change are very high.

Synopsis of Gillespies' Findings - Diseworth

Parcel A
(Landscape Sensitivity Study, 2019)

Landscape Sensitivity Rating:
Housing: Medium
Employment: Medium-High

Visual Sensitivity Rating:
Housing: Medium-Low
Employment: Medium

Synopsis of Findings
Parcel A, defined by Gillespies as a parcel of land to the north and north-east of Diseworth, has a 'relatively strong rural character'. Within this study, Gillespies have considered both the landscape and visual sensitivity of the parcel to both housing and employment development.Gillespies have concluded that the 'overall landscape sensitivity is considered to be medium to change arising from new housing development and medium-high to change arising from new employment development' and the 'overall visual sensitivity is considered to be medium-low to change arising from new housing development and medium to change arising from new employment development'. They came to this conclusion by assessing the landscape within this parcel and highlighting key characteristics, such as; the riparian vegetation along watercourses, the Cross Britain Way and pastoral fields.

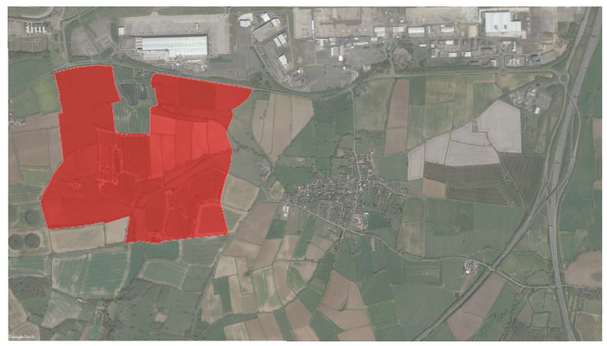
Parcel B
(Landscape Sensitivity Study, 2019)

Landscape Sensitivity Rating:
Housing: Medium-Low
Employment: Medium

Visual Sensitivity Rating:
Housing: Medium-Low
Employment: Medium

Synopsis of Findings
Parcel B, defined by Gillespies as a parcel of land to the south of Diseworth, has 'a number of the key characteristics of NCA 70 Melbourne Parklands'. Within this study, Gillespies have considered both the landscape and visual sensitivity of the parcel. Gillespies and have concluded that the 'overall landscape sensitivity is considered to be medium-low to change arising from new housing development and medium to change arising from new employment development' and the 'overall visual sensitivity is considered to be medium-low to change arising from new housing development and medium to change arising from new employment development'. They came to this conclusion by assessing the key characteristics of the landscape. Some examples of these are views to the spire of Grade II* listed Church of St Michael and the NCN 15 running adjacent to the north-west boundary of this parcel.

Site B Appraisals
(Landscape and Sensitivity Study for Mixed Development, 2020)

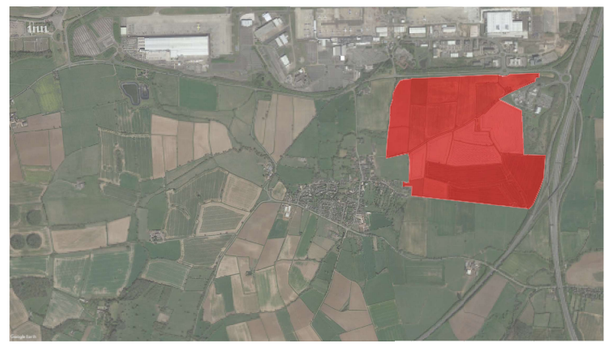


Landscape Sensitivity Rating:
Mixed-use: Medium

Visual Sensitivity Rating:
Mixed-use: Medium

Synopsis of Findings
Site B is defined by Gillespies as a parcel of land to the West of Diseworth. High Barn Farm and Woodhouse Farm are both situated within this site. Gillespies have considered both the landscape and visual sensitivity of this parcel to mixed-use development and concluded that the 'overall landscape sensitivity is considered to be medium to change arising from the assessed mixed development parameters' and the 'overall visual sensitivity is considered to be medium to change arising from the assessed mixed development parameters'. They have highlighted key characteristics of the landscape which influenced this decision, such as the PRoWs which run through the parcel, along with the wildlife corridor as well.

Parcel C
(Further Landscape Sensitivity Study, 2021)



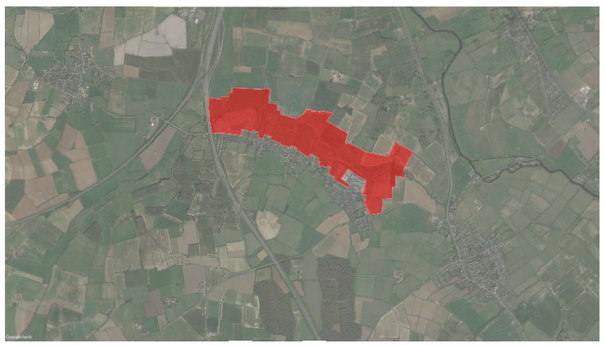
Landscape Sensitivity Rating:
Employment: Medium

Visual Sensitivity Rating:
Employment: Medium

Synopsis of Findings
Parcel C is defined by Gillespies as a parcel of land to the East of Diseworth, which overlaps with Parcel A, defined as above in previous study by Gillespies 'Landscape Sensitivity Study, 2019'. Within this study, Gillespies have considered both the landscape and visual sensitivity of this parcel to employment development and concluded that the 'overall landscape sensitivity is considered to be medium to change arising from new employment development' and the 'overall visual sensitivity is considered to be medium to change arising from new employment development'. They arrived at this conclusion by assessing at the key characteristics of the landscape. Some examples of these are the robust field boundary hedgerows and views of the church spire from along Hyam's Lane.

Synopsis of Gillespies' Findings - Long Whatton

Parcel A
(Landscape Sensitivity Study, 2019)

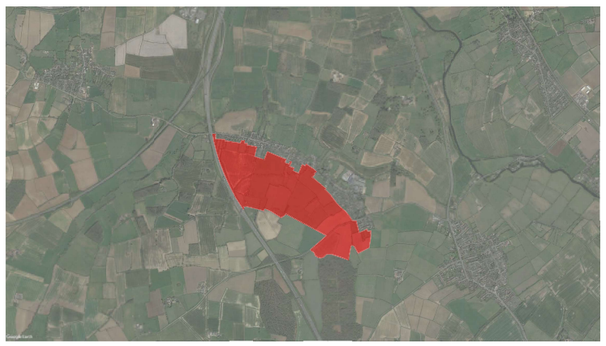


Landscape Sensitivity Rating:
Housing: Medium-Low
Employment: Medium

Visual Sensitivity Rating:
Housing: Medium
Employment: Medium-High

Synopsis of Findings
Parcel A, which is defined by Gillespies as a parcel of land to the north of Long Whatton, has a rural character landscape. Within this study, Gillespies have considered both landscape and visual sensitivity of the parcel to both housing and employment development, and have come to the conclusions that the 'overall landscape sensitivity is considered to be medium-low to change arising from new housing development and medium to change arising from new employment development' and the 'overall visual sensitivity is considered to be medium to change arising from new housing development and medium-high to change arising from new employment development'. They came to this conclusion by looking at the landscape within this parcel and highlighting key characteristics, such as, being in close proximity to Whatton House, the registered park and garden, as well as the scenic quality of the parcel due to the Long Whatton Conservation Area.

Parcel B
(Landscape Sensitivity Study, 2019)



Landscape Sensitivity Rating:
Housing: Medium
Employment: High

Visual Sensitivity Rating:
Housing: Medium
Employment: High

Synopsis of Findings
Parcel B, which is defined by Gillespies as a parcel of land to the south of Long Whatton, is dominated by pastoral fields, but is also strongly influenced by the presence of the M1. Within this study, Gillespies have considered both landscape and visual sensitivity of the parcel to both housing and employment development, and have come to the conclusions that the 'overall landscape sensitivity is considered to be medium to change arising from new housing development and high to change arising from new employment development' and the 'Overall visual sensitivity is considered to be medium to change arising from new housing development and high to change arising from new employment development'. They came to this conclusion by looking at the landscape within this parcel and highlighting key characteristics, such as, it's strong undulating topography and open aspect meaning there are many opportunities of mid and long distance views.

Local designations pertinent to assessing landscape sensitivity are detailed below.

Conservation Areas

Diseworth Conservation Area was designated in 1974 and last reviewed 2001. Long Whatton Conservation Area was designated in 2002. Both Conservation Area Appraisals outline the historical development of the settlement and defines the special interest, character and appearance of the built and natural environment within and surrounding the Conservation Area boundaries.

The Diseworth Village Design Statement (DVDS) was adopted as supplementary planning guidance to the Local Plan in April 2020 and then a revised version in January 2021.

Diseworth Conservation Area
The DCAA sets out that:

"Diseworth lies within an undulating agricultural landscape and occupies a shallow valley created by the Diseworth Brook as it flows eastwards before becoming Long Whatton Brook and proceeding to its confluence with the River Soar. In the second half of the twentieth century East Midlands Airport was developed less than one kilometre to the north of the village and the M1 motorway constructed some 1.5 km to the east. These developments and their associated facilities have had a significant impact on the surrounding landscape and have altered the pattern of the local road network. The Airport severed the former link northwards from Grimes Gate in the village towards Castle Donington, Hemington and Lockington."

When describing the relationship between the CA and the surrounding landscape its states that;

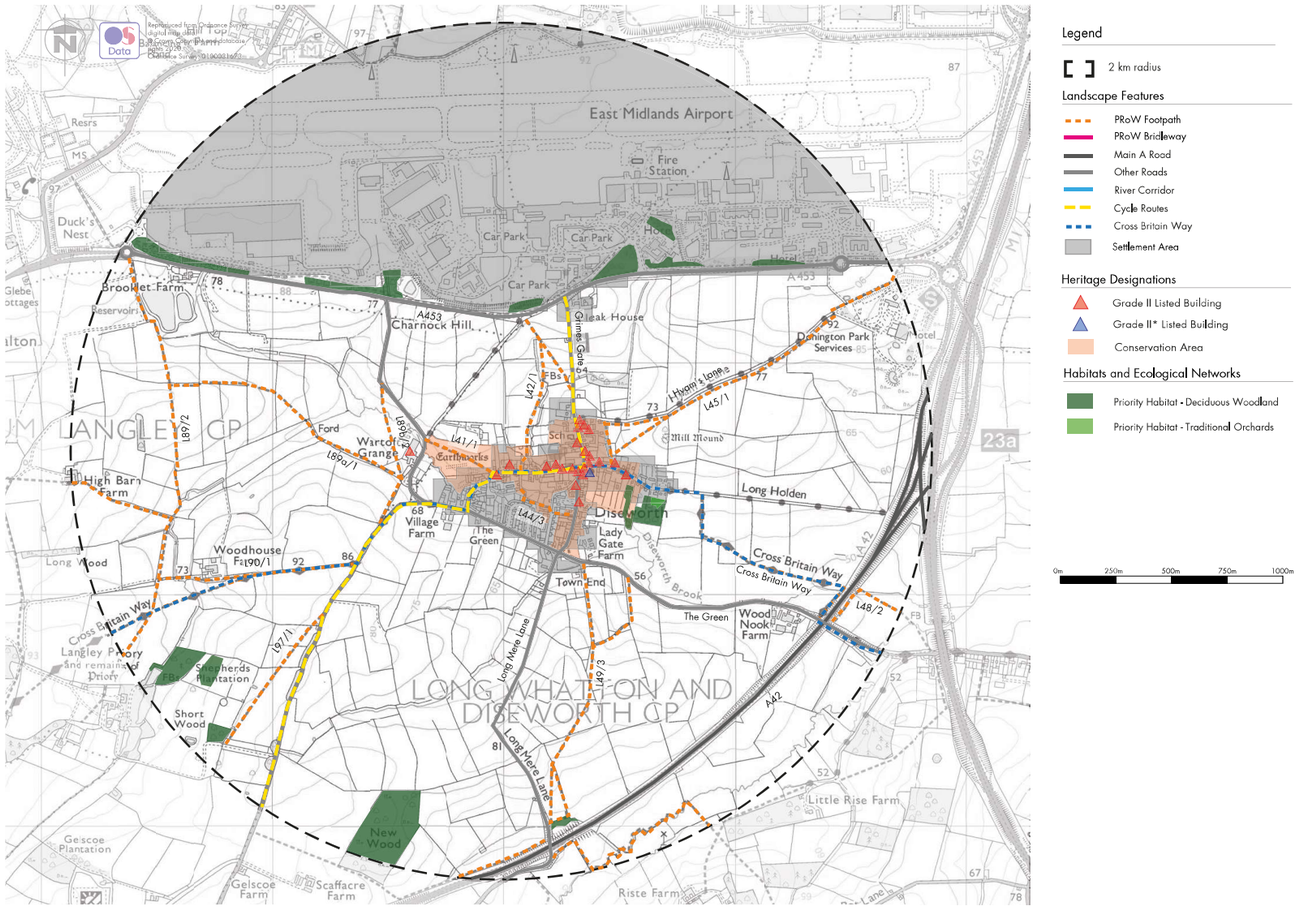
"The agricultural land surrounding the village with its straight field boundaries and surviving hedgerows appears essentially to reflect the landscape created by the enclosure of Diseworth Parish in 1794. Within this landscape, however, visual evidence of earlier farming methods remains in the form of medieval ridge and furrow ploughing patterns - the field areas immediately to the north of Hyams Lane and to the north of Hallfield Farm providing examples. A number of public footpaths radiate from the principal streets of the village through this surrounding agricultural land. These public rights of way, which may reflect routes formerly taken by agricultural workers, now provide an important leisure resource to the residents of Diseworth and the surrounding settlements."

The CA goes on to set out that views out are restricted from within the village due to the shallow valley that the village is located within but that there are locations where there are good views out of the settlement.

Diseworth Village Design Statement

The purpose of the DVDS is to inform planning proposals and decisions so as to ensure the effective and successful management of change on whatever scale. The DVDS provides guidance for those individuals and organisations seeking to initiate change and development in and around the village, by identifying good quality in both traditional and modern developments.
To this end the Statement sets out to explain the village in terms of its long history, and to articulate those features of the village that are seen by its residents as most attractive, distinctive and worthy of retention.

Full size copies of the figures can be found in appendix C.



Long Whatton Conservation Area

The LWCAA sets out that:

"Long Whatton lies within an agricultural landscape on the southern side of the shallow valley to Long Whatton Brook, which flows eastwards towards its confluence with the River Soar. The village has an essentially linear settlement pattern with development concentrated along the principal thoroughfare comprising West End, Main Street and The Green (B5401)
In the second half of the twentieth century, the M1 Motorway was constructed immediately to the west of the village and East Midlands Airport was developed some 3.5 km to the north-west. These developments, along with the later construction of the A42 road, have had a significant impact on the character of the surrounding landscape."

When describing the relationship between the CA and the surrounding landscape its states that:

"Within the agricultural landscape surrounding the village there is surviving visual evidence of early farming methods; both of tofts and crofts farming and of medieval ridge and furrow patterns. The area between Long Whatton Brook and the northern edge of the built settlement form provides examples of both. These lands are important both historically and for the setting they provide for the village. Mature hedgerows define the boundaries to these field areas, one of which is now used by the Cricket Club. The meandering courses of Long Whatton Brook and its tributaries are well treed."

"The regular boundaries and surviving mature hedgerows to some fields, however, reflects the agricultural landscape created by the completion of the enclosure of Long Whatton Parish in 1778. Public footpaths radiate from the Area through the surrounding agricultural landscape. These public rights of way, which may reflect routes formerly taken by agricultural workers, now provide an important leisure resource."

The CA goes on to set out that the M1 is a significant visual intrusion at the eastern end of Long Whatton and undermines the countryside setting of the settlement. The noise levels generated by vehicular traffic are detrimental to the amenities of village residents and the embankment also prevents views out of the village in the Diseworth direction and to the north west views over the countryside are dominated by the intersection of the M1 with the A42 link road.

Registered Park and Garden

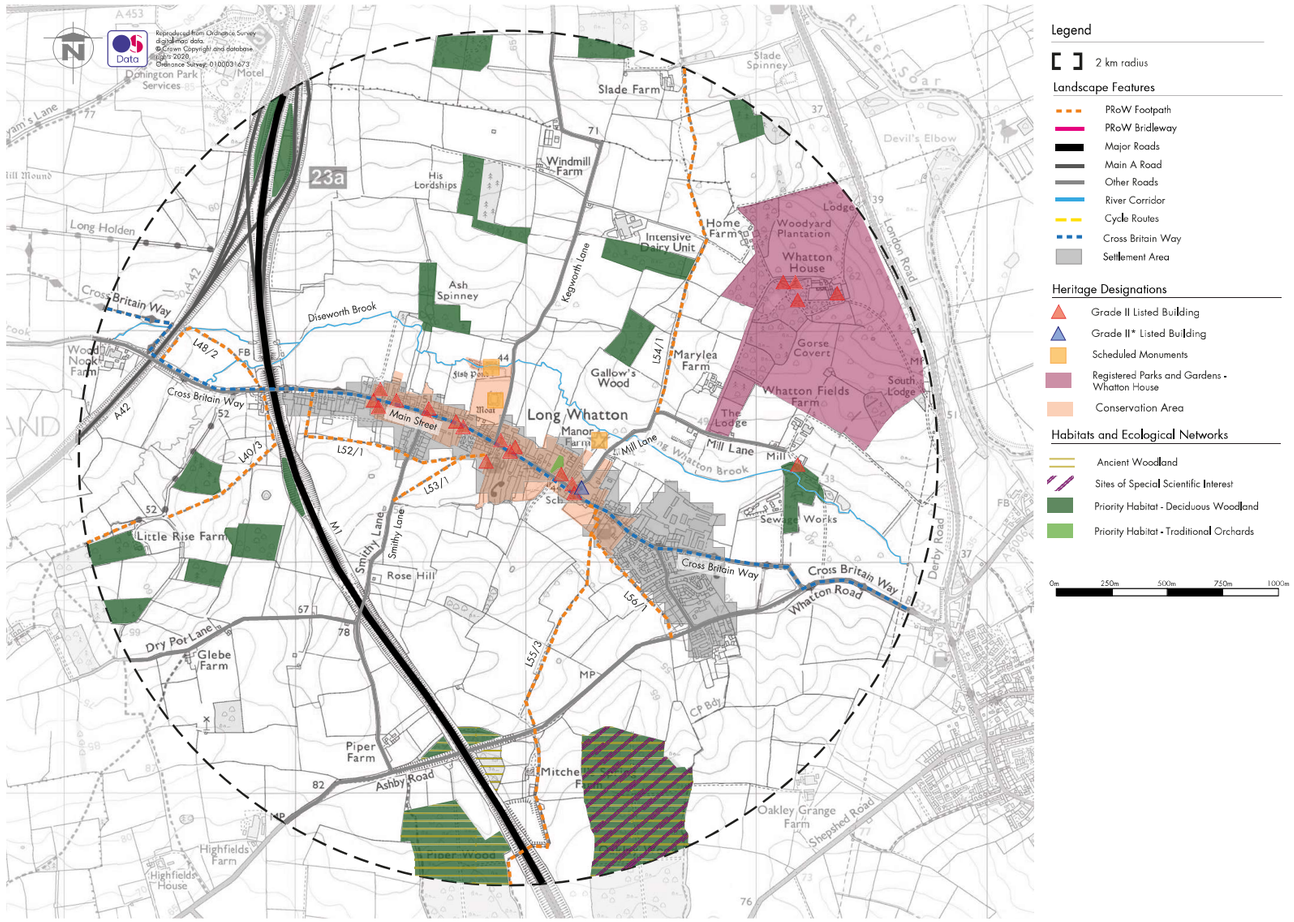
Whatton House, Grade II listed, stands in its park 5km north-west of Loughborough. It occupies high ground, looking east across the valley of the River Soar and south across the valley of one of its tributaries, the Long Whatton Brook. To the east the park is bounded by the A6 from Loughborough to Derby.

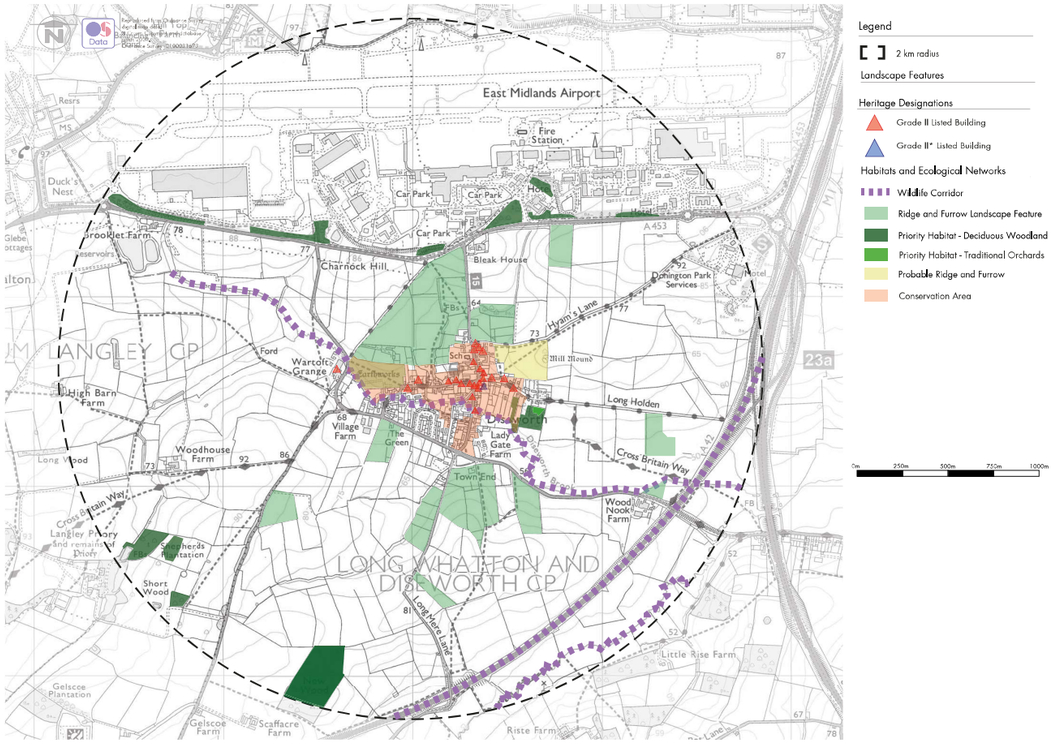
The park is roughly rectangular, and extends for c 500m north and south of the House. East of the House, where the park falls sharply away to the boundary with the A6, it remains permanent pasture and has numerous mature parkland trees. North and south of the House the park has largely returned to arable farmland, although some parkland trees remain, especially in the former area. Much of the south-west part of the park is wooded; this screens the back drive. The park was laid out around the House about the time it was built, c 1802-3.

Cross Britain Way

Starting at Boston near The Wash, where the original Macmillian Way begins, it heads west travelling through Snowdonia National Park to end in Barmouth. The path was created by Tim Brunton, to help raise money for Macmillan Cancer Support. The idea was to create a walking trail across the whole of the country that would include less well-known areas of the English countryside, combine both England and Wales, and would embrace Britain's cultural and industrial heritage as well as the beauty of its scenery, and the range of its changing landscapes.

Full size copies of the figures are appended to this report.





Heritage

Diseworth is located in a small valley with origins in Saxon times. The historic core of the settlement has developed around The Cross, with four 10th century principal streets; Grimes Gate, Hall Gate, Clements Gate and Lady Gate meeting at a staggered crossroad close the oldest surviving building: the Church of St Michael's and All Angels. This overall pattern of development remains largely evident.

Farmsteads, outbuildings, workers' cottages, blacksmiths and wheelwrights developed within the core of the village in a typical settlement pattern established before the Parliamentary Enclosures Act. In the twentieth century as the agricultural economy of the village shrunk the remaining farms and tied cottages have been converted to residential use. New dwellings were erected on former paddock areas, this infilling has maintained a compact form of development which is still evident today.

The agricultural land surrounding the village appears to reflect the landscape created by the enclosure of Diseworth parish in 1794, few hedgerows have been lost. There is also visual evidence of earlier farming methods in the form of medieval ridge and furrow ploughing patterns. The patterns of roads still reflect the agricultural origins and have changed very little over time.

Diseworth Brook has played a historic role in the village, many farms were built beside it and has continued to be a characteristic feature of the landscape. The Brook runs through the large rear gardens to the properties and listed buildings that are on the southern side of Clements Gate. Historically, there were areas of Orchard incorporated into this space and some individual fruit trees can still be found within the gardens. These areas have also been identified as a priority habitat, which shows how these gardens are crucial to the historic setting of Diseworth.

Historic Mapping

This 1883 map shows a very similar pattern and scale of the settlement we see today; the nucleated nature of Diseworth, its compact form surrounded by small field patterns increasing as the landscape extends away from the core of the village. The Cross has remained the central feature of the village with Grimes Gate cutting through the heart of the village to the south. Hyam's Lane and Long Holden are main routes into the village from the north and east.

Ecology

Leicestershire and Rutland Environmental Records Centre (LRERC) prepared the 'Ecological Network Report for North West Leicestershire' in 2015. This report identifies ecological networks and habitats across the district. In Diseworth deciduous woodlands are the predominant priority habitat of the study area. The landscape surrounding Diseworth is principally agricultural with intact hedgerows and mature trees but there are no TPOs present. Diseworth Brook is a locally important riparian corridor and aquatic habitat. The Brook is well lined with hedgerows and trees, most of which are Willow.
The M1 and A42 are also considered wildlife corridors.

3. Planning Context

Heritage, Historic Mapping and Ecology- Diseworth

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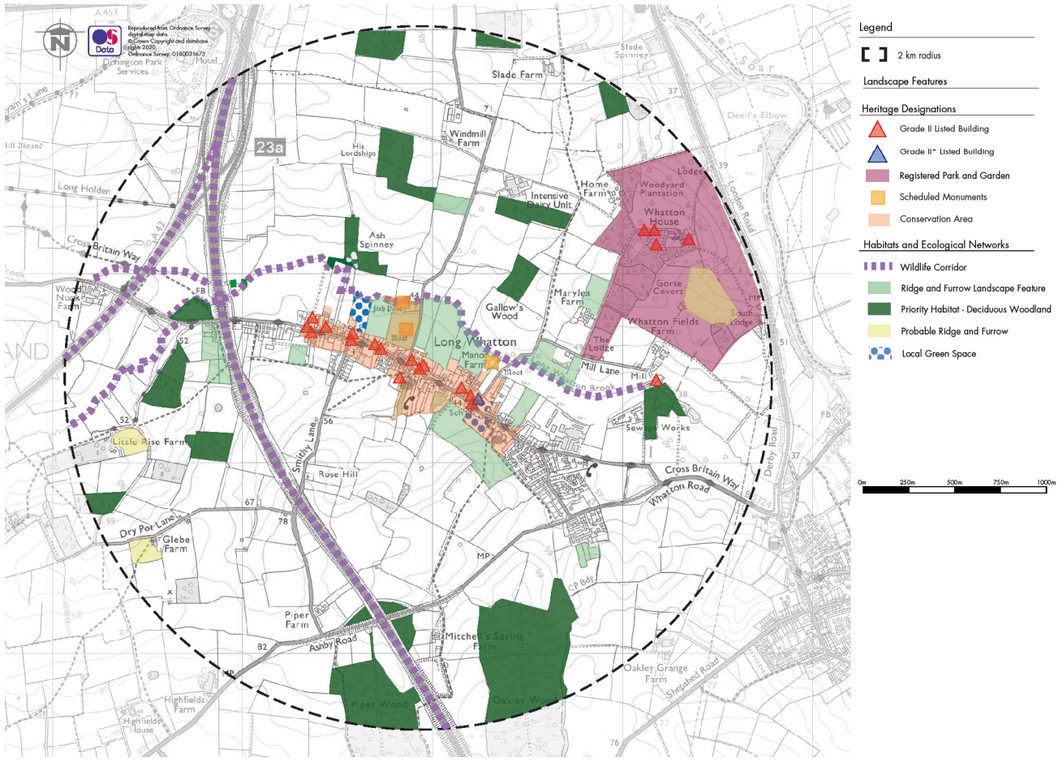

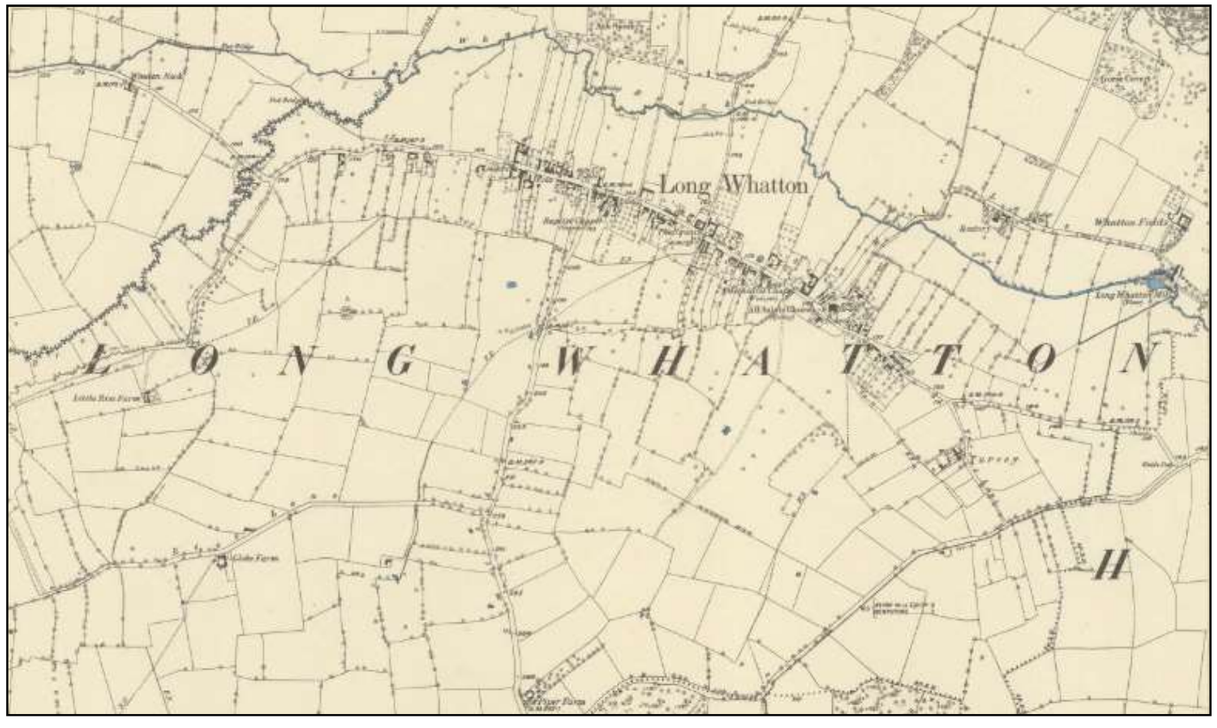

Heritage

Long Whatton is a linear settlement with development concentrated along the principal thoroughfare comprising West End, Main Street and The Green. All Saints Church sits at what is considered the core of the village. The medieval church is a focal point in the village. Its square tower contrasts in scale and form with the surrounding buildings and properties.

Until the 18th century the dominant agricultural economy led to the development of farmsteads dispersed along the main thoroughfare. The area also portrays the development of the hosiery industry from its domestic origins through to small workshops.

At the beginning of the nineteenth century construction of estate workers housing and buildings such as the Church of England Primary School was built in association with the Dawson family of Whatton House which reflects that the settlement was in part an 'estate village'.

There are a number of Grade II and II* listed buildings in the village as well as two Scheduled Ancient Monuments of mediaeval moated enclosures.

Historic Mapping

This 1883 map of Long Whatton is consistent with the compact, linear settlement pattern that exists today. The small, intimate field patterns surrounding the historic core of the village remain, field boundaries have been extended to create larger fields over time as you radiate from this intimate core. Existing key features of the landscape can be identified; Piper and Oakley Woods as well as Whatton House. Farmsteads and the sewage works have been developed out into the wider countryside and the small woodlands have matured and are now priority habitats. The historic routes of Smithy Lane and Kegworth Lane are still the main routes that radiate from the settlement's central route which lead to Diseworth to the west and Hathern to the east.

Ecology

The LRERC identified that the SSSIs Piper and Oakley Woods to the south of Long Whatton are some of the best semi-natural ancient woodland in North West Leicestershire in addition to the small mature plantations clustered around Long Whatton, including Gallow's Wood and those at Whatton House. Orchards are priority habitats, historic remnants have been identified at Manor Farm.

Long Whatton Brook is a locally important riparian corridor and aquatic habitat. Remnants of historic orchards are identified at Manor Farm. The M1 and A42 are also considered wildlife corridors.

3. Planning Context

Heritage, Historic Mapping and Ecology- Long Whatton

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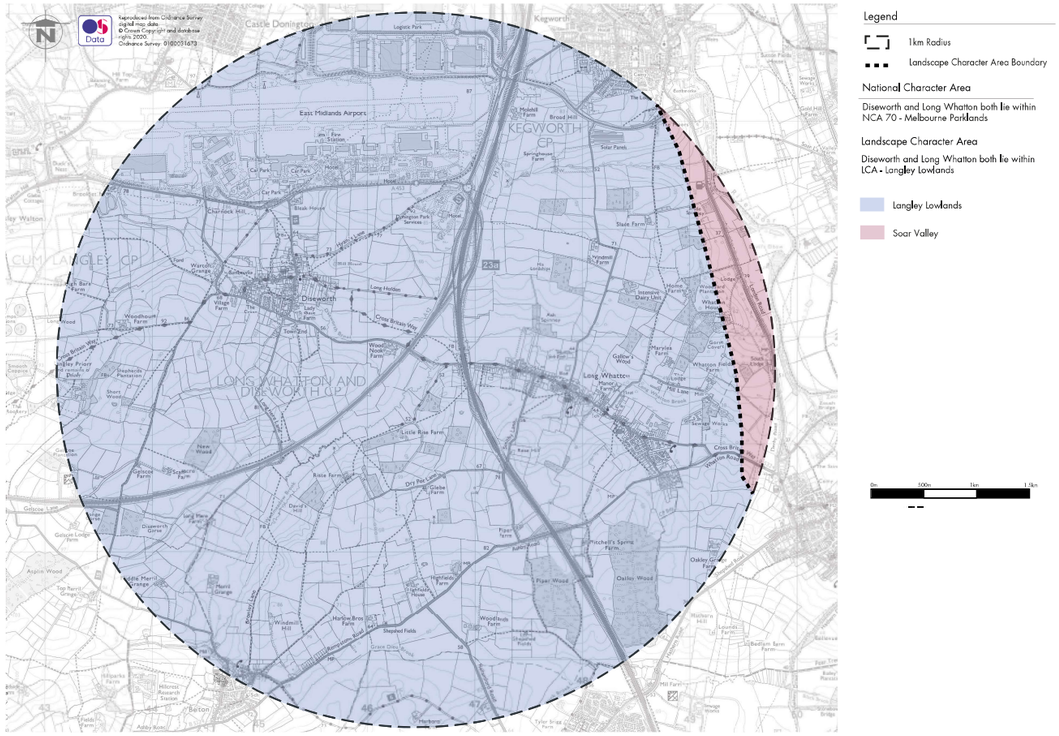


National Landscape Character Assessment

The study area is in the National Character Area 70: Melbourne Parklands. It is a landscape of rolling farmland, ancient and plantation woodland and a cluster of landscaped parkland with grand country houses. This includes Whatton House, a registered park and garden that sits to the north-west of the study area.

The NCA is predominantly rural, although there are strong and often abrupt contrasts with the urban areas on its peripheries. The M1 and A42 cross the NCA and East Midlands Airport is sited on the central plateau in an otherwise undulating area.

Most of the area is in agricultural use, with extensive areas under arable production, and mixed arable and pasture on the steeper ground. The landscape is populated with scattered villages that retain a rural character.

The area has a long history of mixed farming, evident from the survival of pre-18th century irregular pasture enclosures, and nationally significant fragments of medieval ridge and furrow. The NCA contains a variety of fieldscapes, a legacy of historic land uses that combine to produce a complex landscape.

Cultural benefits that the NCA provides to society include a sense of place, a sense of history and recreation. Additionally 4% of the total area consists of priority habitats with 312ha of land nationally designated as SSI, including Oakley Wood within the study area.

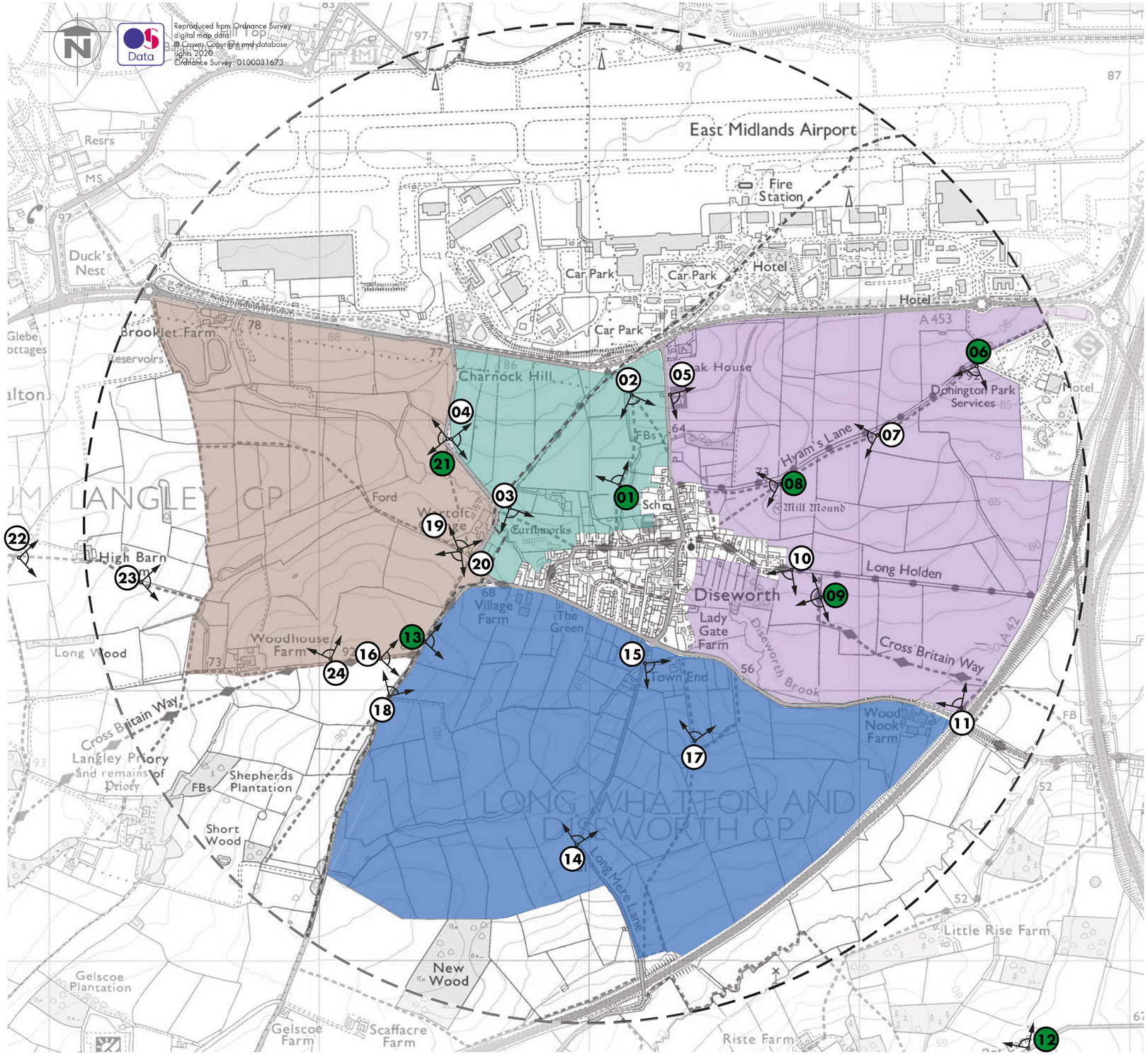
Local Landscape Character

The study area is located in the Langley Lowlands Landscape Character Area as defined by the Leicester, Leicestershire and Rutland 2001 'Landscape and Woodland Strategy'.

The Langley Lowlands are characterised by a gently rolling landform which is often dissected by minor watercourses flowing towards the Trent and Soar valleys. Several small villages are throughout the area, connected by quiet, narrow, winding lanes. A pattern of smaller fields surrounds some of the villages.

Much of the area is strongly influenced by historic estates including Staunton Harold Hall and Whatton House (Grade II* and Grade II Registered Park and Garden) and non-registered estates including Donington Park and Langley Priory. There is a strong sense of time depth. Many villages are Conservation Areas, including Long Whatton and Diseworth, with many listed buildings and historic churches forming the focal points within these villages.

Settlements within the landscape primarily consist of small, characterful villages (including some Conservation Areas) and farms. Long Whatton has a distinctive linear form which follows the valley of Long Whatton Brook.



Legend

- 2 km radius
- Representative Viewpoint Locations
- Key Viewpoints: Views which contain landscape and visual features important to the identity of the settlements.
- Parish Boundary
- DisW01
- DisW02
- DisW03
- DisW04

Detailed Review of Diseworth

The following section is a detailed appraisal of the landscape surrounding the settlement of Diseworth. Following a review of the desk based information, field survey work and an appraisal of the landscape surrounding the settlement it is considered that:

- Parcel DisW01 is desginated to the land north of the settlement, up to the A453 and bound to the east by Grimes Gate and the west by the road from Charnock Hill.
- Parcel DisW02 is the landscape between the settlement, the A453, Long Holden and the motorway with its associated services.
- Parcel DisW03 is the landscape to the south of the settlement, with Long Mere Lane to the west of the parcel's edge.
- Parce DisW04 is designated to the land adjoining the settlement to the high ground in the west.

Diseworth Parcel DisW01

The northern and eastern edge of the settlement, formally Parcel A, are considered to have two distinct character types, broadly divided along Grimes Gate and the former Green Lane. The legible differences are the more intimate and historic landscape associated with the northern edge of the settlement compared to the open agricultural landscape to the east. The area of landscape to the west of Green Lane transitions between this landscape and the undulating agricultural and pasture landscape to the west.

The landscape to the east encompasses the countryside from the settlement edge to the edge of the motorway services. The A453 is a strong defensible boundary, both physically and visually.

Below is an appraisal of the subdivided parcels and an appraisal of their sensitivities.

Landscape Appraisal

Landscape Susceptibility

This parcel is typical of the LCA Langley Lowlands with a gently rolling landform, dissected by a minor watercourse with a pattern of smaller fields surrounding the village. The gently undulating landform surrounds and continues to buffer the nucleated settlement from the industrial areas to the north. The small field patterns of the landform create an intricate landscape to the northern edge of the settlement. Historic field boundaries with intact hedgerows and mature trees add to the historic character of the landscape. The historic character is further emphasised by the visible remnants of ridge and furrow patterns all of which add to the rural quality and tranquillity of the parcel.

Landscape Value

This landscape character parcel contributes to the character and setting of Diseworth. There is a strong, positive character to this landscape, enhanced by the intactness of historic boundaries and ridge and furrow patterns. These features add to the distinctiveness of the settlement fringe, the historic value of Diseworth and the sense of place at its historic core. The mature trees, dense hedgerows and riparian corridor running through this parcel add to its ecological value. The PRoW runs north to south through the parcel creating opportunities for recreation, which are enhanced by the banks of the brook, mature trees, and remnants of historic farming methods. There is a sense of tranquillity despite the proximity of the industry and A423 to the north of the parcel, which enhances the experiential quality of the landscape.

Visual Appraisal

Visual Susceptibility

This landscape provides a scenic quality to the settlement. Intervisibility is largely restricted; focal points such as the church and the control tower are intermittently visible through mature hedgerows creating an intimate quality to the surroundings. Visual receptors benefit from the riparian corridor and historic elements of the landscape. They become aware of the settlement as they move southwards into the valley of the landscape, where the residential buildings and farmsteads can be seen at the settlement edge. Higher susceptibility receptors will be residents at the edge of the community and users of the PRoW.

Visual Value

Viewpoint 01 encompasses the visual value derived from the historic and ecological quality of this landscape, creating a continuation of the conservation area out into the wider rural landscape. There is tranquillity associated with the intimate pattern of the landscape which shields the rural quality from the industrial developments to the north.

Sensitivity Attributes

Key characteristics of the landscape that are identified as sensitive to change.

- An intimate landscape which buffers the historic core of Diseworth to the A453.
- Rolling landform restricts visibility into Diseworth, highlighting the settlement's intimate position in the rural landscape.
- A strong historic character consisting of intact field boundaries, historic field patterns and remnants of ridge and furrow patterns.
- Ecological value of mature trees, dense hedgerows and the riparian corridor of Diseworth Brook.
- PRoWs leading to the village's historic settlement core through the Conservation Area with intermittent views locally important features of St. Michael's church and East Midlands Airport control tower.

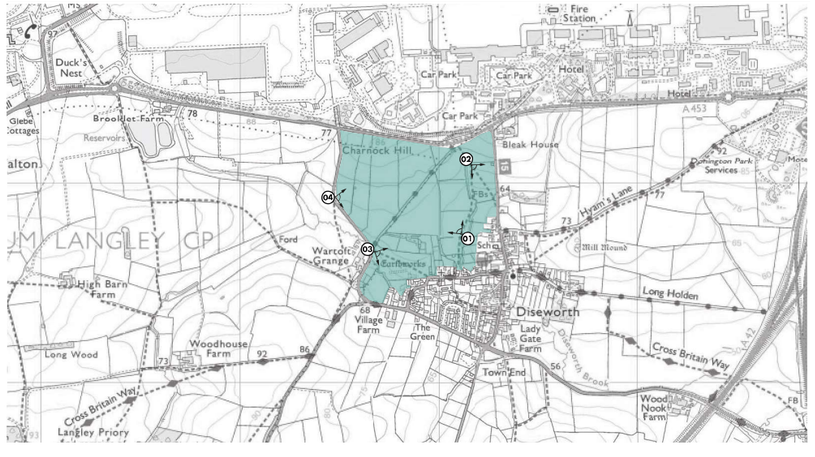
Conclusion

Despite a lack of formal designations, the landscape character within the parcel is strengthened by features including the sloping topography and remnant historic features. These features are overlaid with small scale field patterns and bound by intact native hedgerows with visual interconnectivity. These features combine to result in a high landscape sensitivity to employment and a medium – high landscape sensitivity to housing.

These landscape features create a high experiential quality for visual receptors within this parcel. Although intervisibility is restricted due to the landscape pattern and features, development is contained at the settlement edge and there is a strong network of public rights of way proving a highly recreational landscape. This results in a medium - high visual sensitivity towards housing and high sensitivity towards employment.

Landscape and visual sensitivities combine to an overall medium - high sensitivity to housing and high sensitivity to employment for parcel DisW01. Small pockets of housing which retain the field pattern and assimilate into the landscape could be considered near the settlement edge, south of Green Lane. However, due to the vulnerability and sensitivity of this settlement edge, any employment development that may be considered in the landscape to the south of Green Lane would not be suitable.

Housing	High	Medium - High	Medium	Medium - Low	Low
Employment	High	Medium - High	Medium	Medium - Low	Low



Representative Viewpoints

Representative views have been selected which encompass the landscape and visual characteristics of the surrounding landscape and contribute to its identity are shown below.
VP01 is recorded from the PRoW travelling from the settlement core. It is a key view encompassing a well-trodden recreational route with intermittent views out to the airport control tower from the intimate, historic field patterns. Remnant ridge and furrow patterns and historic woodlands bound the fields, the sloping nature of the landscape and interlinked small scale fields add to the strength of Diseworth's landscape character.

VP02 is taken further along the PRoW and looks back towards Diseworth. This is a key view encompassing the characteristics of the landscape which define the setting and context of Diseworth. This view from a recreational route looks towards the spire of St Michael's and illustrates the intimate scale of the historic field patterns which make up the landscape to the north of Diseworth. The limited visibility of Diseworth can already be seen from this viewpoint.

VP03 is taken from the track leading from the A453 to the settlement. This viewpoint is taken at the point that users are at the edge of the settlement. This is a key view showing the intimate scale of the fields surrounding Diseworth and the proximity of remnant ridge and furrow patterns to the residential buildings at the western edge of the settlement.

VP04 is taken from The Green a connecting road from the A453 which travels through the open countryside to the west of the settlement. This view looks eastwards into the parcel from a lay-by which intersects with a PRoW. Visual receptors are considered to be drivers and recreational users. Views of the spire of St Michael's, the only discernible feature of Diseworth's built form, are limited. Although, the village creates a historic impression looking in from **VP04**. The rest of the settlement is hidden from view by the sloping landform and surrounding vegetation. There are long views over the settlement to the ridgelines in the distance adding to the rural feel of Diseworth's setting.

Parcel DisW01 - Viewpoint 01

Parcel DisW01- Viewpoint 02

Parcel DisW01 - Viewpoint 03

Parcel DisW01 - Viewpoint 04

Diseworth Parcel DisW02

Landscape Appraisal

Landscape Susceptibility

The open, gently undulating landform with the nucleated settlement creates a buffer of strong rural character between Diseworth's historic settlement edge and the industrial infrastructure, which is located in relatively close proximity to the north east. The field pattern is medium to large scale and is predominantly agricultural with more pasture close to the settlement edge. The edge of Diseworth remains relatively intact, retaining the nucleated form and tight knit structure. There is a sense of enclosure closer to the western edge of the settlement contrasting with the more open and exposed landscape further to the north east. However the boundaries to A453 and the south western edge of the services are well vegetated and considering the proximity of the large scale industrial uses to the north and east, this landscape maintains some tranquillity.

Landscape Value

This landscape character zone contributes to the character and setting of Diseworth, providing a transition from the more intimate settlement edge into a wider agricultural landscape, which buffers the industrial uses to the east. The Conservation Area, which covers much of Diseworth, extends into this landscape just beyond the settlement. This landscape accentuates the nucleated, compact character of the settlement set within the wider agricultural landscape. The field patterns have a good to moderate level of intactness. In the wider landscape these hedgerows are well maintained, and closer to the settlement there are small copse and tree groups. Largely tree planting is in the form of individual hedgerows trees. The intervention of the M1 services has diluted this field pattern further afield. The route of the PRoW follows one of the historic approach roads to the settlement. Both the PRoW and the Cross Britain Way are recreationally valuable at a local and national level. The Diseworth Brook runs along the south of this parcel and through the large gardens to the rear of the houses, which are to the south of Clements Gate. These gardens are crucial to the historic setting of the area as there is evidence of individual fruit trees remaining where there were previous areas of orchard. The Brook is also a locally important riparian corridor, which is well lined with Willow trees and hedgerow.

Visual Appraisal

Visual Susceptibility

This landscape provides a visual setting for the settlement with a large open visual aspect and a high degree of intervisibility, with the high ground beyond the settlement, to the west which forms the skyline, and the more intricate small scale landscapes to the south west, all experienced from public rights of way. The spire of the church is visible on the approach intermittently from the Hyam's Lane and the adjacent PRoW and is the the only element to break the skyline. The remaining rooftops largely lie below the skyline. This landscape provides a visual connection to the landscape character of the settlement and its surroundings which is part of the Melton Parklands NCA. Broadly the immediate landscape views appear undeveloped with the built form largely contained to the settlement. Users of the PRoW will appreciate their experience from the between the landscape further north east including the Services, and this part of the countryside. There is a sense of being visually buffered from the industrial nature of the landscape to the north and east.

Visual Value

Viewpoints 06 and 08 are key views in representing the quality of the landscape character in this zone and its relationship and contribution to the settlement. Although not designated, this landscape is representative of the local landscape character and has scenic qualities. The parcel plays a strong role in the setting of settlement and the Conservation Area, including the church and numerous listed assets. The recreational routes are highly valued locally and at a national level.

Sensitivity Attributes

Key characteristics of the landscape that are identified as sensitive to change.

- Long, open views with degrees of intervisibility; illustrate Diseworth's setting in the wider rural landscape.
- Large scale field patterns create a buffer between the settlement edge and the industrial uses to the north and east.
- PRoWs and Cross Britain Way follow historic approaches into Diseworth with Conservation Area extending into the parcel.
- Diseworth Brook runs thorough the historic gardens of properties and listed buildings to the south of Clements Gate. Both the gardens and the Brook are important to the historic setting of Diseworth and are key ecological features.

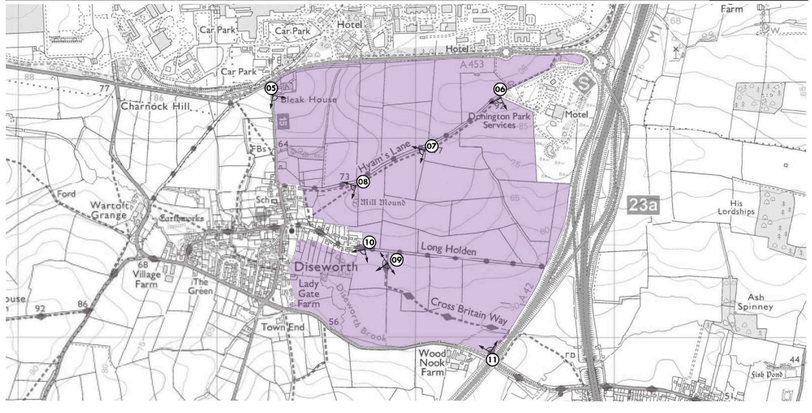
Conclusion

This landscape transitions beyond the settlement fringe out to a simple, agricultural landscape. This landscape's value is derived from the separation and protection it affords the settlement from the large-scale developments of the EMA, transport infrastructures of the M1 and A42 and Doddington services to the north and east. This landscape retains a hinterland to the settlement, which has already been compromised, protecting the identity and character of the settlement and landscape beyond. This results in a medium – high sensitivity to employment and a medium sensitivity to housing.

This parcel's strong role in the setting of the settlement are represented by key views along Hyam's Lane which show the nucleated settlement of Diseworth buffered by the surrounding countryside. Key Views show how only the spire of the church breaks the skyline with built elements of the settlement surrounded by vegetation against a backdrop of the rising land to the west. From the settlement and national trail visual receptors' views and experience of the landscape are buffered from the industrial developments to the north by this landscape. These factors result in medium – visual sensitivity to employment and housing.

Landscape and visual sensitivities combine to an overall medium sensitivity to housing and medium-high sensitivity to employment. There are elements to this landscape which are vulnerable to change however development could be accommodated in limited circumstances.

Housing	High	Medium - High	Medium	Medium - Low	Low
Employment	High	Medium - High	Medium	Medium - Low	Low



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Representative Viewpoints

Representative views have been recorded from the edges and within the parcel itself to gain an impression of the sensitivity of this landscape and its role in buffering Diseworth from the industry and transport infrastructure that surround it and the potential impacts of development.

VP05 is taken looking into the parcel from its western edge at Grimes the main route into Diseworth from the A453. This is the first impression users of the route gain of Diseworth and its position surrounding landscape from a higher elevation. Glimpses of built form can be seen through the dense vegetation that surrounds the village which is nestled within the undulating landscape. The large, open field patterns to the east and the ridgeline to the south draw the eye and add to the rural quality surrounding the landscape, characteristic of the NCA and LCA.

Viewpoints 06-08 are taken sequentially travelling westwards from the top of the PRoW, Hyams Lane, which bisects the parcel. This PRoW represents a historic route into Diseworth from the neighbouring Kegworth. **VP06** is recorded from the PRoW which connects along Hyam's Lane between Donnington Park Services and the village. This is a key view encompassing the characteristics of the landscape which define the setting and context of Diseworth. This is an open and panoramic view, providing a visual connection along a recreational route, including the spire of St Michaels in Diseworth and the wider surrounding countryside. The main transport infrastructure can be seen to the east but from this point the impact on receptors experience of the landscape is minimal.

Travelling along Hyams Lane the settlement becomes more visible with the spire of St Michael's the only built form to break the skyline to the south and the control tower a focal point of the skyline to the north. Breaking away from Hyam Lane onto the PRoW through the field adjacent to the settlement edge the church spire remains the only built form to break the skyline (**VP07 & 08**). From this point the landscape to the west of Diseworth opens at a higher elevation, further emphasising Diseworth's position in the bowl of the landscape. Modern developments on the northern edge of Diseworth are built at a slightly higher elevation and are more apparent from VP08 than the majority of the settlemetn which sits in the bowl of the landscape until you are directly above it from these routes. This has had an impact on the historic character of the village and consequently the extended built form of the village has begun to impact the wider visual quality of the settlement within the landscape.

South of the Long Holden access track the parcel has the additional recreational value of the Cross Britain Way and riparian corridor of the Diseworth Brook. Visual receptors are considered more sensitive to change along this national route. **VP09** looks towards Diseworth, from here the historic the settlement edge abruptly butts up to the countryside. To the south vegetation softens the edge and limits visibility into the historic settlement from this route, whereas the impact of modern developments at the edge of Diseworth are visible due to the lack of shielding there is to the wider landscape. Additionally this is a key view as it represents the visual value of the landscape that wraps around the south of the settlement, expanding the experiential quality for visual receptors.

VP10 shows the defined edge between the historic gardens, located to the south of Clements Gate, and the surrounding landscape. These gardens are crucial to the historic setting of Diseworth and act as a locally important riparian corridor, where the Diseworth Brook runs through. Visibly, there is a stark comparison between the thoroughly vegetated historic gardens and the open rolling landscape surrounding the settlement.

VP11 is taken from the Cross Britain Trail which runs through the parcel to the heart of Diseworth. This view, with its low hedgerows and minimal trees places Diseworth within a expansive rural landscape, with the topography rolling upwards to the north acting as a buffer to the industrial developments beyond. Modern housing to the East of Clements Gate breaks this view and acts as the settlement edge.

VP12 is a key view, as it encapsulates the overall rural settlement of Diseworth. This view looks towards the landscape hinterland of parcel DisW02, which is the open and rolling landscape that contributes to the setting and character of Diseworth. This view is taken from Dry Pot Lane, looking north towards the settlement. It shows the nucleated form of the village and how it is a rural settlement surrounded by an, open, rolling landscape, which is sensitive to development as it would compromise the relationship between the landscape and the settlement.

Representative Viewpoints

Parcel DisW02 - Viewpoint 05

Parcel DisW02 - Viewpoint 06

Parcel DisW02- Viewpoint 07

Representative Viewpoints

Parcel DisW02 - Viewpoint 08

Parcel DisW02 - Viewpoint 09

Parcel DisW02 - Viewpoint 10

Representative Viewpoints

Parcel DisW02 - Viewpoint 11

Parcel DisW02 - Viewpoint 12

Diseworth Parcel DisW03

Landscape Appraisal

Landscape Susceptibility

The landform of this parcel rises away from the settlement creating a barrier to the A42 which sits to the south and east. Small scale historic field patterns cluster around The Green and continue to nestle against Long Mere Lane creating an intimate sense of place to the southern edge of the village. This parcel predominantly consists of agricultural fields with built form restricted to the north of The Green, adding to the rural character of the settlement. Densely planted hedgerows with mature trees line The Green and enclose the village from the wider landscape. The scale of field patterns increase out to either side from Long Mere Lane and the views open up and lengthen to the ridgelines in the distance. This parcel maintains the historic settlement pattern of Diseworth and adds to the rural quality of the study area.

Landscape Value

The landscape that surrounds the settlement edge and runs along Long Mere Lane has a strong character, with historic field patterns and remnants of ridge and furrow (VP15). Despite modern development of the A42 crossing through the landscape the remaining fields are still as they were in historic mapping. This unchanging landscape adds historical value. PRoWs are accessible from Diseworth and travel south through the parcel, with long views as the topography rises. This changing topography shields Diseworth from the transport infrastructure that sits in close proximity and maintains a tranquillity to the landscape.

Visual Appraisal

Visual Susceptibility

Visual experiences vary for receptors. Intimate, small scale field patterns (VP15) develop out into larger field patterns with long, open views (VP09).

Visibility into this parcel is constrained from the settlement, densely planted hedgerows limit the susceptibility of residents to development. However, receptors that are recreationally using the PRoWs, the cycle routes and Cross Britain Way, within the parcel, are all more susceptible to changes to this surrounding landscape. The larger, scale field patterns and open views reinforces the intimate landscapes that enclose Diseworth and create a rich visual experience for those outside of the settlement. This parcel creates the scenic quality from which a rich sense of place for both the settlement and its rural landscape is experienced.

Visual Value

This parcel buffers the settlement from the A42 and in doing so creates a stark contrast with the landscape to the north of the settlement, a characteristic of the NCA. In doing so it increases the scenic quality that has led this landscape to be used by visual receptors experiencing a national trail. The spire of St Michael's and the East Midlands Airport control tower are locally important views adding to the sense of place.

Sensitivity Attributes

Key characteristics of the landscape that are identified as sensitive to change.

- Historic, small scale field patterns clustered around the southern edge of the settlement creating a strong sense of place to rural Diseworth.
- Mid to long distance views from the western edge emphasise contrast between the compact settlement and rolling landscape beyond.
- PRoWs, Cross Britain Way and cycle routes add to the recreational value of this parcel.
- Large scale agricultural landscape buffers Diseworth to transport infrastructure to the south and east, adding to tranquillity of parcel.

Conclusion

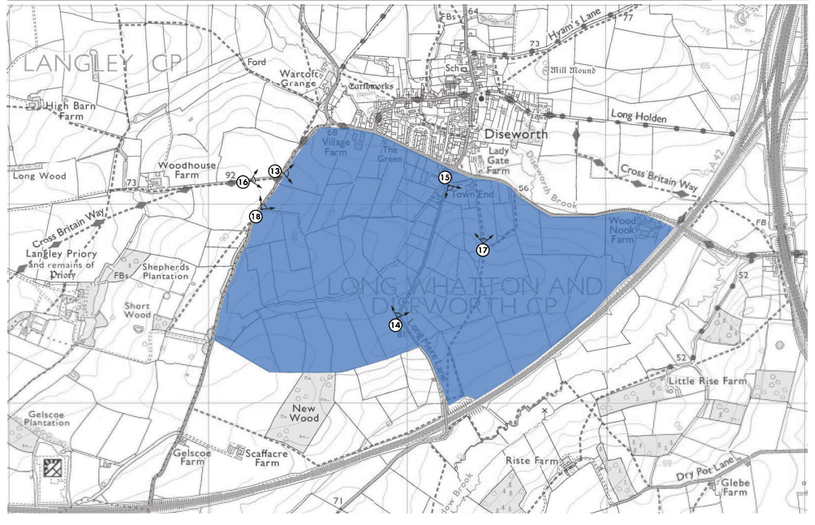
The topography combines with the small scale field patterns combine to create an intimate impression of the landscape, especially close to the village edge, thus contributing to its landscape sensitivity. This parcel has a medium to high landscape sensitivity to housing and employment particularly close to the settlement edge, along the riparian corridors and on the higher ground to the south west.

The rising topography to the south of the parcel forms part of the back drop to views from Hyam's Lane and public routes to the north east of the settlement, however its sensitivity is lower, due to the more open panoramic views from the higher ground which have the capacity to absorb some degree of change. There is a medium sensitivity to housing and medium – high to employment.

Landscape and visual sensitivities combine to an overall medium sensitivity to housing and medium-high sensitivity to employment, there are some parts of this landscape which are vulnerable to change.

There are some brownfield sites which could accommodate either housing or small scale development, adjacent to the road.

Housing	High	Medium - High	Medium	Medium - Low	Low
Employment	High	Medium - High	Medium	Medium - Low	Low



Representative Viewpoints

VP09 looks out to the long views of Parcel DisW03 which wraps around the southern edge of the settlement. The landscape gently rolls down to the riparian corridor of Diseworth Brook and The Green which delineates the edge of the parcel. Here long views of the wider landscape can be enjoyed, the open character of this agricultural parcel with large scale field patterns and hedgerows with little intervisibility to the built form. The A42 can be seen from this point which marks the edge of the parcel. This parcel reduces the impact of the infrastructure on Diseworth and, despite its presence, there is a tranquillity to the landscape.

VP13 is taken from the western edge of Parcel DisW03. It shows the relationship between this southern parcel and the settlement at the core. The landscape gently slopes down to Diseworth, buffering it from the A42, with only winding lanes running through it, a characteristic of the NCA. Short hedgerows allow for long views once out of the settlement and add to the rural quality of the surrounding landscape.

This southern parcel contains similar characteristics to the other parcels, with large open fields and rolling hills. **VP14** shows a view from Long Mere Lane looking south towards the village of Belton. The A42 separates this parcel from the surrounding landscape of Belton, the main road is well hidden by vegetation and a dip in the landscape.

VP15 is taken from within Diseworth. Evidence of historic ridge and furrow remnants can be seen in the undulating landform in the near field. The low hedgerows on the field boundary are typical of this parcel. From this point there is no visibility of the wider landscape, creating a feel of intimacy within the settlement.

VP16 is a key view as it shows how Parcel DisW02 and DisW03 connect to surround the compact settlement of Diseworth. Elements of industry can be seen to the north but built form is largely absent with long views across the settlement out to the wider landscape where the A42 and M1 are located but are not seen.

VP17 is taken from a PRoW and is a key view as it clearly shows the open, rural landscape which is a key characteristic of Diseworth. To the northeast, the A42 and Moto Donington Park Services are visible, and to the north, the industrial development that is part of East Midlands Airport can also be seen. Diseworth is a nucleated form, protected by heavy vegetation immediately surrounding the village, as well as being located within a natural dip in the landscape. These features buffer the village from the A42. The intimate scale of the landscape surrounding the immediate environs around the village contrasts in scale with the large agricultural fields with small hedgerows, which create a wide, open feel. These contrasts are all key features of the Diseworth's identity.

VP18 & 13 are both taken from the western edge of Parcel DisW03. It shows the relationship between this southern parcel and the settlement at the core, with a gently sloping landscape and winding lanes running through the village, all characteristic of the NCA. At the edge of this parcel part of the airport and industrial estate are visible but well buffered by the intervening landscape. These viewpoints show how the topography of the landscape nestles the settlement with a rural backdrop which would be vulnerable to change from development.

Parcel DisW03 - Viewpoint 13

Representative Viewpoints

Parcel DisW03 - Viewpoint 14

Parcel DisW03 - Viewpoint 15

Parcel DisW03 - Viewpoint 16

Representative Viewpoints

Parcel DisW03 - Viewpoint 17

Parcel DisW03 - Viewpoint 18

Diseworth Parcel DisW04

Landscape Appraisal

Landscape Susceptibility

This landscape is typical of NCA 70 and the LCA Langley Lowlands; rural, rolling farmland abruptly contrasting with urban areas on the northern periphery. Field patterns are large in scale and open in contrast to the intimate patterns surrounding the nucleated settlement which the landform rolls down towards. Hedgerows are low creating open views and there is a good rural character quality to the landscape. Despite the proximity of industry to the north there is a tranquillity to the landscape. The settlement edge blends into the countryside and the character of the compact nucleated village is apparent from views back towards Diseworth from the Cross Britain Way and cycle route, reinforcing the character of Diseworth as a rural village and creating a sense of place.

Landscape Value

The character of this parcel is strongly rural; from the large field patterns, winding lanes to the farmsteads that are scattered through it. The gently rolling landform which nestles Diseworth into the bowl at its base distinguishes Diseworth as a compact, nucleated settlement within a wider rural landscape. The field boundaries are populated by mature trees, creating corridors that run from the priority woodland habitats to the west to the riparian corridor that runs through Diseworth, adding to the ecological value of this landscape. PRoWs run through this parcel with cycle routes and the Cross Britain Way bordering it to the east adding to the recreational value of the parcel and the surrounding landscape. The variety of large scale field patterns, wooded ridge lines and long views out to the south add to the recreational enjoyment and contrast with the industrial nature of the northern edge of the study area.

Visual Appraisal

Visual Susceptibility

There is limited visibility into Diseworth from this parcel. The landform and vegetation which borders the fields obstructs views into the village which in turn, creates visibility into the wider rural landscape from the edges of the settlement creating a sense of rural quality to Diseworth. The higher elevation of the landform results in a higher visual susceptibility to development. Visual receptors with the highest sensitivity to development are residents and recreational users of the landscape from the PRoWS, cycle route and Cross Britain Way. Receptors are surrounded by views out into the rural landscape which contrasts with the industrial developments which sit at the north of the settlement. There are no designations within the study area but the placement of the Cross Britain Way increases its sensitivity to development.

Visual Value

The value of this parcel is in its setting of Diseworth within a rural landscape and the highly scenic quality that it provides to visual receptors. It is typical of the NCA and creates a sense of place for those residing in Diseworth. Despite the close proximity of development to the north this parcel nestles the settlement within it and creates a sense of tranquillity for receptors.

Sensitivity Attributes

Key characteristics of the landscape that are identified as sensitive to change.

- Strong rural character and sense of place from contrast of large, open agricultural fields surrounding the compact settlement to the east.
- Topography rises to the west creating intervisibility with Diseworth and the wider landscape.
- Ecological value of mature trees, intact hedgerows and the riparian corridor of Diseworth Brook.
- Large scale field patterns, wooded ridge lines and long views to the south add to recreational value of the parcel.

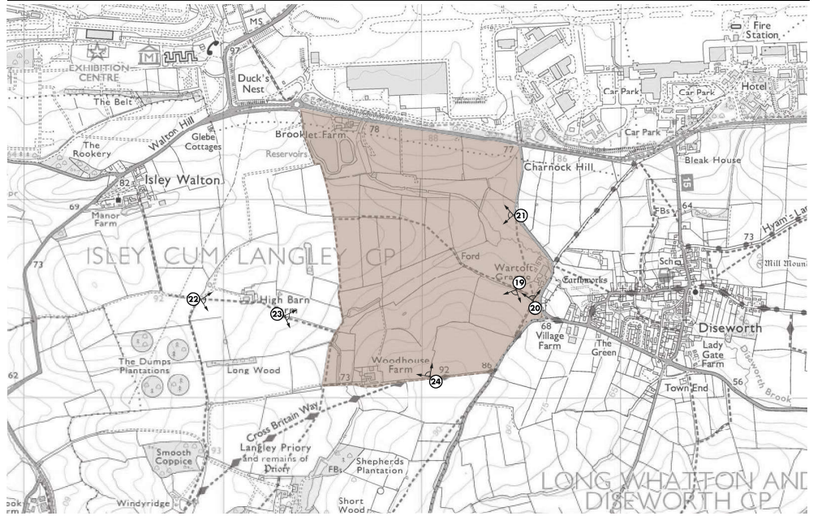
Conclusion

The landscape to the west is extensive, this parcel is the gateway out into a large scale agricultural landscape. Its sensitivity lies in the deeply rural, sparsely populated and well vegetated, rolling landscape which transitions between small- and large-scale field patterns. As with the other fringe areas, it has value in maintaining Diseworth's nucleated form and identity as a rural settlement. This results in a medium landscape sensitivity to housing and employment.

Visually the parcel forms a backdrop to views from the north and east of Diseworth however there is a sense of separation from the settlement. PRoWs travelling through the parcel afford long views out into the landscape and add to the setting of Diseworth within this rural landscape. These result in a medium visual sensitivity to housing and employment.

Landscape and visual sensitivities combine to an overall medium sensitivity to housing and employment. Any residential development west of the road would be disassociated with the settlement but would need to be designed sensitively as development on the higher ground would risk compromising longer views from the settlement into the rural landscape.

Housing	High	Medium - High	Medium	Medium - Low	Low
Employment	High	Medium - High	Medium	Medium - Low	Low



Representative Viewpoints

VP19 is taken from the PRoW looking towards Wartoft Grange. It is a key view illustrating how the scale of the field patterns increase with shorter hedgerows and wide, open views over the landscape contrasting to the landscape immediately surrounding the settlement. The tranquillity and rural character of the landscape surrounding Diseworth is evident from this view.

Turning 180 degrees is **VP20**, also taken from the PRoW, looking south. The landform changes to an upward slope which limits intervisibility with Diseworth and the landscape to the south. Mature trees are more sporadic than those found in the hedgerows surrounding the settlement, creating focal points on the ridge line.

VP21 is taken from The Green looking westwards into the parcel. The topography flattens out creating long, open views of the large scale field patterns. Trees populate the hedgerow but visibility across the landscape is more open than that of VP04 which closes around Diseworth. Visibility across the parcel is clearer than that to the east. It creates an impression of a highly rural landscape.

VP22 is taken from a PRoW looking eastwards into the parcel. Visible built form are the farmsteads High Barn Farm and Woodhouse Farm which is a typical feature of the NCA. Users of this PRoW are afforded long views out to the fields that sit to the south of the settlement as well as the increasingly treed landscape which becomes a more prominent feature of the landscape to the south west of the changing landscape.

VP23 travels further along the PRoW looking towards Diseworth. Views of which are barely visible as a result of mature hedgerows at the field boundary.

VP24 is taken from the PRoW and access track before Woodhouse Farm. From this point the views contrast with those seen closer to the settlement, becoming open with large scale field patterns. The airport control tower becomes a prominent focal point of the skyline, with other industrial sites populating it. The abrupt change from rural to industrial can be experienced from this point. The landform from the airport and A453 slopes gently down towards Diseworth, views to which are obscured.

Parcel DisW04 - Viewpoint 19

Representative Viewpoints

Parcel DisW04- Viewpoint 20

Parcel DisW04- Viewpoint 21

Parcel DisW04- Viewpoint 22

Representative Viewpoints

Parcel DisW04- Viewpoint 23

Parcel DisW04- Viewpoint 24

The Landscape between Diseworth and Long Whatton

As part of the overall review of the landscape around the settlements of Diseworth and Long Whatton, the landscape between the two settlements was reviewed against an Area of Separation criteria. This criteria was established in The Landscape Partnership review of the landscape around Coalville commissioned by NWLDC and therefore forms an appropriate assessment methodology.

As with the other parcels a desk and field study was carried out which ascertained the following:

- Landscape Character Context
- Topographical patterns – ridges, valleys etc.
- Main vegetation blocks
- Landscape change
- Location of existing built up areas and settlements edge
- Character of settlement/development edge
- Distance between settlements
- Character of undeveloped land between settlements
- Key views into and from the study area.

Followed by a review of the Physical criteria such as the topography and vegetation and the Perceptual criteria which relates to how people can view or appreciate the area, shown in table 4.1. "Where a circumstance does not fit clearly within one category (A - E) more than one may be shaded on the profile table to show the range with the one most appropriate..." is shown with an asterisk.

The landscape gently rises from the edge of Long Whatton to Diseworth, remaining relatively flat along The Green, rising more steeply on either side of the road, to the north and south.

This topography combined with the unvegetated nature of the landscape, to the west of the A42, allows for open views both north and south. Fields are medium sized with well maintained low native hedgerow boundaries and scattered trees.

The edge of Diseworth is largely well vegetated however the newer houses on the eastern side are quite visible.

The motorway and A42, although large infrastructure elements are screened by the vegetation concentrated along the routes and on the western edge of Long Whatton. They do restricts views between the settlements though and are a separating element.

West of the A42, there is a good degree of public visibility from the road network and public rights of way, with the Cross Britain Way and local routes, connecting across the landscape. Visibility from the residential properties is more restricted by vegetation concentrated around the settlements. This landscape is a gateway to the more deeply rural landscape to the south west. The commercial and industrial landscapes are contained to the north and east by the A453 and the motorway. This landscape is less built up and the settlements retain their historic settings. This landscape creates an undeveloped linked landscape around the settlement.

The roads create a physical barrier themselves but due to their vegetated nature, traffic on them is not an overly dominant feature. There is a physical unobstructed passage between the settlements, over and under these main road routes and although they do impact on the rural nature of this landscape it is fairly concentrated to their locality.

In between and east of the road networks the landscape is more intimate and there are views along the northern edge of Long Whatton.

There is a scenic quality to the landscape however it is diluted by the roads and does vary from an open, expansive landscpae around Diseworth to a vegetated, intimate landscape around Long Whatton. The views are longer ranging from west of the road network looking south to north and are less interrupted. Views looking north are foreshortened by the topography, with East Midlands Airport and the buildings associated in the extent of the view.

There are good recreational links across this landscape including a national trail which link into wider routes.

There is little scope for development on the western edge of Long Whatton due to the topography, the road network and the vegetated nature of the landscape.

West of the A42 and south of the A453 this landscape has a strong connection with the settlement of Diseworth, creating a buffer to the more industrial uses to the north and west and acting as a transition between those uses and the more rural landscape to the west. It is an open landscape with good opportunity for views across it from national and local recreational routes. Development in the landscape would be quite visible, all be it in local views and would change the structure of the settlement.

Maintaining the openness of the land, protecting the identity and distinctiveness of the settlements and preventing coalescence.

Development would compromise the openness of the landscape to the west of the A42 and would impact adversely on the identity of the settlement of Diseworth, changing the nucleated shape and diluting the rural hinterland, however it would not create coalescence of the settlements due to the other factors restricting development on the western edge of Long Whatton.

"Where a circumstance does not fit clearly within one category (A - E) more than one may be shaded on the profile table to show the range with the one most appropriate..." shown with an asterisk.

Table 4.1

Criteria Group	Criteria	A	B	C	D	E
Physical	Topography				*	
	Vegetation		*	*	*	
Perceptual	Public Visibility				*	
	Private Views		*			
	Contribution of the Character to the Setting of the Settlement			*		
	Landscape Linkage			*		
Physical Value	Scenic Quality			*		
	Recreational Value				*	

North West Leicestershire District Council

NORTH WEST LEICESTERSHIRE AIR QUALITY SUPPLEMENTARY PLANNING DOCUMENT

October 2023

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1 Introduction

1.1 The adopted North West Leicestershire Local Plan 2011-2036 (as amended by the Partial review)[1] seeks to promote the health and wellbeing of the District's population, whilst also supporting the delivery of new homes, ensuring high quality new development, reducing the need to travel and supporting economic growth.

1.2 North West Leicestershire District Council ('the Council') must balance economic, social and environmental factors when deciding to grant or refuse planning permission or decide if conditions are required to achieve sustainable development. Air quality is one of the material considerations that the Council is required to consider when preparing plans and taking planning decisions.

1.3 Air quality is the largest environmental health risk in the UK[2]. It shortens lives and contributes to chronic and acute health effects. Health can be affected both by short-term, high pollution episodes and by long-term exposure to lower levels of pollution. Air pollution can arise from a variety of sources and can travel long distances. Emissions from both distant and local sources can build up into high, local concentrations of pollutants.

1.4 The Government has established a set of ***air quality objectives*** to protect human health. The 'objectives' are set as concentrations of individual pollutants over a specified averaging period with a target date. EU Directive 2008/50/EC sets ***limit values*** for nitrogen dioxide, PM_{10} and $PM_{2.5}$, and is implemented in UK law through the Air Quality Standards Regulations[3]. The limit values for nitrogen dioxide, PM_{10} are the same numerical concentrations as the UK objectives, but achievement of the limit values is a national obligation rather than a local one. Historically, UK air pollution policy has been mainly driven by exceedances of the nitrogen dioxide (NO_2) ***annual average objective*** or ***limit value***, although the greater health impact of ***particulate matter*** (specifically $PM_{2.5}$) is acknowledged.

1.5 ***Particulate matter*** is made up of solid and/or liquid materials of various sizes that range from a few nanometres in diameter (about the size of a virus) to around 100 micrometres (about the thickness of a human hair). It consists of both primary components, which are released directly from the source into the atmosphere, and secondary components, which are formed in the atmosphere by chemical reactions. Sources of primary particulate matter/PM_{10}/$PM_{2.5}$ include industrial sources, road transport, domestic heating and agriculture. ***PM_{10}*** is particulate matter less than 10 micrometres in aerodynamic diameter. ***$PM_{2.5}$*** is particulate matter particles less than 2.5 micrometres in aerodynamic diameter. $PM_{2.5}$ is currently not a statutory air quality monitoring requirement for the District Council under the Local Air Quality Management (LAQM) regime. At present, the UK legal

1 North West Leicestershire Local Plan (as amended by Partial Review) March 2021

2 Defra 2020. Air Pollution in the UK 2019 https://uk-air.defra.gov.uk/assets/documents/annualreport/air_pollution_uk_2019_issue_1.pdf

3 As amended through The Air Quality Standards (Amendment) Regulations 2016 and The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020.

limits for $PM_{2.5}$ exceed the World Health Organisation's (WHO) health-based guideline and are met in most places in the UK. However, as WHO recognises, there is no safe level of $PM_{2.5}$, so any concentration-based target does not fully reflect the health evidence. Therefore, the focus of UK air pollution policy is shifting to also include particulate matter; In 2023 Defra set two new targets, and two new interim targets, for $PM_{2.5}$ concentrations in England, which are discussed further in paragraph 2.8 and 2.9.

1.6 New development may lead to the worsening of air quality if the development increases emissions, from, for example, road traffic, energy plant, dust emissions during construction or through ***fugitive emissions of dust***[4], odour or industrial/commercial sources of pollutants. Development may also introduce ***relevant receptors***[5] into an area of potentially poor air quality and therefore the suitability of the site for the proposed uses requires assessment.

1.7 Planning policies and decisions can play an active role in improving air quality and reducing exposure to air pollution (which will improve health) as well as considering the impact of new development and identifying suitable mitigation measures.

1.8 There is industry standard guidance available from Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM)[6], which has been developed to provide a methodology to assess the significance of proposals in terms of their effects on air quality. It is not intended that this Supplementary Planning Document (SPD) either replaces or supersedes this guidance, but that it provides a local context, as well as further information on the level of assessment and the mitigation measures expected in North West Leicestershire.

1.9 The SPD has been developed to provide guidelines for new development and to assist the application of **Policy D2** of the North West Leicestershire Local Plan. It aims to:

- Aid consideration of air quality in the planning process, including assisting with the delivery of the Council's ***Air Quality Action Plan***[7];
- Contribute to sustainable development in air quality terms;
- Provide clarity and consistency to developers and their consultants, on the consideration of air quality by the Council;

4 As explained at paragraph 1.10, key technical terms identified in ***bold and italics*** are defined in the Glossary at Section 6.

5 The Air Quality Objectives only apply where 'receptors' (people) are exposed for a period of time relevant to the objective in question (for example for an annual mean the objectives apply at the facades of residential properties, schools etc). The locations where there is exposure and the objectives apply are therefore termed 'Relevant Receptors'. Therefore, introduction of people into an area which already has concentrations above objectives, could require an AQMA to be declared.

6 Moorcroft and Barrowcliffe *et al* 2017. Land-Use Planning & Development Control: Planning for Air Quality. Institute of Air Quality Management and Environmental Protection UK.

7 North West Leicestershire District Council. Air Quality Action Plan May 2021 https://www.nwleics.gov.uk/files/documents/draft_air_quality_action_plan_for_castle_donington/Draft%20AQAP%20.pdf

- Outline when an air quality assessment would be necessary to support a planning application as well as the scope of the assessment required; and
- Outline measures to reduce emissions and exposure for development at the outset, at a scale commensurate with the emissions.

1.10 The SPD focuses on human health. There are several acronyms included in the document, which are described in full for their first citation, and also covered by the Glossary at Section 6 of this SPD. The Glossary also includes definitions of some key technical terms relating to air quality. Where a technical term has a glossary definition, the term is highlighted in ***bold and italic text*** in the main body of the SPD***.***

2 Air Quality in North West Leicestershire

2.1 There are several sources of air pollutants in North West Leicestershire. As already noted, UK air pollution policy has been mainly driven by exceedances of the nitrogen dioxide objective. The principal source of nitrogen dioxide emissions is road traffic, including that on the District's strategic road network (e.g. the M1 and A42). East Midlands Airport, one of the UK's major freight airports, and its associated infrastructure also contributes to both nitrogen dioxide and particulate emissions. The District also has a long history of mining for coal and other minerals, such as brick clay, and there are several mineral extraction sites across the District which are potential sources of particulate matter. Other sources in the District include domestic and industrial sources as well as 'background pollution' from locations outside the District.

2.2 Air quality is improving in North West Leicestershire with fewer locations exceeding the UK air quality objectives, although health effects do still occur even at concentrations below current objective levels.

Air Quality Management Areas (AQMA)

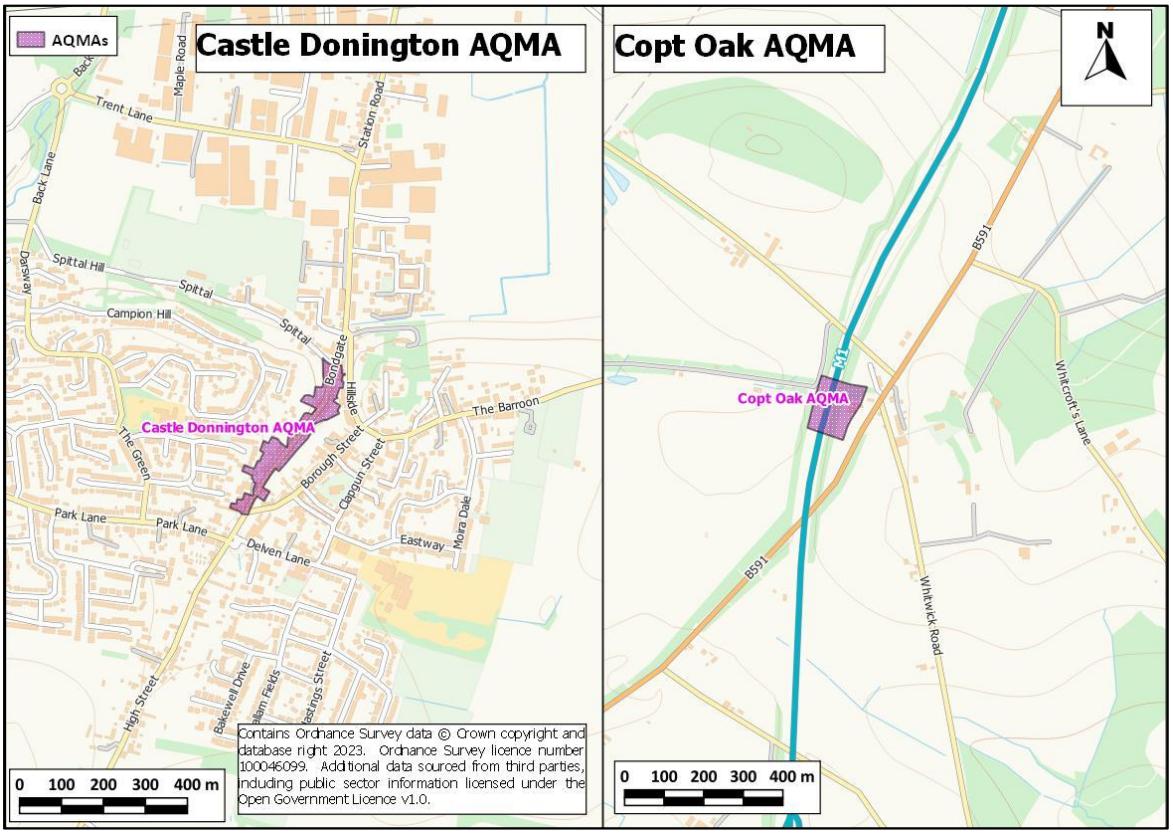
2.3 Where health-based air quality objectives are not met, the Local Air Quality Management (LAQM) regime requires local authorities to declare an ***Air Quality Management Area*** (AQMA) and put in place an ***Air Quality Action Plan*** to improve air quality. Since the inception of the LAQM regime, several AQMAs have been declared and subsequently revoked in North West Leicestershire. The previously-declared AQMAs on the M1, Kegworth and Coalville were revoked in 2020 and 2022 respectively, due to improvements in air quality, likely due mainly to a reduction in emissions from new vehicles. There are two remaining AQMAs in the District, at Castle Donington and Copt Oak (as shown in **Figure 1**).

2.4 All of the District's AQMAs (previous and current) have been declared in relation to traffic-related nitrogen dioxide concentrations (annual mean objective). No exceedances of any of the other regulated pollutants, including Particulate Matter (PM_{10}), have been identified in the District. Particulate Matter has a much wider range of pollutants than nitrogen dioxide and has the strongest evidence of a range of health effects. Even if concentrations of Particulate Matter are below air quality objectives, health effects may still occur. This SPD is designed to ensure that both nitrogen dioxide and Particulate Matter are considered within the planning process.

2.5 The remaining AQMAs are at a narrow, congested location encompassing the High Street and Bondgate in Castle Donington and an area around Copt Oak close to the M1. Further information on air quality in the District can be found in the Council's latest Annual Status Report[8].

8 North West Leicestershire Annual Status Reports available at https://www.nwleics.gov.uk/pages/local_air_quality_review_and_assessment

Figure 1: North West Leicestershire Air Quality Managements Areas (AQMAs)



Exceedances of Limit Values

2.6 EU Directive 2008/50/EC[9] sets ***limit values*** for nitrogen dioxide, PM_{10} and $PM_{2.5}$, and is implemented in UK law through the Air Quality Standards Regulations[10]. The ***limit values*** for nitrogen dioxide are the same numerical concentrations as the UK objectives but achievement of these values is a national obligation rather than a local one. How they are assessed and interpreted is different to that of the air quality objectives. North West Leicestershire does not have any Limit Value exceedances.

Future Air Quality in North West Leicestershire

2.7 $PM_{2.5}$ is not a statutory air quality monitoring requirement under the Local Air Quality Management regime and current objectives are met, however, the Environment Act 2021[11] introduces additional targets for $PM_{2.5}$ which are closer to the World Health Organisation's (WHO) health-based guideline[12]).

9 The European Parliament and the Council of the European Union 2008. Directive 2008/50/EC of the European Parliament and of the Council

10 HMSO 2010 The Air Quality Standards Regulations 2010 Statutory Instrument 1001

11 HMSO The Environment Act 2021

12 The WHO Guideline (2005) for PM2.5 is an annual mean of 10 µg/m3. This was revised down to 5 µg/m3 in 2021.

2.8 In 2023 Defra set two new targets[13], and two new interim targets, for $PM_{2.5}$ concentrations in England. One set of targets focuses on absolute concentrations. The long-term target is to achieve an annual mean $PM_{2.5}$ concentration of 10 $\mu g/m^3$ by the end of 2040, with the interim target being a value of 12 $\mu g/m^3$ by the start of 2028[14]. The second set of targets relate to reducing overall population exposure to $PM_{2.5}$. By the end of 2040, overall population exposure to $PM_{2.5}$ should be reduced by 35% compared with 2018 levels, with the interim target being a reduction of 22% by the start of 2028.

2.9 Defra will assess compliance with the targets rather than local authorities. This will not consider small changes over time to precisely where people are exposed (such as would relate to exposure introduced by a new development). All four new targets provide metrics against which central Government can assess its own progress. While local authorities have an important role delivering the required improvements, the actions required of local authorities will relate to controlling emissions and not directly assessing $PM_{2.5}$ concentrations against the targets.

2.10 The focus for local authorities will, therefore, be on reducing emissions and related to this, the WHO recognises that the health evidence shows that there is no safe level of $PM_{2.5}$, so the concentration-based target for $PM_{2.5}$ does not fully reflect the health evidence. Any reductions in concentrations of $PM_{2.5}$ will bring health benefits to the local population.

2.11 Therefore, for the purpose of improving air quality and reducing health impacts, this SPD is concerned with achieving and maintaining compliance with Air Quality Objectives and further improving air quality, particularly in relation to $PM_{2.5}$ concentrations.

13 Environmental Targets (Fine Particulate Matter) (England) Regulations 2023

14 Meaning that it will be assessed using measurements from 2027. The 2040 target will be assessed using measurements from 2040.

3 Policy Context

National Policy and Practice Guidance

3.1 The consideration of air quality impacts is a material consideration within the planning process.

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF)[15] sets out planning policy for England and the overarching objectives relating to air quality and development. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system has three overarching objectives, one of which (Paragraph 8c) is an environmental objective:

> *"to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".*

3.3 It also states in paragraph 174:

> *"Planning policies and decisions should contribute to and enhance the natural and local environment by:*
>
> *e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality(…)"*

More specifically on air quality, Paragraph 186 makes clear that:

> *"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure*

[15] Ministry of Housing, Communities & Local Government. National Planning Policy Framework https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan".

National Planning Practice Guidance

3.4 The NPPF is supported by Planning Practice Guidance (PPG)[16], which includes guiding principles on how planning can take account of the impacts of new development on air quality.

3.5 Regarding plan-making, the PPG states (Reference ID: 32-002-20191101):

"It is important to take into account air quality management areas, Clean Air Zones and other areas including sensitive habitats or designated sites of importance for biodiversity where there could be specific requirements or limitations on new development because of air quality".

3.6 It also states that plans need to consider (Reference ID: 32-002-20191101):

- *"what are the observed trends shown by recent air quality monitoring data and what would happen to these trends in light of proposed development and / or allocations;*
- *the impact of point sources of air pollution (pollution that originates from one place);*
- *the potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial developments, including their implications for vehicle emissions;*
- *ways in which new development could be made appropriate in locations where air quality is or is likely to be a concern, and not give rise to unacceptable risks from pollution. This could, for example, entail identifying measures for offsetting the impact on air quality arising from new development including supporting measures in an air quality action plan or low emissions strategy where applicable; and*
- *opportunities to improve air quality or mitigate impacts, such as through traffic and travel management and green infrastructure provision and enhancement."*

3.7 The role of the local authorities through the LAQM regime is covered, with the PPG stating that a local authority Air Quality Action Plan "*identifies measures that will be introduced in pursuit of the objectives and can have implications for planning*" (Reference ID: 32-001-20191101).

3.8 Regarding the need for an air quality assessment, the PPG states that:

"Whether air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to have an adverse effect on air quality in areas where it is already known to be poor, particularly if it

16 Ministry of Housing, Communities & Local Government Planning Practice Guidance 2019 https://www.gov.uk/guidance/air-quality--3

could affect the implementation of air quality strategies and action plans and/or breach legal obligations (including those relating to the conservation of habitats and species). Air quality may also be a material consideration if the proposed development would be particularly sensitive to poor air quality in its vicinity" (Reference ID: 32-005-20191101).

3.9 The PPG sets out the information that may be required in an air quality assessment, making clear that:

"Assessments need to be proportionate to the nature and scale of development proposed and the potential impacts (taking into account existing air quality conditions), and because of this are likely to be locationally specific" (Reference ID: 32-007-20191101).

3.10 Regarding sites that will operate under an Environmental Permit, the PPG states that:

"It is not necessary for air quality assessments that support planning applications to duplicate aspects of air quality assessments that will be done as part of non-planning control regimes, such as under Environmental Permitting Regulations" (Reference ID: 32-007-20191101).

3.11 The PPG also provides guidance on options for mitigating air quality impacts, as well as examples of the types of measures to be considered. It makes clear that:

"Mitigation options will need to be locationally specific, will depend on the proposed development and need to be proportionate to the likely impact. It is important that local planning authorities work with applicants to consider appropriate mitigation so as to ensure new development is appropriate for its location and unacceptable risks are prevented" (Reference ID: 32-008-20191101).

3.12 Examples of mitigation include:

- *"maintaining adequate separation distances between sources of air pollution and receptors;*
- *using green infrastructure, in particular trees, where this can create a barrier or maintain separation between sources of pollution and receptors;*
- *appropriate means of filtration and ventilation;*
- *including infrastructure to promote modes of transport with a low impact on air quality (such as electric vehicle charging points);*
- *controlling dust and emissions from construction, operation and demolition; and*
- *contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development."* (Reference ID: 32-008-20191101).

Environment Act 2021

3.13 The UK's new legal framework for protection of the natural environment, the Environment Act 2021, passed into UK law in November 2021. The Act gives the Government the power to set long-term, legally binding environmental targets. It also establishes an Office for Environmental Protection (OEP), responsible for holding the government to account and ensuring compliance with these targets.

3.14 The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 (SI 2023 No. 96) sets two new targets for future concentrations of $PM_{2.5}$. These targets are described in Paragraphs 1.5 and 2.8 to 2.9.

Local Policy

3.15 The North West Leicestershire Local Plan 2011-2036 (as amended by the Partial review)[1] provides the current planning polices for the District. The Local Plan was adopted in November 2017 and the partial review was adopted in March 2021. The Council has two policies relating to air quality and one relating to Green Infrastructure which can benefit air quality.

Policy D2 Amenity

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. As such, development proposals will be supported where:

1) They do not have a significant adverse effect on the living conditions of existing and new residents through loss of privacy, excessive overshadowing and overbearing impact.

2) They do not generate a level of activity, noise, vibration, pollution or unpleasant odour emission, which cannot be mitigated to an appropriate standard and so, would have an adverse impact on amenity and living conditions.

Development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants. Proposals for external lighting schemes should be designed to minimise potential pollution from glare or spillage of light. The intensity of lighting should be necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.

The Council will prepare a Supplementary Planning Document which will include new Development Guidelines.

Policy EN6 Land and Air Quality

Proposals for development on land that is (or is suspected of being) subject to land instability issues or contamination, or is located within the defined Development High Risk Area or within or close to an Air Quality Management Area or close to a known source of noise will be supported where:

(a) A planning application is accompanied by a detailed investigation and assessment of the issues; and

(b) Appropriate mitigation measures are identified which avoid any unacceptably adverse impacts upon the site or adjacent areas, including groundwater quality.

Development should avoid any unacceptably adverse impact upon soils of high environmental value (for example wetland and other specific soils) and ensure that soil resources are conserved and managed in a sustainable way.

Policy IF1 Development and Infrastructure

Development will be supported by, and make contributions to as appropriate, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule in to effect. The type of infrastructure required to support new development includes, but is not limited to:

(…)(d) Green infrastructure including open space, sport and recreation, National Forest planting (either new provision or enhancement of existing sites) and provision of or improvements to sites of nature conservation value; *(…)*

The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may include the long-term management and maintenance of the infrastructure. *(…)*

3.16 The Leicestershire Minerals and Waste Local Plan[17] was adopted in 2019 and this has one policy relating to air quality and the need to safeguard minerals and waste sites.

Policy W9: Safeguarding Waste Management Facilities

Planning permission will be granted for the redevelopment of existing and permitted waste management facilities to a non-waste use where it is demonstrated that the loss of the facility does not prejudice the County's implementation of the waste hierarchy either through the provision of a new waste facility in the vicinity of that to be lost or that there is no longer a need for the waste facility at that location.

Planning permission will be granted for development which adjoins, is adjacent to or would locate a potentially sensitive receptor in closer proximity to an existing or permitted waste management facility where it is demonstrated that there would be no adverse effect upon amenity and the development would not prejudice the current and future operation of the facility.

17 Leicestershire Minerals and Waste Local Plan Up to 2031 (2019) https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/10/3/Leicestershire-Minerals-and-Waste-Local-Plan-Up-to-2031-Adopted-2019.pdf

4 Development and Site Classification

4.1 New development may lead to the worsening of air quality if the development increases emissions, from, for example, road traffic, energy plant, dust emissions during construction or through fugitive emissions of dust, odour or industrial/commercial sources of pollutants. Development may also introduce relevant receptors into an area of potentially poor air quality.

4.2 The scope of an air quality assessment should be proportionate to the scale/type of the development, the potential impacts of the scheme and whether it will introduce relevant receptors into an area of poor air quality.

4.3 Not all applications will require an air quality assessment. This section of the SPD directs applicants to answer key questions about the scale, type and location of development which will inform a) if the development proposed requires an air quality assessment and b) if so, the scope of that assessment.

Step 1: Determining the scale/type of development

4.4 This stage is intended to screen out smaller developments, or developments where impacts can be considered to have insignificant effects. It enables applicants to categorise their proposed development as either **minor, major** or **major+**.

4.5 The criteria in Figure 2 is based on the EPUK and IAQM Guidance on Planning and Air Quality[6] and has reference to the Town and Country Planning Development Management Procedure Order[18] definition for 'major development'.

Figure 2: Criteria for major development

A development is major if:

- For residential development, the number of dwellings is 10 or more; or where the number of dwellings is unknown, the site is 0.5ha or more.
- For all other uses, the floorspace is 1000 m^2 or more; or where the floorspace is unknown, the site area is 1 ha or more.

AND it has either of the following:

- More than 10 parking spaces
- A ***centralised combustion process***

4.6 Development that **does not** meet the criteria in Figure 2 is **minor** development. Applicants for minor development should at this point go to **Step 2**.

18 Central Government Town and Country Planning (Development Management Procedure) (England) Order 2015 Statutory Instrument 2015 No. 595

4.7 Where a development is identified as **major**, further consideration should be given by the applicant to the scale and impact of their proposals, with reference to the criteria in **Figure 3**. The criteria are based on the EPUK and IAQM Guidance on Planning and Air Quality[6]. If one or more of the criteria in **Figure 3** are met, then the proposed development is considered to have a greater potential impact on air quality and should be regarded (for the purposes of this SPD) as **major+**. If the criteria are not met, the scheme stays as **major**. Applicants for **major** or **major+** development should at this point go to **Step 2.** Where it is not clear whether the development should be classified as minor, major or major+, the applicant should seek further advice from Environmental Protection.

Figure 3: Criteria for Major+ Development

A development is major + if one or more of these criteria are met:

- requires an EIA (Environmental Impact Assessment)
- increases Light Duty Vehicle (LDV) flows of more than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA, or more than 500 AADT elsewhere
- increases Heavy Duty Vehicles (HDV) flows of more than 25 AADT within or adjacent to an AQMA, or more than 100 AADT elsewhere
- realigns a road by 5 m or more if the road is within an AQMA (i.e. changes the proximity of receptors to traffic lanes)
- introduces a new junction or removes an existing junction near to ***relevant receptors***
- introduces or changes a bus station (increase bus movements by more than 25 AADT within or adjacent to an AQMA, or more than 100 AADT elsewhere)
- has an underground car park with extraction system (within 20m of a ***relevant receptor*** and with more than 100 movements per day, in and out)
- has one or more substantial ***combustion processes***, where there is a risk of impacts at relevant receptors (this includes combustion plant associated with standby emergency generators (typically associated with ***centralised combustion process***)).[19]
- it includes a regulated process under the Environmental Permitting (Amendment) Regulations 2018 with emissions to air.[20]

Step 2: Will the proposed development introduce relevant receptors into an area of poor air quality?

4.8 In order to determine if the proposed development is in an area of potential poor air quality, applicants

19 Typically, any combustion plant where the single or combined NOx emission rate is less than 5 mg/s is unlikely to give rise to impacts, provided that the emissions are released from a vent or stack in a location and at a height that provides adequate dispersion. In situations where the emissions are released close to buildings with relevant receptors, or where the dispersion of the plume may be adversely affected by the size and/or height of adjacent buildings (including situations where the stack height is lower than the receptor) then consideration will need to be given to potential impacts at much lower emission rates. Conversely, where existing nitrogen dioxide concentrations are low, and where the dispersion conditions are favourable, a much higher emission rate may be acceptable.

20 Industrial processes which may range from large industrial plant to mineral extraction sites, dry cleaners and paint spraying workshops, are regulated by the Environment Agency (Part A1 processes) and the Council (Part A2 and Part B processes). The planning regime must assume that the permitting regime will ensure the processes comply with their permits and the Act. The planning regime can, however consider whether a land use is appropriate and it

should check the location of their development against the criteria in **Figure 4**. This is to ascertain if the proposed development is in a location which exceeds the air quality objectives and where receptors could be subject to environmental nuisance.

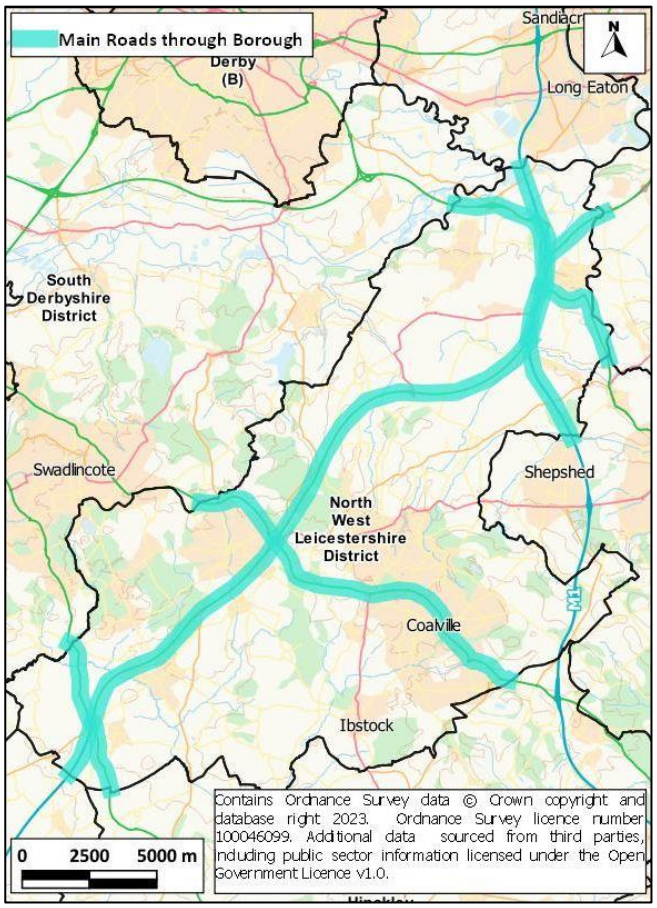
Figure 4: Location of application site

- Is the proposed development in an Air Quality Management Area (AQMA) and does it include ***relevant receptors***? or
- Does the proposed development introduce new ***relevant receptors*** within 30m of A Roads (for example the M1, A42, A50, A6, A444, A447, A453 and A511) (see Figure 5)? or
- Does the proposed development introduce new ***relevant receptors*** within 1km of ***Safeguarded Sites***[21] and/or an industrial source/East Midlands Airport and there are no existing sensitive receptors between the application site and the Safeguarded Site or an industrial source/East Midlands Airport?

must consider the exposure to pollutants. All Part A and B Process developments requiring planning applications and where there is the potential significant emissions to air, either from a point source or fugitive emissions, will be required to carry out an air quality assessment.

21 Leicestershire Minerals and Waste Local Plan Up to 2031. 2019 https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/10/3/SUB7-North-West-Safeguarding-2015.pdf

Figure 5: A-Roads through North West Leicestershire



Summary

4.9 The process outlined in **Section 4** enables applicants to determine:

- If the proposed development is **minor**, **major** or **major+;** and
- If the proposed development is in an area of poor air quality.

4.10 This will inform a) if the development proposed requires an air quality assessment and b) if so, the scope of that assessment. The requirements for an air quality assessment are set out in **Section 5**.

5 The Air Quality Assessment

5.1 **Section 4** requires applicants to go through two steps:

- Step 1: Identify the site as **minor**, **major** or **major+**
- Step 2: Determine if the site is in a location of potential poor air quality.

5.2 If the proposed development is **minor and is not in an area of potential poor air quality**, then **no air quality assessment is required**.

5.3 If the proposed development is **minor and in an area of potential poor air quality**, then an air quality assessment is required. The assessment will need to be in the form of an **Air Quality Site Suitability Assessment** only (further detail on this below).

5.4 **All major/major+ developments will require an air quality assessment**. However, if a development is **major/major+ and is not in an area of potential poor air quality**, then the air quality assessment **does not need to incorporate an Air Quality Site Suitability Assessment**.

5.5 Air quality assessments for **major** schemes will need to incorporate a **Construction Dust Risk Assessment** and the consideration of **Emission Reduction Measures**.

5.6 Air quality assessments for **major+** schemes will need to comprise those aspects described at paragraph 5.5 above and will also need to include an **Impact Assessment** and potential mitigation measures.

5.7 The scope of air quality assessments for minor, major and major+ proposals are depicted at **Table 1** below and in the flowchart at **Appendix A1**. The proposed assessment scope and approach should be agreed with Environmental Protection prior to submission of the planning application.

Table 1: Scope of Air Quality Assessment by Development Classification

Assessment Requirements		Development Classification			
		Minor	Major	Major +	
Assessment Scope	Air Quality Site Suitability Assessment	Only if the site introduces relevant receptors into an area of poor air quality	Only if the site introduces relevant receptors into an area of poor air quality	Only if the site introduces relevant receptors into an area of poor air quality	
	Construction Dust Assessment	No	Yes	Yes	
	Impact Assessment	No	No	Yes	
Mitigation/Minimum Measures		No, Emission Reduction Measures encouraged. May need mitigation measures for Site Suitability	Emission Reduction Measures	No significant Effects	Significant Adverse Effects
				Emission Reduction Measures	Emission Reduction Measures Onsite Mitigation Measures Offsetting

Assessment

Air Quality Site Suitability Assessment (Minor/Major/Major+ only if the site is in an area of poor quality)

5.8 An Air Quality Site Suitability Assessment will only be required when the proposed development introduces ***relevant receptors*** into an area of potentially poor air quality. It can form part of a wider air quality assessment or in the case of **minor** development, be submitted as a standalone report to accompany the planning application. Its purpose is to consider whether there are any risks of introducing ***relevant receptors*** into an area of poor air quality.

5.9 The Air Quality Site Suitability Assessment should provide evidence to enable a sound conclusion of the suitability of the site for its intended use from an air quality perspective and will comprise either:

- a simple qualitative assessment; or
- a detailed quantitative assessment.

5.10 A simple qualitative assessment may be appropriate if there is sufficient evidence to demonstrate this; for instance, using local monitoring data within an AQMA to determine whether air quality is poor. The proposed assessment approach should be agreed with the Council prior to submission of the planning application.

5.11 For proposals where a detailed quantitative air quality assessment is required, this may require modelling using an atmospheric dispersion model such as ADMS or AERMOD. The air quality assessment should predict concentrations at the façade of the receptor to determine compliance with air quality objectives. This will identify whether a scheme re-design or mitigation to protect future occupiers from poor air quality is necessary. Further details on appropriate mitigation measures are provided in paragraph 5.23 onwards.

5.12 For developments close to sources of ***fugitive dust*** or odours which have the potential to cause a nuisance, assessment should be undertaken in accordance with appropriate IAQM guidance, such as for Mineral Extraction sites[22] or odours[23].

5.13 In some circumstances, a model might not accurately reflect the local situation (for example in a complex street canyon, or at a junction within a street canyon), and in this case a short monitoring study using diffusion tubes may be more appropriate, and less costly. Before undertaking this approach, the specific location(s) for monitoring should be discussed with the Council.

Construction Dust Assessment (Major and Major+ Schemes)

5.14 The demolition/ construction phase is a source of dust emissions. Any Major scheme should consider the impact of dust emissions during the demolition and construction phase. A Dust Assessment should follow the most up to date relevant methodology provided by IAQM[24] . It may be possible to screen out a construction dust assessment using this guidance if there are no receptors within 350m of the site boundary or 50m of routes used by construction traffic.

Air Quality Impact Assessment (Major + Schemes)

5.15 The Air Quality Impact Assessment should provide enough evidence to enable a sound conclusion of the presence, or otherwise, of a significant air quality impact and will comprise either:

- a simple qualitative assessment; or
- a detailed quantitative assessment

5.16 Most developments that require an impact assessment are likely to need a detailed quantitative assessment. A simple qualitative assessment may be appropriate if there is sufficient evidence to

22 IAQM Guidance on the Assessment of Mineral Dust Impacts for Planning 2016

23 IAQM Guidance on the Assessment of Odour for Planning 2018

24 IAQM Assessment of dust from demolition and construction 2014

demonstrate the potential for significant effects; for instance the use of monitoring data or absence of ***relevant receptors***. The proposed assessment approach should be agreed with the local authority prior to submission of the planning application.

5.17 For those proposals where a detailed air quality assessment is required, this may require modelling using an atmospheric dispersion model such as ADMS Roads ADMS 5 or AERMOD.

5.18 The impact assessment should:

- determine the impact of any changes in air quality (particularly nitrogen dioxide, PM_{10} and $PM_{2.5}$) at sensitive receptor locations;
- determine compliance with ***air quality objectives***; and
- determine the overall significance of the development on air quality.

5.19 The assessment needs to consider:

- impacts during the demolition/construction phases[25];
- impacts during the operational phase; and
- cumulative impacts with other projects.

5.20 The determination of the magnitude of impacts as a result of changes in pollutant concentrations at individual receptors and also the overall judgment of significance should be based on EPUK and IAQM Guidance[6]. This should also take account of the fact that development should not contravene the Council's ***Air Quality Action Plan***, or render any of the measures unworkable. In accordance with this guidance a binary judgement of 'significant' or 'not significant' is required.

5.21 In some cases, for large scale developments, construction may be phased over a number of years, with residents or businesses occupying part of the development before the whole development is finished. In these cases, careful consideration should be given to what future assessment year should be applied. In some cases, more than one future year may be required to fully assess the impacts.

25 Schemes subject to an Environmental Impact Assessment will need to consider the impacts of emissions from construction traffic as well as construction dust. This should follow the approach outlined in section 5.15 to 5.21 which outlines the required content of an Impact Assessment.

5.22 If the air quality assessment does not meet the requirements set out in this SPD, the Council may request that the applicant amends, or undertakes the assessment again. If the assessment does not meet the required standards, the application may be refused.

Where a Detailed Air Quality Assessment is needed, the most up to date relevant guidance documents should be used. Currently these are EPUK/ IAQM Guidance (Land-use Planning & Development Control: Planning for Air Quality)[7] and LAQM Technical Guidance TG(22)[26]

Mitigation Measures

Emission Reduction Measures for Major Schemes (Major and Major+ Schemes)

5.23 Achieving compliance with the ***air quality objectives*** is a principal target to protect public health and to comply with national and local policy. However, measures to minimise air quality impacts, particularly in relation to particulate concentrations have beneficial impacts for society in general and are also important to assist in achieving sustainable development.

5.24 New development should consider air quality constraints and opportunities to minimise exposure of users to air pollution and reduce the impacts of development on air quality. The principles of good practice are outlined within the EPUK/IAQM guidance[6] and relate to design and operational measures.

5.25 The early consideration of air quality within the design of a scheme will ensure the air quality benefits are maximised and reduce the need to mitigate the impact of the development. Good practice design measures include measures to reduce exposure of relevant receptors to poor air quality, such as locating habitable rooms, schools, hospitals away from busy roads and including green infrastructure such as tree planting, green roofs and walls. This supports Policy IF1 of the Local Plan and advice on the use of green infrastructure to protect people from air pollution has been provided within the 6 C's Green Infrastructure Strategy[27]. Measures such as the inclusion of Electric Vehicle Charging points and low or zero emission energy plant are also encouraged by the Council.

5.26 Major developments will often result in increases in emissions[28]. All **major** and **major+** schemes should minimise emissions to achieve sustainable development in air quality terms.

26 Defra 2022. Review & Assessment: Technical Guidance LAQM.TG22 August 2022 Version, [Online], Available: https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf.

27 North West Leicestershire 6 C's Green Infrastructure Strategy https://www.nwleics.gov.uk/files/documents/6_cs_gi_strategy_volume_1_sub_regional_strategic_framework_july_2010/6C%27s%20GI%20Strategy%20Volume%201%20-%20Sub-Regional%20Strategic%20Framework%20-%20July%202010.pdf

28 There are exceptions such as a scheme will result in changes to the road geometry and therefore will not itself increase emissions or where there are no sources of emissions, or if the development will lead to reduction compared to an existing use.

5.27 Measures to minimise emissions from a scheme should be considered within the following hierarchy, with preference given to measures which prevent emissions rather than reduce:

- Prevent:
    - measures that reduce number of vehicle movements, for example by encouraging modal shift to active travel; and
    - the use of heating systems with no emissions; avoiding the use of onsite combustion plant or backup emergency diesel generators.
- Reduce
    - measures that reduce vehicle emissions, for example by encouraging low emission vehicles;
    - measures to support improved public transport;
    - measures to support the development of alternative technologies; and
    - measures to reduce emissions from energy plant through the use of Low NOx plant.
- Protect
    - Protect receptors from existing poor air quality; and
    - flue design to maximise dispersion and distance to sensitive receptors.

5.28 Measures which could be considered by the applicant to minimise emissions from a new development are provided in **Figure 6**. This is not an exhaustive list, but rather a suggested suite of measures for consideration. The Council also welcomes the opportunity to work with developers to devise innovative measures that will lead to improving local air quality. Applicable measures will be dependent on the type of development, and the development emissions, location and impact.

5.29 The Council will review the Emission Reduction Measures outlined within the assessment to determine whether these are appropriate for the scale, emissions and impact of the development (note these measures are not to mitigate adverse effects but to minimise emissions from the scheme, although if mitigation for major + schemes are necessary some measures may be the same).

Figure 6: Examples of Suggested Emission Reduction Measures

- Implement a travel plan to encourage active travel and minimise vehicle movements;
- Improved infrastructure and layouts to improve accessibility and safety and link to existing infrastructure
- Prioritise walking and cycling in new junctions and crossings or by improving existing junctions and crossings
- Provide high quality and secure covered cycle parking and cycling infrastructure such as lockers or showers and changing facilities
- Provide Car Club parking spaces (prioritising the use of electric vehicle)
- Provide a direct connection to existing cycle and walking infrastructure to facilitate active travel
- Include designated parking spaces or differentiated parking charges for low emission vehicles
- Encourage sustainable means of transport (public, cycling and walking) for instance through subsided ticketing
- Provide shared mobility schemes cycle/ e-cycle/scooter hire schemes, or provide hubs for existing schemes
- Encourage commercial fleets to reduce emissions by increasing the proportion of newer vehicles and utilising low emission fuels and technologies. This could be implemented through an emission reduction/low emission strategy
- Use of freight consolidation schemes/ last mile zero emission deliveries
- Provide parcel lockers to minimise redeliveries
- Avoid the use of onsite combustion plant, such as gas-fired boilers, Combined Heat and Power Plant (CHP) or backup diesel emergency generators. If included, run the flue for centralised and generator plant to a specified height above roof level to ensure the best possible dispersion environment. Encourage the use of ultra-low NOx boilers (less than 15mgNOx/kWh) and CHP and biomass boiler that meet minimum emission standards of
  - Spark ignition engine 250mgNOx/Nm^3
  - Compression ignition engine 400mgNOx/Nm^3
  - Gas turbine: 50 mgNOx/ Nm^3
  - Biomass Boilers 275mgNOx/Nm^3 & 25mgPM/Nm^3
- Request Construction Traffic Management Plans (CTMP) outlining measures to reduce emissions through lower emitting construction vehicles (those that meet the most stringent ***Euro Standard***), steps to reduce the number and length of journey, or timing and routing of journeys to avoid congestion
- Define ‘engine off’ areas, such as bus stands, taxi ranks, tourist coach parking and outside of schools
- Improve traffic flow by reducing congestion, stop-start traffic and traffic queues and the consequent emission ‘spikes’

Mitigation of Significant Adverse Impacts (Major+ Schemes)

5.30 All Major+ Developments which are predicted through the impact assessment to have significant air quality effects, are expected to mitigate these impacts.

5.31 The implementation of mitigation is expected to be in accordance with the following hierarchy:

- redesign to eliminate or reduce the impact;
- implement mitigation measures onsite (these measures should not be considered as an alternative to fundamental redesign);
- if mitigation measures cannot be implemented onsite, then offsetting may be necessary.

5.32 The mitigation required will need to be specific to the development's impact, taking into account local air quality issues, but also be proportional to the impact of the development. The design and mitigation package should be presented with the planning application.

5.33 Applicants must demonstrate that proposed mitigation is likely to effectively address the adverse impact of development in air quality terms. Where adverse impacts are not appropriately mitigated, this may result in the application being refused. The Council will evaluate all material considerations in determining the acceptability of a scheme.

5.34 Where mitigation is not integrated into a proposal, the Council will require this to be secured through a planning condition or through Section 106 agreements. If on-site mitigation is not possible then the Council will seek contributions for offsetting the identified air quality impacts offsite through a Section 106 (see paragraph 5.43) where planning permission would otherwise be refused on air quality grounds.

Offsetting

5.35 Where impacts cannot be mitigated onsite, it may be necessary to offset emissions offsite. This may be provided as a financial contribution to the Council from the developer. The Council would seek this contribution through a Section 106 agreement which will be used to offset the impact on air quality arising from new development (further information is provided at paragraphs 5.43-5.45 below).

5.36 NPPG suggests measures to offset the air quality impact of a development by supporting measures including those identified in ***air quality action plans*** and ***low emission strategies***, would be appropriate.

5.37 Figure 7 provides examples of what the Council may seek contributions towards.

Figure 7: Examples of Measures for Offsetting Contributions

Financial Contributions may be requested by the Council for:

- Implementing measures within the ***Air Quality Action Plan***
- Implementing ***Low Emission Strategies***
- Growth in low and ultra-low emission public transport, including buses
- Electric Vehicle infrastructure
- Car Clubs (including electric) and car sharing schemes
- Micro mobility hubs include bike, e-bike and scooter hire
- Plugged- in development and demonstration schemes e.g. new occupants given demonstration use of plug-in vehicles
- Low emission waste collection services
- Infrastructure for low emissions, alternative fuels, e.g. refuse collection and community transport services

Mechanical Ventilation

5.38 The site suitability assessment outlined in Section 5.8 may identify the need for mitigation, to ensure users of a development experience acceptable air quality.

5.39 Mechanical ventilation is the intentional fan driven flow of outdoor air into a building. Mechanical ventilation systems may include supply fans (which push outdoor air into a building), exhaust fans (which draw air out of building and thereby cause equal ventilation flow into a building), or a combination of both. Mechanical ventilation is an option to ensure users are not exposed to concentrations above the air quality objectives because the inlets can be situated away from pollution sources. This also may involve sealed windows / triple glazing and a forced ventilation system, incorporating filters to remove pollutants such as NOx and particulates.

5.40 Mechanical ventilation increases the energy requirements of developments and are not ideal if users are not able to open windows for purge ventilation when desired. Therefore, mechanical ventilation is not necessarily a satisfactory solution to mitigating against exposure, particularly in the event of mechanical failure.

5.41 It is expected that first the design of the scheme is revisited with the aim of eliminating exceedances of the objective, followed by a pragmatic review of the risk to occupiers considering the period of exceedance and assumptions within the assessment.

5.42 Where the above considerations cannot achieve acceptable exposure for a sensitive development, then consideration will be given to refusal of the scheme.

Section 106 Payments/ Planning Contributions

5.43 The Council may seek Section 106 Agreements and other relevant obligations with developers to secure mitigation, including off-set, on larger schemes, where appropriate, to make the scheme environmentally acceptable.

5.44 Section 106 Agreements will only be sought where the following tests are satisfied in accordance with national requirements:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

5.45 Where the Council specifies contributions towards air quality infrastructure then this will be considered as part of negotiating wider developer contributions to avoid any issue of double counting and consideration of viability of the scheme.

6 Glossary

Acronyms

AADT	Annual Average Daily Traffic
ADMS-Roads	Atmospheric Dispersion Modelling System model for Roads
ADMS-5	Atmospheric Dispersion Modelling System model for point sources
AQAL	Air Quality Assessment Level
AQMA	Air Quality Management Area
AURN	Automatic Urban and Rural Network
CDRA	Construction Dust Risk Assessment
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
CHP	Combined Heat and Power
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DMP	Dust Management Plan
EFT	Emission Factor Toolkit
EPUK	Environmental Protection UK
EU	European Union
EV	Electric Vehicle
HDV	Heavy Duty Vehicles (> 3.5 tonnes)
HMSO	Her Majesty's Stationery Office
IAQM	Institute of Air Quality Management
kph	Kilometres Per hour
kW	Kilowatt
LAQM	Local Air Quality Management
LDV	Light Duty Vehicles (<3.5 tonnes)
LNR	Local Nature Reserve
µg/m^3	Microgrammes per cubic metre
MACC	Marginal Abatement Cost Curve

NO_2	Nitrogen dioxide
NOx	Nitrogen oxides (taken to be NO_2 + NO)
NPPF	National Planning Policy Framework
NRMM	Non-road Mobile Machinery
OEP	Office for Environmental Protection
PM_{10}	Small airborne particles, more specifically particulate matter less than 10 micrometres in aerodynamic diameter
$PM_{2.5}$	Small airborne particles less than 2.5 micrometres in aerodynamic diameter
PPG	Planning Practice Guidance
SAC	Special Area of Conservation
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
WHO	World Health Organisation

Key Air Quality Terms

Air Quality Action Plan The mechanism by which local authorities, in collaboration with national agencies and others, will state their intentions for working towards the air quality objectives through the use of the powers they have available.

Air Quality Management Area An area where air pollution concentrations have exceeded the UK air quality objectives (the area may be declared wider than the area of exceedance).

Air Quality Objectives A nationally defined set of health-based concentrations for nine pollutants, seven of which are incorporated in Regulations, setting out the extent to which the standards should be achieved by a defined date. There are also vegetation-based objectives for sulphur dioxide and nitrogen oxides.

Centralised Combustion Process Centralised Combustion Process involves large-scale generation of heat or electricity at a central plant, such as Combined Heat and Power (CHP) plant, large boilers or biomass boilers or backup/standby generators. This doesn't include boilers at each property within the development

European Emissions Standards Introduced by the European Union (EU) in 1992, the European Emissions Standards are a set of regulations designed to define the acceptable amount of exhaust emissions that vehicles sold in the EU can release. The standards have the aim of reducing the emissions of a number of different pollutants. Approximately every

five or six years, a new Euro Emissions Standard is introduced, with Euro 1 being the first and Euro 6 being the most recent. Euro 7 is unlikely to come into force until at least 2025.

Exceedance A period of time when the concentration of a pollutant is greater than the appropriate air quality objective. This applies to specified locations with relevant exposure.

Fugitive Dust Small particles suspended in the air, primarily mineral dust. Sources include but are not limited to: Quarrying and mineral extraction sites; landfill sites; coal and material stockyards, or materials handling; major construction works; and waste management sites.

Limit Values Limit values are set for individual pollutants and are made up of a concentration value, an averaging time over which it is to be measured, the number of exceedances allowed per year, if any, and a date by which it must be achieved. Limit values are legally binding parameters that must not be exceeded.

Low Emission Strategy A document which outlines a package of measures to help reduce emissions from a development.

Particulate Matter

Particulate matter is made up of solid and/or liquid materials of various sizes that range from a few nanometres in diameter (about the size of a virus) to around 100 micrometres (100 µm, about the thickness of a human hair). It consists of both primary components, which are released directly from the source into the atmosphere, and secondary components, which are formed in the atmosphere by chemical reactions. **PM_{10}** is particulate matter less than 10 micrometres in aerodynamic diameter P**$M_{2.5}$** is particulate matter particles less than 2.5 micrometres in aerodynamic diameter

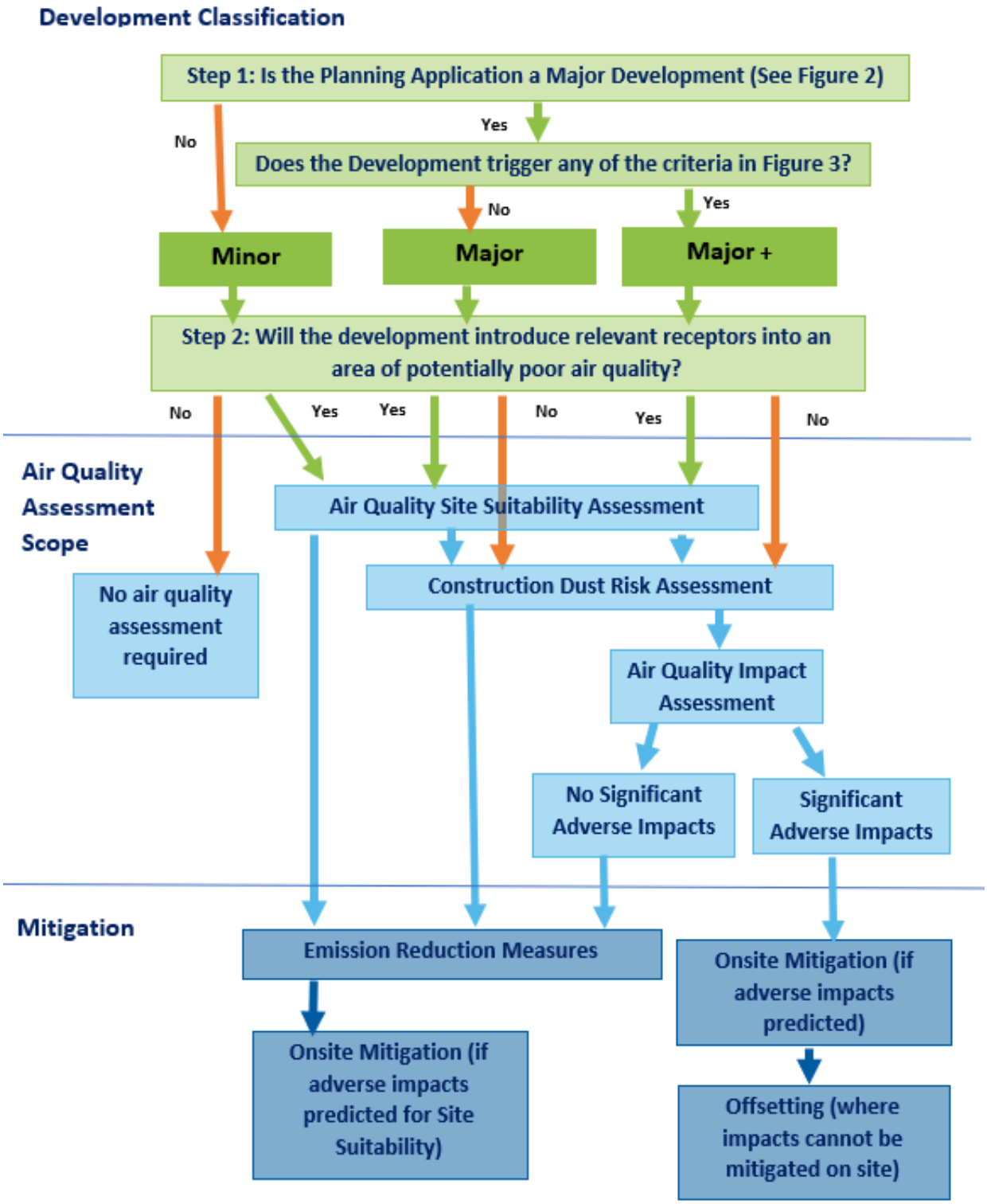
Relevant Receptors

The Air Quality Objectives only apply where 'receptors' (people) are exposed for a period of time relevant to the objective in question (for example for an annual mean the objectives apply at the facades of residential properties, schools, hospitals and care homes). The locations where there is exposure and the objectives apply are therefore termed 'Relevant Receptors'.

Safeguarded Sites A site designated by minerals and waste planning authorities which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral/waste development.

Standards A nationally defined set of concentrations for nine pollutants below which health effects do not occur or are minimal.

Appendix A1: Flow Chart



Good design for North West Leicestershire

Supplementary Planning Document for new developments

New homes at Hemlock Road, Ravenstone.

North West Leicestershire District Council

“Creating places that people and businesses are proud to call home is at the heart of what we do”

Design Ambassadors Councillor [redacted] and Councillor [redacted] champion good design across North West Leicestershire.

Foreword

We believe each generation is judged by the quality of the built environment that they leave behind. This Supplementary Planning Document gives us the ability to make sure we can be proud of our built environment and the developments we approve to be built.

New development offers us the opportunity to use good design to create socially and economically vibrant places that work well for everyone. Well designed buildings and spaces create meaningful places – places that people are proud of, will last for generations and help to make people's lives happier and more fulfilling.

Since 2007 the Council has been continually improving the design quality of new development without compromising the number of planning consents for new homes. During this time we have repositioned the Council's reputation for design quality from being one of the worst performing authorities nationally to one of the best.*

Prior to this, the Council had seen commendable developments being built, however many more were failing to successfully apply the basic principles of good design. The worst of these have created social, environmental and financial liabilities, creating problems for the people that live there, the Council and our partners such as the Police.

Poorly designed developments often create daily frustrations for those that live there. There might not be enough car parking, with streets littered with cars causing tension between neighbours. Elsewhere, residents have nowhere to store their wheelie bins and garages are far too small. The quality of landscaping in places is both poor and mean – creating streets that look out of place at the heart of the National Forest. These developments are a continual reminder that we can and must do better – and that the emphasis we place on good design is the right thing to do.

Since we adopted our award winning design initiative, we've seen a dramatic transformation in the design quality of new developments across the District. We are pleased that many developers have responded positively and enthusiastically to our design expectations. Many of these developments are referenced within this document and demonstrate that good design can be achieved, even during challenging economic conditions.

The guidance contained within this document is therefore based on what we have achieved here over the last ten years. The document explains how we measure good design locally and provides applicants with the clarity and certainty they have asked us for. It also suggests how local communities and other stakeholders might be better involved in shaping new places; it promotes good, ordinary places – places that people and businesses are proud to call home.

Councillor [redacted]
Leader of the Council

Councillor [redacted]
Portfolio Holder for Regeneration and Planning

* Evidenced by four Built for Life Commendations, Urban Design Group Public Sector Award 2011, recognition by the Commission for Architecture and the Built Environment.

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Section 01

Local and national policy context

Purpose and status of the guidance

1.1 This guidance supplements policies in North West Leicestershire's emerging Local Plan and aims to provide applicants with additional information and guidance relating to the Council's design aspirations for new developments.

1.2 This Supplementary Planning Document (SPD) will initially support existing saved Local Plan policies E4 and H7. The SPD will reinforce new emerging policies in the Council's new Local Plan.

1.3 This guidance applies to all development within North West Leicestershire and will also apply to any land disposed of or developed by the District Council.

Policy context

1.4 This SPD was adopted by the Council on 25 April 2017 following public consultation.

1.5 The National Planning Policy Framework (NPPF) is based on the concept of sustainable development, to which there are three dimensions: economic, social and environmental. Good design complements the social and environmental dimensions, with the social associated with, "creating a high quality built environment" (paragraph 7) and the environmental with, "contributing to protecting and enhancing our natural, built and historic environment… improv[ing] biodiversity… and adapt[ing] to climate change" (paragraph 7).

1.6 The NPPF emphasises the importance of good design in the creation of, "well-designed buildings and places [that] can improve the lives of people and communities" (paragraph 8). Furthermore, the NPPF emphasises the importance of sustainable developing, "seeking positive improvements in the quality of the built, natural and historic environment, as well as in improving people's quality of life" (paragraph 9).

To achieve this requires, but is not limited to:

- replacing poor design with better design;
- improving conditions in which people live, work, travel and take leisure; and,
- widening the choice of high quality homes (paragraph 9).

As such, the government is clearly emphasising that the need to provide more homes is not overshadowed by an equal need to provide high quality homes.

1.7 The NPPF identifies twelve core planning principles. Of these, two are of relevance to this SPD. The NPPF states that planning should:

- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- always seek to secure high quality design (paragraph 17).

1.8 The government requires good design on the basis that:

"The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56).

1.9 Local authorities are encouraged to, "develop robust and comprehensive policies that set out the quality of development that will be expected for the area" (paragraph 57).

1.10 The Council's policies for good design are based upon a series of place making principles. The relationship between these principles and the NPPF is demonstrated in Figure 1. Other relevant local policies include the '6Cs Design Guide' used by Leicestershire County Council for the design and adoption of new streets.

Other relevant local policies include the '6Cs Design Guide' used by Leicestershire County Council for the design and adoption of new streets.

Figure 1: The relationship between North West Leicestershire's place making principles and the NPPF.

North West Leicestershire's place making principles	Relationship with the National Planning Policy Framework
A National Forest or locally inspired identity	"establish a strong sense of place" (paragraph 58) "respond to local characteristics and history" (paragraph 58) "reflect the identity of local surroundings and materials" (paragraph 58) "promote or reinforce local distinctiveness" (paragraph 60)
Streets and spaces shaped by buildings	"using streetscapes and buildings to create attractive and comfortable places to live, work and visit" (paragraph 58)
A greener footprint	"contributing to protecting and enhancing our natural, built and historic environment" (paragraph 7)
Vibrant, mixed use communities	"create attractive and comfortable places to live, work and visit" (paragraph 58) "create and sustain an appropriate mix of uses" (paragraph 58) "achieve places which promote opportunities for meetings between members of the community who might otherwise not come into contact with each other" (paragraph 69).
Responsive to their context	"respond to local characteristics and history" (paragraph 58) "reflect the identity of local surroundings and materials" (paragraph 58)
Connected places	"address the connections between people and places and the integration of new development" (paragraph 61)
Easy to get around	"create safe and accessible environments" (paragraph 58)
Well designed and well managed public spaces	"safe and accessible environments" (paragraph 69) "high quality public space" (paragraph 69)
Architectural quality	"visually attractive as a result of good architecture and appropriate landscaping" (paragraph 58).

Manual for Streets

1.11 Manual for Streets (2007) and Manual for Streets 2 (2010) represent a significant step change in the design of residential streets. It promotes streets as social spaces rather than as places dominated by vehicles. This requires placing pedestrians and cyclists at the top of the user hierarchy – as opposed to motorists - and considering their needs first; promoting walking and cycling; encouraging low vehicular speeds (20mph or less) and seeking to reduce speed by reducing (rather than increasing) forward visibility.

1.12 Manual for Streets encourages a collaborative design approach, bringing together a range of professionals and organisations (principally the developer, local planning authority and highway authority) at the early stages of the design process.

Building for Life 12 (BfL12)

1.13 BfL12 is the industry standard, endorsed by government for well designed homes and neighbourhoods in England. In February 2017, the government announced proposals to, "recognise the value of using a widely accepted design standard, such as Building for Life in shaping and assessing basic design principles." (CLG, 2017, p.30).

1.14 The policies contained within this SPD complement BfL12, as amended in 2012. BfL comprises of 12 positive indicators for new residential led development.

Section 02

The Design Process

Applicant Guidelines

2.1 The Council encourages and expects applicants to ensure that all development proposals are based upon a thorough appreciation of the opportunities and constraints of both the site and its context.

2.2 Opportunities include responding to local community aspirations for the site and their community (for example, a need for smaller accommodation to enable young and older residents to stay within their community), local and national planning policy and best practice, physical qualities of a site and its context and economic considerations.

2.3 The Council also requires applicants to engage with the local community, Town or Parish Councils, other stakeholders (such as Civic Amenity Groups)[1], Leicestershire County Council (Highways) and the Council at the early stages of the development of proposals to ensure that the aspirations of the local and wider community are captured, understood and reflected in proposals as appropriate.

2.4 The Council strongly recommends that applicants utilise the pre-application service it offers (fees apply).

The four stage design process

2.5 The Council strongly encourages and expects applicants of major and strategic[2] applications to follow a four stage design process[3] as detailed on the next few pages.

2.6 The Council will not support applicants who wish to initiate pre-application discussions with indicative proposals, such as elevations and/or layout plans and will instead seek assurance that the opportunities and constraints of the site and its context have been identified and understood, i.e. Stage 1.

[1] Applicants are advised that the Council's 'Community Focus' Team can offer advice as to what community interest groups exist within an area.

[2] At the time of publication, major development defined as:
Residential 10 to 49 dwellings, Commercial 1,000 to 9,999sq/m floorspace. Strategic development defined as: Residential 50+ dwellings, Commercial 10,000sq/m + floorspace. For up to date guidance on fees and other matters related to submitting a planning application please visit nwleics.gov.uk

[3] Based on best practice guidance, CABE (2008) Design and access statements: how to write, read and use them, London.

Stage 1

Understanding the place

This stage involves assessing the site and its wider context; including involving the local community and other stakeholders to capture and understand opportunities, constraints and aspirations for a site.

The aim of this stage is to identify what a development needs to do to respond positively to local policy requirements (such as the Council's place making principles and Affordable Housing Requirements), local aspirations and best practice.

Typical opportunities include: views into, through and out of a site; existing landscape features such as mature and healthy trees and hedgerows; topography; well used paths (which may or may not be formal rights of way).

Stage 2

Development principles

Following Stage 1, a series of development principles should be established for the development site.

These development principles can be defined as qualities that a scheme will need to have (such as a certain percentage and type of affordable housing, for example bungalows and two storey houses as opposed to flats) or issues that a scheme will need to positively respond to.

These development principles should be circulated to and agreed by the Council and other involved stakeholders before work progresses on development proposals.

Once agreed, these development principles should inform the detailed proposals for the site.

Depending on the nature of the development, its size, location and local interest in the proposals, applicants may be advised by the Council to conduct a public consultation to ensure that local aspirations have been fully captured and understood.

For residential led development BfL12 should be used as a framework against which site specific development principles can be established.

Stage 3

Creating a vision and concept

Whilst the Council strongly encourages all applicants to consider options for developing a site in order to identify the best way of responding to the agreed development principles, the Council recognises that applicants may not wish to explore more than one option if a preferred option has already been identified.

The Council expects all development to respond positively and creatively to agreed design principles. If a design solution has been identified that responds positively to these principles, is supported by the Council and other stakeholders, it may be unnecessary to go to the time and expense of identifying alternative options. However, if any design solution does not respond positively to these design principles, applicants will be required to explore alternative design solutions.

However applicants are advised that if they do not wish to develop and test a series of (concept) options against the agreed development principles and a scheme is not deemed as responding positively to these principles, they will be expected to develop an alternative scheme.

Depending on the nature of the development, its size, location and local interest in the proposals, it may be appropriate for applicants to conduct a further public consultation to offer the local community the opportunity to view and comment on proposals before work progresses to the detailed development stage.

Subject to support from the Council and stakeholders (i.e. there is agreement that a scheme has been developed that responds positively to the development principles), the applicant should progress to Stage 4.

Stage 4

Design development

At this final stage, the applicant prepares the planning application submission material.

Section 03

Creating well-designed buildings and spaces

3.1 The Council expects all development to contribute positively to the creation of well designed buildings and spaces. Through good design, practical and meaningful places can be created and sustained. Well designed developments will be more durable and more likely to stand the test of time than less well considered developments.

3.2 Good design in the built environment involves the creation of places that work well for both occupants and all users, look good, possess a sense of character and are built to last.

3.3 The Council has considered the qualities and deficiencies of both good and poor developments within the District to produce a series of locally appropriate 'Place making principles for North West Leicestershire' by which the design quality of developments can be considered. Existing well designed places perform positively against these principles; it therefore follows that by responding positively to these principles future developments will make a positive contribution to our communities.

3.4 These principles are closely related to and are reinforced by the NPPF, The National Forest Design Charter, OPUN's[4] own 'Place Making Checklist' and BfL12.

[4] OPUN is the architecture centre for the East Midlands. OPUN is affiliated to Cabe at the Design Council.

3.5 Nine principles have been established. These principles reflect qualities that the Council considers consistent with well designed buildings and spaces:

1. A National Forest or locally inspired identity
2. Streets and spaces shaped by buildings
3. A greener footprint
4. Vibrant and mixed-use communities
5. Responsive to context
6. Connected places
7. Easy to get around
8. Well-designed and well-managed public spaces
9. Architectural quality

3.6 The principles will be used by the Council to structure pre-application discussions relating to design and the Council encourages applicants to use these principles through the design process and as a basis for engaging the local community and other stakeholders in the design process.

3.7 These principles will also be used to determine the design quality of all proposed developments within North West Leicestershire. Well designed schemes will be based upon a robust opportunities and constraints assessment that will consider both the site and its wider context. For larger developments, these principles will be used as the basis for design tools such as development briefs and Design Codes (a set of rules that guide the development of a scheme).

3.8 Bespoke design is often the most successful way to respond positively to the characteristics of a place. However, the Council recognises that bespoke solutions can be both impractical and inefficient for national developers that are dependent on high levels of standardisation. Bespoke design itself will not necessarily secure a good design outcome if proposals are not based upon a robust response to the site and its context and do not respond to the Council's place making principles. Particular sensitivity will be required in Conservation Areas and standardised solutions will not be acceptable in these situations.

Daybreak House, Donington le Heath draws inspiration from the National Forest through the use of natural materials and the extensive use of soft landscaping. The vertical stacks (sun tubes) reference the traditional Victorian terraces that are partly characterised by chimney stacks adding interest to the roofscape.

3.9 Standardised formats often fail to achieve positive design outcomes on the basis that they are often inflexible to local circumstances and as such often fail to respond appropriately to the characteristics of a particular site and its locality. In some circumstances, bespoke designs will be required. Developers are strongly encouraged to employ standardised components only where appropriate and where these components can be tailored to respond positively to the Council's place making principles; or combined with bespoke elements to achieve a good design solution.

3.10 All residential developments of ten units or more will be required to meet BfL12 standard. The Council expects developers to use either BfL12 (for residential development) or the Council's place making principles (for all other types of development) as a community engagement tool, involving local communities and other stakeholders at the start of, and through the duration of, the design process. In addition to meeting the requirements of BfL12, residential schemes of ten or more units will be required to positively respond to Principle 9: Architectural Quality.

Figure 2: The relationship between North West Leicestershire's place making principles, The National Forest Design Charter, OPUN's Placemaking Checklist and Building for Life 12.

North West Leicestershire's Place making principles	How our place making principles relate to The National Forest Design Charter and OPUN's Placemaking checklist	How our place making principles relate to BfL12
A National Forest or locally inspired identity	Creating a Forest identity and setting Inspiring places A sense of character	Character Working with the site and its context
Streets and spaces shaped by buildings	Streets and spaces shaped by buildings	Creating well defined streets and spaces
A greener footprint	Building greener Building innovation Achieving national excellence Built to last for generations	
Vibrant, mixed use communities	Inspiring places Interesting places	Meeting local housing requirements
Responsive to their context	Creating a Forest identity and setting A sense of character	Working with the site and its context
Connected places	Legibility and connectivity Easy for everyone to get around	Connections
Easy to get around	Accessibility Easy for everyone to get around	Public transport Meeting local housing requirements Easy to find your way around
Well designed and well managed public spaces	People focused Landscape design Ecological design Integrated design Well designed and well managed public spaces	Streets for all Car parking Public and private spaces External storage and amenity space
Architectural quality	Inspiring places Architectural quality Built to last for generations	

Section 04

A National Forest or local inspired identity

The National Forest provides a source of inspiration for the design and environmental performance of buildings, the design and management of green spaces and the integration of green and blue infrastructure. References for new development can also be drawn from local architectural characteristics where there is a strong and identifiable architectural identity.

4.1 All development will be required to contribute towards creating or reinforcing local distinctiveness and identity.

4.2 New development will be required to reinforce positive aspects of local distinctiveness where it exists. All development proposals must be based upon a robust assessment of the site and local context opportunities and constraints. Such an assessment will be required to identify whether or not there is a positive sense of local distinctiveness and in such cases, identify what elements afford this sense of local distinctiveness.

4.3 Those features that afford a place a positive sense of local distinctiveness are often more subtle than more obvious features, such as architectural detailing and materials. Local characteristics will instead exhibit themselves in ways other than just architectural detailing or materials, and are instead characterised by features such as:

- the mass and form of buildings (their height, width and depth).
- urban structure and urban grain, e.g. density, building lines, boundary treatments, the layout of buildings and plots, the relationship between buildings and the spaces around them; the relationship between buildings and the street.
- typical traditional vernacular characteristics include architectural details such as chimney stacks (appropriately scaled and positioned, for example corbelled out from gable ends) 'wet' bedded verges and exposed eaves rather than 'dry', enclosed (or boxed) verges and eaves, roof pitches, window proportions, styles, materials and arrangements, porch and door surround styles, proportions and materials, boundary treatments and landscaping. As such, the reflection of traditional vernacular characteristics is deeper than merely the use of locally appropriate materials and ad hoc architectural detailing.
- Landscaping. In some places, developments are characterised by strong landscape infrastructure, where buildings are secondary or subordinate.

4.4 Where there is a lack of local distinctiveness in the immediate locality (for example, on the edge of established settlements where the distinctive, historic core is fully or partially surrounded by modern developments that have failed to reinforce local identity) new development should seek to reinforce the positive (historic) identity in either a traditional or modern architectural style. For example, this could be achieved by combining a locally appropriate built form, locally inspired materials palette with a contemporary architectural style.

4.5 Where developments are to be of a traditional architectural style, these will be required to draw an honest and authentic reflection of the architectural style it seeks to emulate. Typical traditional vernacular characteristics include architectural details such as functioning chimneys, wet bedded verges and exposed eaves, rather than dry, enclosed verges and eaves (i.e. barge boards). Therefore, architectural references must not be limited to the use of a locally appropriate materials palette and/or the inclusion of abstract and ad hoc architectural detailing.

4.6 For development to complement a positive and distinctive local identity does not necessarily require traditional or pastiche architecture. It is possible to draw positive features and reflect these in a contemporary manner if appropriate to the site and its locality. For example, a Georgian townhouse has a highly regular window pattern that creates a strong rhythm. It is possible to replicate the fenestration pattern, rhythm and overall proportions of a Georgian townhouse without necessarily attempting to replicate original detailing and craftsmanship. The overall aim should be to exploit the qualities in the character of the local area, creating a strong link to them without necessarily resorting to creating a mirror image.

[5] For example, Garden City inspired developments.

4. A National Forest or local inspired identity

4.7 Where new settlements are created or development is proposed in settlements or areas where there is a lack of an identifiable or otherwise distinctive identity (for example, East Midlands Airport/Pegasus Business Park), the Council will expect developments to draw inspiration from more imaginative sources and/or The National Forest.

4.8 Developments located within the National Forest will be strongly encouraged to reflect the principles and ethos of the Forest through:

a) Green infrastructure,

b) Building performance (i.e. more environmentally responsible buildings) and,

c) The selection and use of materials such as timber. The Council will encourage the use of timber in creative and imaginative ways as opposed to only utilising timber for cladding. As such, the Council will encourage the use of timber in construction – in both a structural and non structural manner.

4. A National Forest or local inspired identity

4.9 All development will be expected to use green infrastructure (National Forest planting, sustainable urban drainage, open space and habitat creation) to improve the environmental performance of new development in addition to reinforcing a sense of identity.

Where development is located outside of The National Forest, green infrastructure should still be used to improve the environmental performance of new development.

4.10 Green infrastructure must be considered in a holistic manner, from the micro (streets and back gardens designed for recreation and home cultivation) to the mid (village greens, allotments, playing fields, parks and greenway connections) to the macro scale (country parks, greenways and National Forest managed land where provided).

4.11 National Forest planting is a requirement of all new developments within the Forest boundary. The Council will expect Forest planting to be provided on site.

4.12 Forest planting must be used to structure, frame and define a network of streets and spaces rather than being placed in, for example, a corner of a development site. As such, National Forest planting requirements must be used creatively to create and define a network of streets and spaces, for example the creation of tree lined avenues. For larger developments, the creation of a formal tree lined avenue could also contribute towards making a place easier for people to find their way around.

4.13 Where tree lined streets or avenues are planned, careful consideration must be afforded to species, species mix and space for growth.

Rills contribute towards the management of surface water and help to create a sense of identity.

4.14 Developments will be required to respond positively to the characteristics of a site, such as:

- Views from the site that in turn can be framed by the considered arrangement and placement of streets, buildings and spaces.
- Existing landscape features such as mature trees and hedgerows or watercourses that can be used to create a framework for a new development and features such as focal point spaces.
- Retention of existing buildings or the reuse of materials on site from existing structures (where appropriate) in the form of building plinths or to create boundary walls.
- Topography, for example by reflecting the topography in the layout and form of buildings and utilising the topography to frame local and longer distance views where appropriate.
- Site orientation. Providing that this will not compromise other design considerations, the roofs of buildings should be orientated within 30 degrees of south to provide opportunities for the incorporation of solar panels or tiles. Careful consideration should be afforded to the potential visual impact of solar panels particularly in more sensitive locations, such as Conservation Areas.
- Landform. Developments will be expected to manage surface water close to source, with every home contributing to managing surface water as part of a comprehensive site wide strategy. The Council will not support large surface water attenuation basins, particularly those where the profile creates steep sided basins that require fencing and prevent basins from becoming a useable part of the public open space network when basins are semi- or completely dry. Careful attention will be afforded to the softer design of headwalls to attenuation basins.

Additional policies relating to residential led developments

4.15 The Council will strongly resist the use of standardised house types that have not been tailored to suit the positive and distinctive characteristics of an area.

4.16 The Council will not permit glass reinforced plastic porches, door canopies or surrounds as a replacement for those of timber construction.

Hastings Park at Ashby de la Zouch features generous tree lined avenues, hedgerow boundaries, extensive landscaping and swales that create a place with a memorable, National Forest inspired identity.

Section 05

Streets and spaces shaped by buildings

The most successful streets and spaces are those where buildings frame and create clearly defined streets and spaces through the careful placement of buildings and the careful consideration of how buildings relate to the street and to each other.

Buildings create a strong edge to a focal point square.

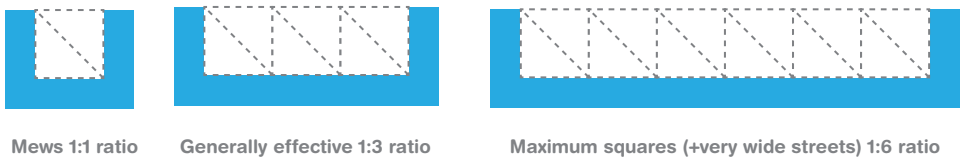
5.1 Buildings must create or reinforce a well defined network of streets and spaces with a well defined building line. The degree of spatial enclosure will be related to the type of street (i.e. minor or typical) or square to be created.

5.2 In some instances, existing streets will be wider than the guideline dimensions in Figure 3 or it will be appropriate to create streets that are wider. In such cases, the resultant loss of spatial enclosure would usually be expected to be reinforced by the planting of semi-mature trees and where appropriate and required the planting of hedgerows or the erection of other boundary treatments.

Figure 3:
Height to width ratios (illustrative).

Type	Maximum	Minimum
Minor streets, e.g. mews	1: 1.15	1:1
Typical streets	1: 3	1: 1.5
Squares	1: 5	1: 4

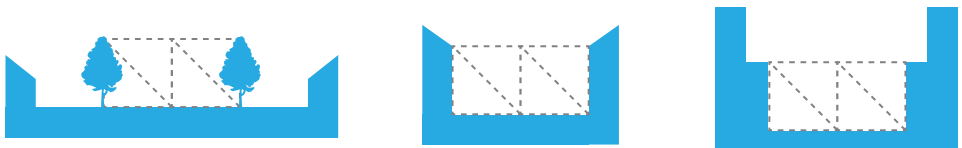
(Source: Urban Design Compendium 1, 2007, p.88)



Mews 1:1 ratio

Generally effective 1:3 ratio

Maximum squares (+very wide streets) 1:6 ratio



Spatial definition by tree canopy

Spatial definition by tree canopy

Spatial definition by recess line

(Source: Urban Design Compendium 1, 2007, p.88)

5.3 Development must be based upon the perimeter block principle where development faces outwards onto the streets and spaces around it. In the case of residential led developments, the formation of perimeter blocks creates an inner core of interlocking back gardens.

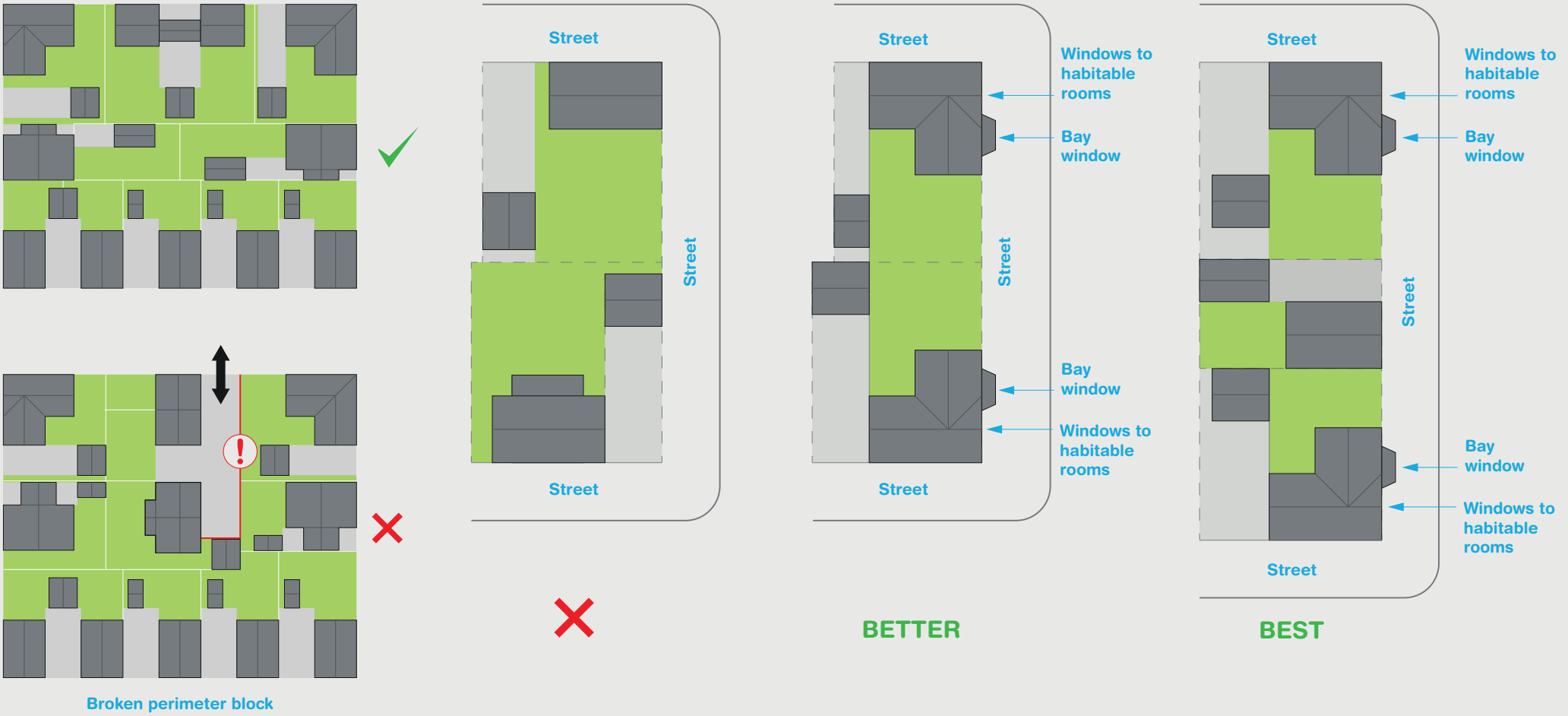
5.4 Developments must reinforce or create a logical street hierarchy by virtue of the following street characteristics:

a) Building height.
b) Building set back.
c) Street enclosure.
d) Breaks (or gaps) in the building line.
e) Hard and soft landscaping.

A clear street hierarchy must be established at the concept design stage, combined with a strong design concept for each street typology. For example, if a development includes a range of primary, secondary and tertiary streets, how will these look and feel different to each other? Street cross sections and illustrative street plans will be required to demonstrate that streets will have different characteristics.

5.5 Where a proposed development adjoins existing development, the new development will be required to reinforce or complete the existing perimeter block structure, for example by orientating the development so that the gardens of new homes back onto the gardens of existing homes.

5.6 Where a proposed development adjoins existing development but there is a green separator between proposed and existing development in the form of public open space (e.g. parkland, greenway, National Forest planting or flood water attenuation), new development will be expected to front onto the green separator to afford good levels of surveillance opportunity. Where existing development backs onto green separators, careful attention must be afforded to safeguarding existing residential amenity.



All diagrams illustrative, not to scale.

Figure 4: Block structure.

All diagrams illustrative, not to scale.

Figure 5: Street corners - following the line of the street.

5.7 Where the urban structure and grain is broken or absent, new development will be required to begin to shape a network of streets and spaces which in turn can be reinforced by future development.

5.8 Where buildings are located on corners they must be designed to fit the shape or angle of the corner. Whilst a right angled (90 degree) building is appropriate for a corner that turns at 90 degrees, some corners may turn at a greater or lesser angle or in the form of a curve in which case a 90 degree corner will not be appropriate for the circumstances.

5.9 Where buildings turn a corner, they must offer two strong frontages (i.e. dual aspect). Buildings must therefore be designed to offer a positive relationship with the street with windows serving to break what would otherwise be a blank wall and offer the opportunity for 'natural surveillance' whereby those within the building can see out onto the street.

5.10 Where it is appropriate to set buildings back from the street the design of the space in front of the building will be critical in ensuring that there is a positive relationship with the street. Street enclosure should be reinforced where appropriate by structural landscaping and vertical boundary treatments (for example, hedges and low walls).

5.11 Car parking to the front of the building line can have a detrimental effect on the quality of the street environment, particularly where parking is located in front of a large number of narrow width properties such as terraced and semi-detached homes.
The Council has a preference for on plot, non-tandem parking arrangements. In front of building car parking can be mitigated by using soft landscaping in the form of trees and hedges to soften the visual impact of parked cars and hard standing. The Council will expect at least 50% of the frontage width to be allocated to soft landscaping where in front of building line car parking is proposed.

Where developments ignore perimeter block principles, back gardens face onto streets creating an unsatisfactory building to street relationship, whilst also compromising the visual and social qualities of the street. The edge of the street also becomes defined by tall boundary walls or fences.

Additional policies relating to residential led developments

5.12 Where there are breaks in the building line and a boundary treatment is required, 2.0m high brick walls must be erected where these face onto either the public or semi-public realm. Close boarded or 'hit and miss' fencing will not be permitted.

5.13 Where buildings are positioned on a corner they will be required to function as dual aspect dwellings. Dual aspect dwellings must be afforded windows to both elevations that are required to address the street to maximise natural surveillance opportunities and eliminate buildings that offer a blank or weak elevation to the street. Windows must serve habitable rooms, such as living rooms, kitchens and bedrooms to afford surveillance opportunities.

5.14 The most successful buildings that turn corners are generally those that are 'L' shaped. Where rectangular or square buildings are placed on corners, these will only turn corners successfully if the internal room arrangement has been designed to suit a building that has a dual aspect facing. The retrospective inclusion of windows on buildings that are not designed to turn corners, such as on a gable ended property, do not usually work successfully either internally or externally in terms of their architectural appearance.

The retrospective addition of windows to a side elevation to a house type that is not designed to function as a dual aspect dwelling will often result in unsatisfactory architectural proportions and/or window arrangements and will compromise internal living spaces.

5.15 Habitable buildings must be used to turn corners. The Council will not permit developments where private gardens, garages and/or driveways are used to turn corners.

5.16 Larger residential developments (for example, developments of 100 units or more) will be expected to offer a clear two or three tier street hierarchy comprising of principal, secondary and, where required, tertiary routes. A principal route should be defined as such by visual cues such as taller buildings (which need not require the inclusion of an additional floor) than those on secondary and tertiary routes, with no or limited building set backs, and few breaks in the building line. The importance of the principal street can be reinforced by features such as structural and landscaping (for example, tree planting to create an avenue or boulevard). Conversely, a tertiary route may feel less enclosed, with lower buildings, more breaks in the building line and a greater building set back. For this reason, integral garage house types will not usually be supported on principal routes and will instead be preferred along tertiary routes.

A strong dual aspect dwelling turns the street corner well.

Courtesy and © Nicola Handa

Whilst this building has a side bay window, the rest of the side elevation is dominated by a blank gable ended wall.

Section 06

The £22m Radisson Blu hotel features a striking architectural style that draws inspiration from both aviation and The National Forest. A super efficient building it is powered and heated by an on-site tri-generation heat and power plant. The hotel is BREEAM 'Excellent' rated offering an 88% reduction of CO2 over a traditional build. Additional features such as the ability to export surplus energy to the National Grid and a 62,500litre underground rainwater storage tank have helped to make the hotel the greenest in the United Kingdom.

A greener footprint

The creation of buildings and spaces with a reduced environmental impact and that offer people opportunities to live lower carbon lifestyles, are suitable for future adaptation, conversion or expansion, and as such designed to stand the test of time will be encouraged.

Image courtesy and © Manchester Airports Group

6.1 New development should be designed and located in such a way to reduce its environmental impact and offer people opportunities to live lower carbon lifestyles.

6.2 The Council will strongly encourage buildings that are capable of adapting to change. For example, homes should be designed as flexible and loose fit spaces, where internal walls can be remodelled to suit the changing needs of occupants, such as a growing or shrinking family unit. Careful consideration should be afforded to the design and integration of large format retail units, particularly within established town and village settings. Consideration must be afforded to creating building forms and layouts that lend themselves to change beyond occupation of the original occupier (retailer) thereby enabling buildings to be 'recycled' for future uses including subdivision into smaller units.

6.3 The layout and design of developments should seek to offer people a choice of walking and cycling routes that are direct, safe, attractive and easy to use. Key considerations include stitching new developments into existing street and footpath networks, avoiding the tendency to focus purely on the main vehicle route(s) into and out of a development. Consideration must also be afforded to future proofing connections to adjacent land and the location of new facilities and services. Where possible, facilities and services should be located with an 800m walk of people's homes. Walking and cycle distances can be reduced by considering street alignments and how streets can be designed to connect to one another for pedestrians and cyclists if there is a reason to prevent vehicle permeability.

6.4 The Council will strongly encourage and expect schemes to be conceived from the outset with a sustainable urban drainage network appropriate to the site and the ground conditions. The Council is particularly keen to encourage a holistic approach to sustainable drainage whereby such systems are integrated into the design of a place and contribute towards part of an accessible and integral part of both the 'hard' public realm (i.e. streets network) and the 'soft' public realm (i.e. public open space network including National Forest planting provision). Particular attention must be afforded to the side profile of 'balancing lagoons' (i.e. steepness of the edges) and the design of head walls to ensure that they are accessible (and as such a useable part of the public realm network) and attractive (i.e. softly engineered).

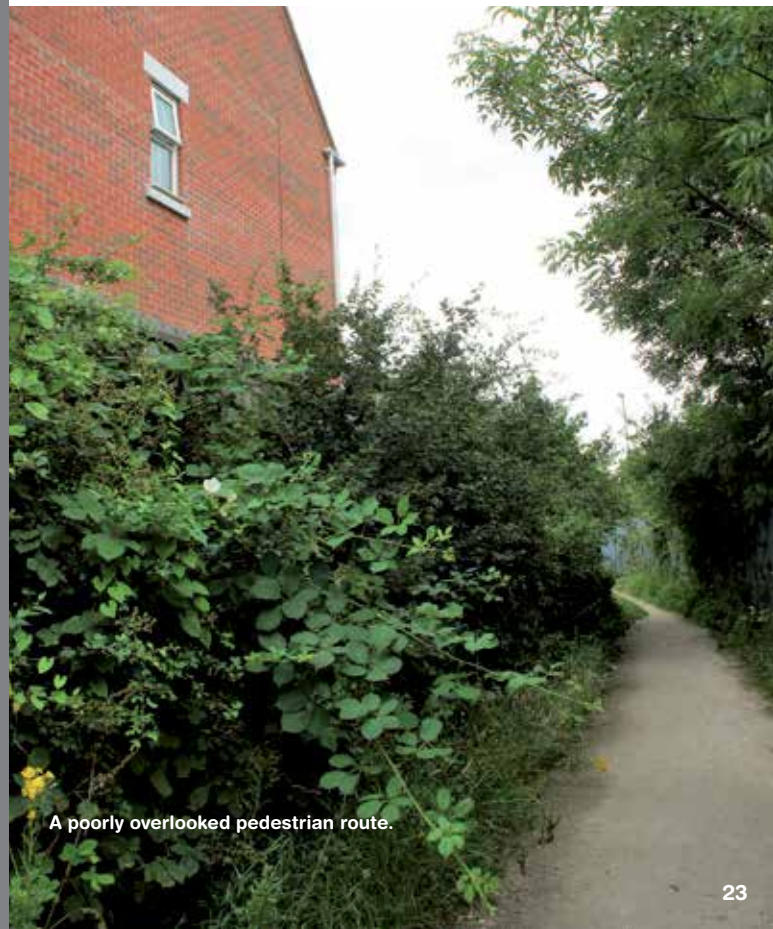
6.5 Public spaces should enhance the natural environment by incorporating features such as tree planting, new wildlife habitats and urban drainage systems to reduce water run off. The Council will strongly encourage the use of permeable paving surfaces and urban drainage systems that are integrated into the development as a whole, for example through the use of swales and rills, rather than just the creation of large balancing lagoons.

6.6 Schemes that create a strong network of car free cycle and walking routes that provide direct, safe and attractive routes between where people live and local facilities and services will be strongly encouraged particularly on larger developments, such as sustainable urban extensions. The routes should be designed in from the outset as part of the overarching design concept for a place.

6.7 Whilst a development site may have, for example, one point of vehicular access, there may be opportunities to provide additional cycle and pedestrian links to the wider area. Where these opportunities exist these links must be provided. If third party land ownership issues prevent these connections from being established (for example, the costs of acquiring land are unviable, the ownership of land is unregistered or a third party does not wish to sell the land), the potential for these links to be provided in the future must be safeguarded by the careful placement of buildings, street alignment and extent of the adoptable highway.

6.8 Where such routes cross the vehicular streets, careful attention must be afforded to the design of these crossings to ensure that vehicle speeds are calmed and changes in level for both cyclists and pedestrians are minimised or eliminated. Applicants will be expected to work closely with the Highway Authority to achieve such outcomes.

6.9 Where developments provide local facilities and services, sufficient, safe and attractive cycle storage will be expected to be provided and located in a position whereby cyclists can park closer to the entrance of facilities than those arriving by car.



A poorly overlooked pedestrian route.

6. A greener footprint

6.10 National Forest planting and/or the use of green infrastructure should seek to provide a diverse range of environments. These should not only contribute to offsetting the impact of development but provide people with a rich choice of recreational opportunities.

Generously landscaped spaces can contribute towards the creation of wildlife habitats, particularly for native birds and insects whilst also contributing towards character and surface water management.

6.11 The environmental performance of new buildings is covered by Building Regulations. However the Council strongly encourages the use of new technologies and features that further improve environmental performance, such as rainwater harvesting and high capacity underground rainwater storage tanks. The Council is particularly keen to encourage the functional use of chimneys, for the purposes of ventilation, sun tubes or as flues for internal wood burners where appropriate.

6.12 Layouts and buildings that maximise solar orientation and potential for natural ventilation are encouraged where these do not compromise the existing or required urban framework. The use of rainwater harvesting techniques and high capacity rainwater storage will be encouraged for all developments, including residential developments.

6.13 Consideration must be afforded to the capacity and potential of buildings to accommodate change. The Council will encourage the design of new homes to accommodate changes in household size and the requirements of occupants. Commercial developments must be designed in such a way to allow the greatest opportunity for change once the original occupier has vacated the site A greener footprint requires a commitment to creating buildings that have a reduced environmental impact and also the ability to stand the test of time, thus reducing the likelihood of the need to demolish a building and remodel a site to accommodate change.

6.14 Public consultation by the Council has identified a potential growth market, with 88% of residents expressing an interest in homes that utilise new technologies that are environmentally sensitive and help to make new build homes cheaper to run.

Additional policies for residential led developments

The Council encourages developers to consider the integration of environmental 'optional extras' for residential led developments, such as features that would enable a development to exceed the environmental performance of new homes required by Building Regulations, where a purchaser of a new home is willing to pay the additional costs associated with such improvements to the developer (i.e. a chargeable optional extra, such as a 'Solar Panel Package'). The Council is exploring the potential of facilitating this through a proposed Local Development Order that would provide developers with enhanced permitted development rights.

Swales contribute towards surface water management and help to create a memorable place.

Section 07

Vibrant and mixed-use communities

7. Vibrant and mixed-use communities

7.1 Places need to be more than just functional, they should encourage more sustainable modes of transport and offer richness on a visual, cultural and social level. Complementary uses should be mixed to create places that are vibrant and encourage a greater sense of identity and community.

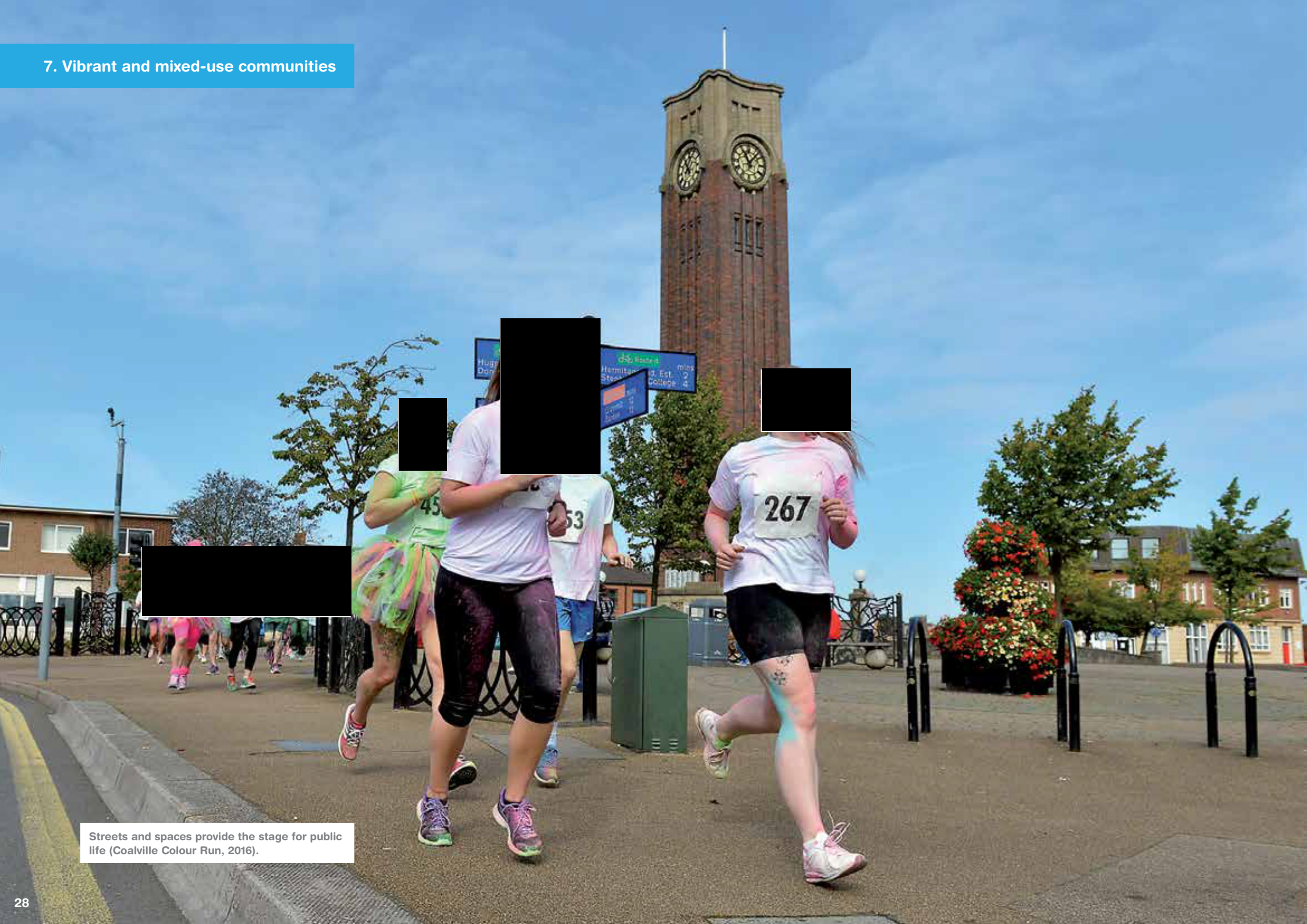
As such, the Council will discourage the use of retail 'zoned' areas within new developments. Instead, a vertical and horizontal mix of uses will be encouraged, with the greatest mix of uses located within the centre of new urban extensions or new settlements.

7.2 Careful attention should be afforded to the proposed use of buildings, their location and the way they relate to the spaces around them. Those uses that offer the least in terms of a vibrant street scene should be located away from the street.

Please cross refer to Figure 19.

7.3 The design of commercial buildings should be carefully considered to ensure that there is a positive relationship between activity inside the building and street activity. As such, the Council will resist commercial developments that fail to offer an active frontage to the street (i.e. entrances and windows). For larger scale developments such as supermarkets, this can be achieved by providing windows to elevations or 'wrapping' the larger retail unit (the supermarket) with smaller commercial units such as smaller retailers, offices and cafés.

A mixed use urban block in the centre of this development creates a concentration of activities, uses and people.



Streets and spaces provide the stage for public life (Coalville Colour Run, 2016).

Additional policies relating to residential led developments

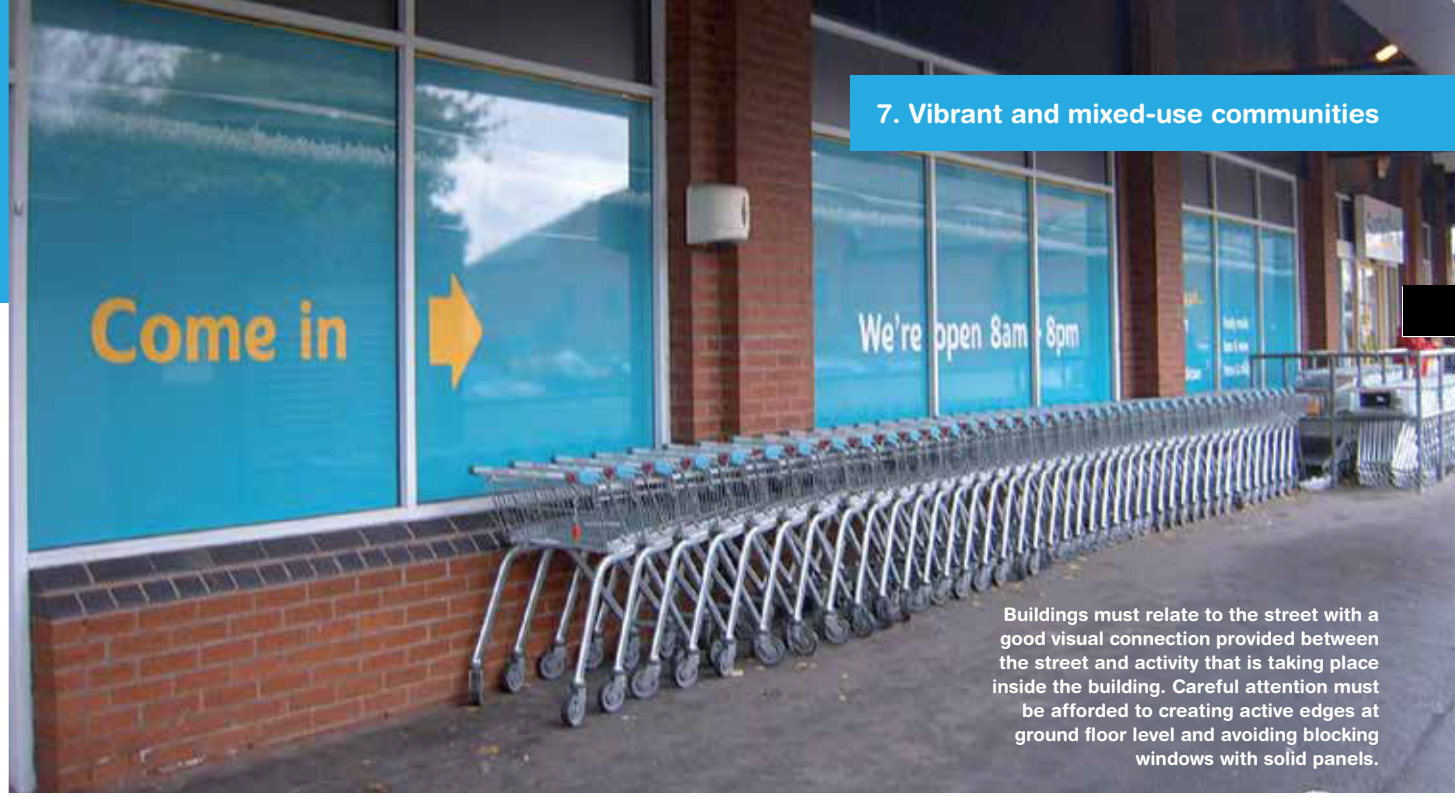
7.4 Vibrant streets are those that are well used by people. Therefore in addition to encouraging people to walk between places, particularly for shorter journeys, by providing a choice of connected, safe, direct and attractive routes, the urban environment should also be interesting.

Interesting places are those that enrich the senses, with a variety of visually features and spaces where people can meet, relax and socialise. Therefore the Council will seek to ensure that developments help to create interesting and vibrant places that are designed to allow people to use them.

7.5 Developments should seek to provide a range of housing in response to local housing needs and also enable people to stay within the community as their needs change.

7.6 Developers will be encouraged to consider how homes can be designed to create safer, more vibrant streets and encourage residents to use their front gardens (where provided) more.

For example:
Placing kitchens to the front of homes will maximise surveillance opportunities, particularly during the winter months where curtains to living rooms are drawn early. Where properties have front gardens, placing the kitchen at the front can offer the opportunity to maximise glazing and/or install French doors that can open out onto a front garden or terrace. As such, this will encourage residents to use front gardens more, particularly in the morning or evening sun (depending on plot orientation) and, in turn, create more interesting and lively streets.



Buildings must relate to the street with a good visual connection provided between the street and activity that is taking place inside the building. Careful attention must be afforded to creating active edges at ground floor level and avoiding blocking windows with solid panels.

A new bowling green provides opportunities for social interaction.

Section 08

Responsive to context

New development should respond positively to its context, respecting existing development and by using site assets, such as landscape features and views.

Sensitive retention of a historic boundary wall, the tailoring of standard elevations and the use of high quality, local materials at Towles Pastures, Castle Donington. The development was one of the first Built for Life™ Commended schemes in England.

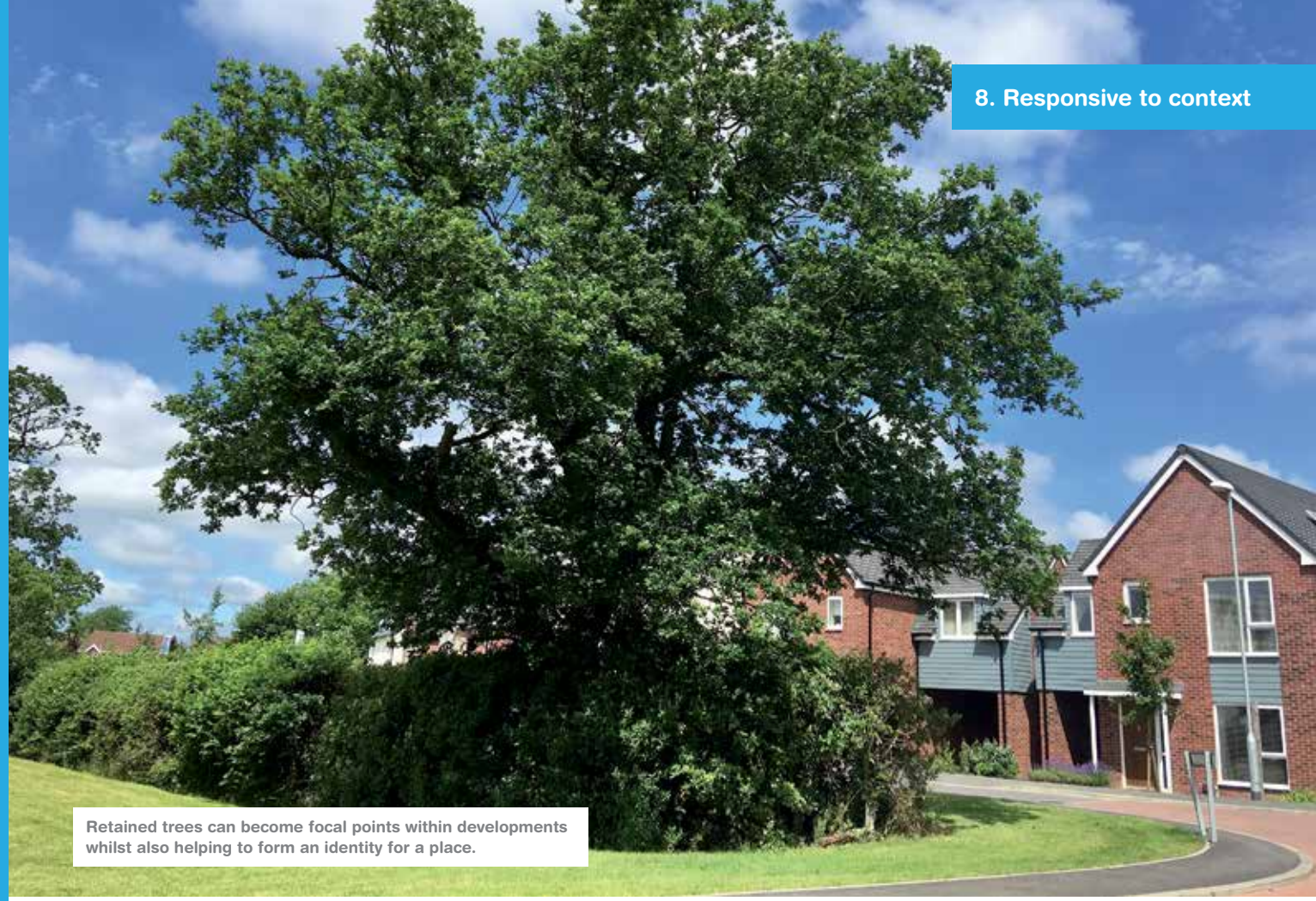
8. Responsive to context

8.1 All development proposals must be underpinned by a thorough understanding and appreciation of the place – both the site and its immediate and wider context. This will be achieved by undertaking a site and local context opportunities and constraints assessment.

8.2 As part of this process, applicants will be expected to work with local community representatives (such as Parish Councils), the planning authority and other stakeholders to identify and discuss opportunities and constraints early in the design process. Applicants are encouraged to complete this critical stage in the design process before determining the land value of a site.

8.3 Typical opportunities include, but are not limited to:

- New connections between the site and its surroundings, including pedestrian and cycle only connections.
- Retention and inclusion of existing landscape features, such as hedgerows, trees, streams and ponds.
- Utilising the landform to create a sustainable urban drainage network throughout the development, e.g. rills leading to swales through to larger balancing ponds.
- Framing views of existing buildings and/or landscape features either on or off the site.
- Creating new features that help people to orientate themselves, such as marker buildings and spaces.
- Reinforcing distinctive local architectural characteristics.
- Creating a new and distinctive character where there is no discernable local identity.
- Views into, out of and through the site.



Retained trees can become focal points within developments whilst also helping to form an identity for a place.

8.4 The relationship between existing and proposed development is a critical factor in the future success and integration of communities. Therefore, applicants are strongly encouraged to explore options with local community representatives and other stakeholders. Development should contribute towards completing perimeter blocks, for example where the gardens of existing development back onto a development site. For larger developments, it may be appropriate to explore alternative edge relationships, such as:

- Separators – such as woodland creation and fields.
- Integrators – places of amenity benefit to both existing and new residents, such as parkland, heath land, play spaces and playing fields, and allotments/community gardens.

[6] Where buildings create the outside edge of the block and interlocked back gardens and/or shared amenity spaces form the middle.

8. Responsive to context

The illustrations on the following pages demonstrate options for successfully integrating proposed new developments with existing settlements.

8.5 Where proposed development is intended to back onto existing residential development (i.e. abutting back gardens), the distance between properties should normally be no less than 20m.

8.6 New residential development must respect the height of existing residential buildings around the immediate boundaries site, though taller structures will be permitted within the development. Where development is proposed to abut an existing low density area, it will be appropriate to respect this density on the edges of the development site.

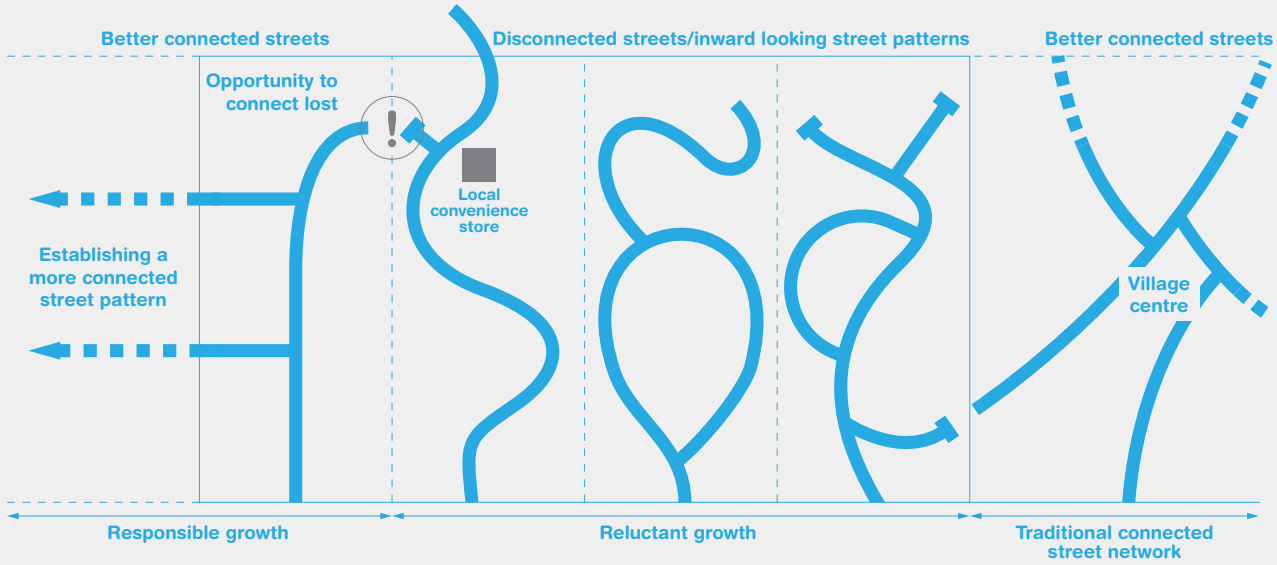


Figure 6: Connected streets and spaces.

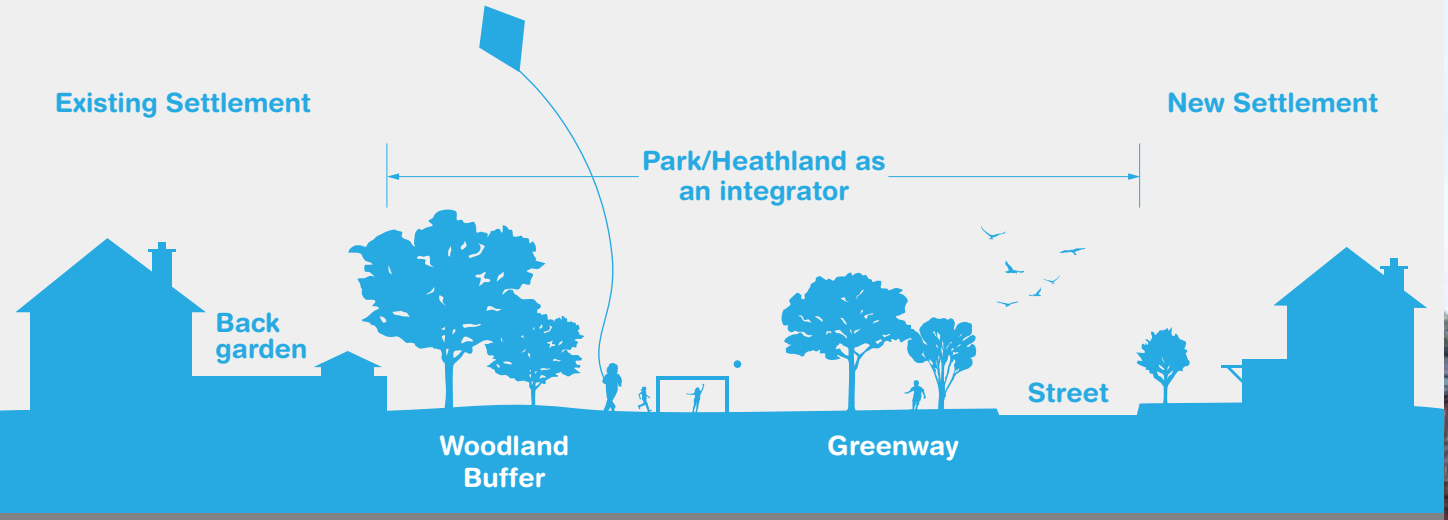


Figure 7: Park/heathland as an integrator between new and existing development. However this approach undermines the formation of strong perimeter blocks and expose the rear back gardens of existing properties and will generally not be supported by the Council.

New development either side of the older building fails to respond to its appearance, street set back, materials and boundary character.

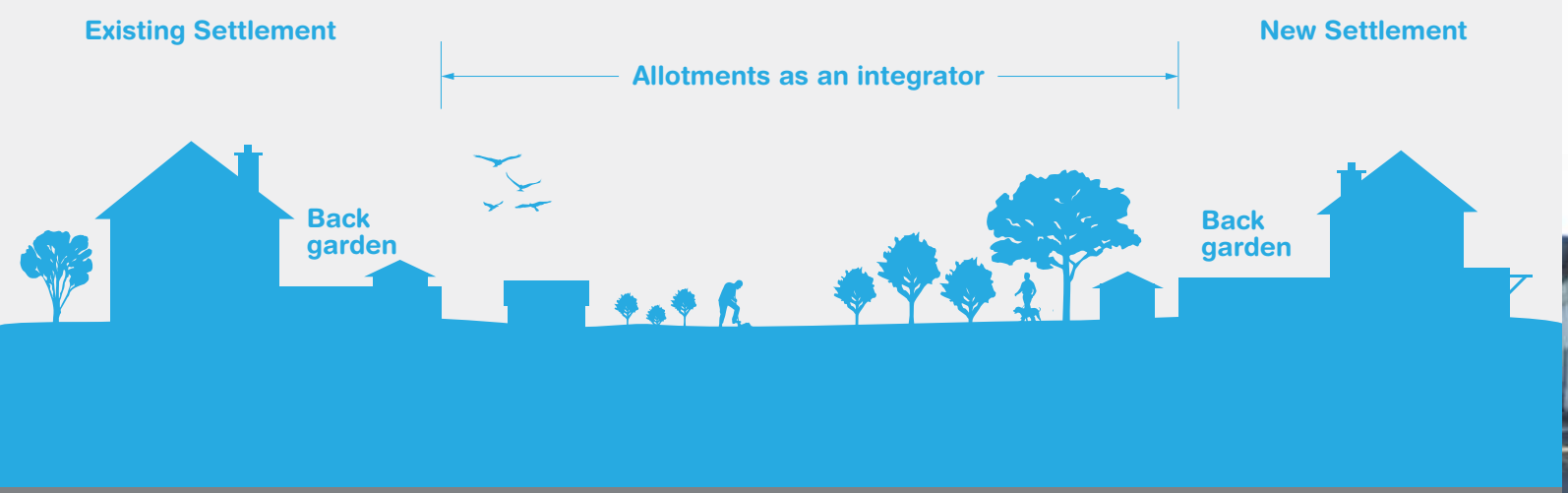


Figure 8: Allotments as integrators between new and existing developments contribute towards forming strong perimeter blocks.

8. Responsive to context

This development seamlessly stitches into the existing street.

8.7 If a decision is made in consultation with the Council, local community and other stakeholders to separate existing and new buildings by way of parks, heathland or playing fields, careful attention must be afforded to safeguarding pedestrian and cycle links between both the existing and new community.

8.8 Where development abuts open land, built form should soften or 'feather' by way of more dispersed building form, greater gaps between buildings, increased landscaping, lower buildings (i.e. no higher than two storey) and a softer, more informal building line. Part of this will involve considering whether the adjacent open land is to be permanently open or whether the adjacent land is proposed for future growth needs. In the case of the latter, careful consideration should be afforded to how the temporary edge will be eventually integrated with future development.

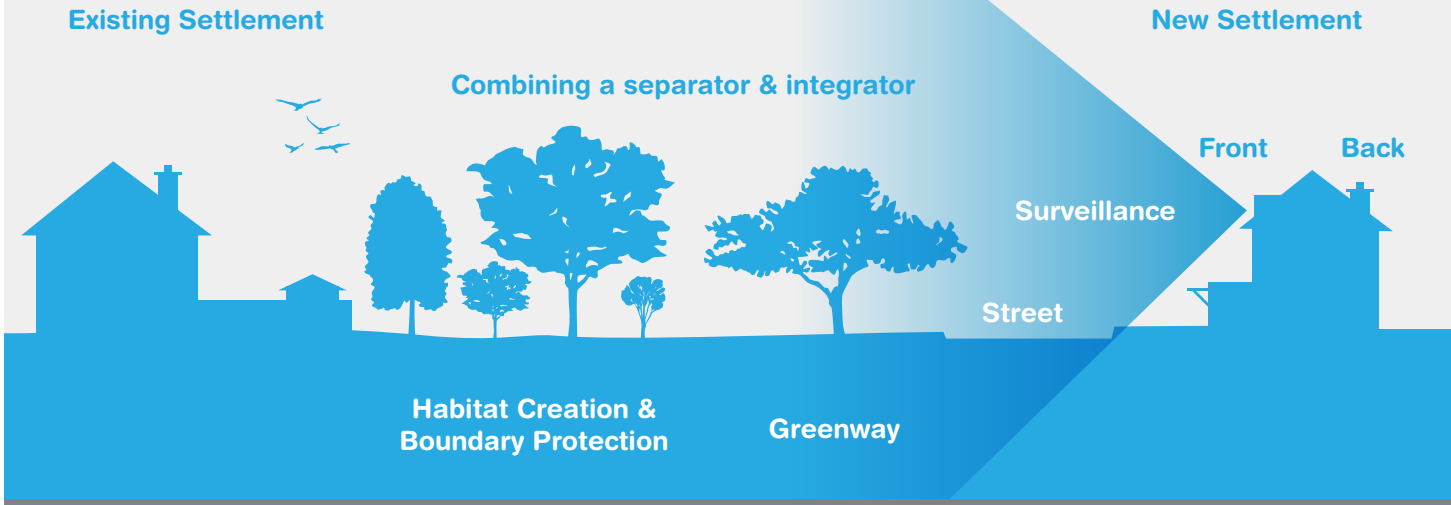


Figure 9: Parks, heath lands, playing fields and greenways as integrators and physical separators.

Section 09

Connected places

Places should offer as many connections as possible to areas around them whether these are existing adjoining developments or open space to encourage higher levels of walking and cycling, particularly for shorter local journeys.

9.1 The creation of well connected places makes walking and cycling a more practical and attractive choice for people, particularly where routes are convenient, direct, safe and attractive where people are planning shorter journeys (for example, to the local shop or post office). The creation of well connected places also offers social, environmental and health benefits to both individuals and the wider community and are therefore strongly encouraged.

9.2 New developments must carefully consider the position of access points into a development to ensure that pedestrians and cyclists are offered the shortest possible routes between new or existing facilities and services.

In some instances, where it is neither possible or desirable to provide vehicle access points in a certain location, it will be necessary to provide pedestrian and cycle only connections to offer people short and direct routes between the places where they live or work and those places they wish to visit, such as shops and restaurants.

9.3 The Council will strongly resist developments that offer opportunities to provide connections but are not included in development proposals, unless the applicant can demonstrate through the provision of evidence that this is due to circumstances beyond their control, (i.e. third party land owner not wishing to sell land or requesting a non viable land value).

Where future proofed links are provided to adjacent land, the land up to the edge of the site boundary must be offered for adoption.

9.4 Routes (streets, squares, greenways, alleyways, bridleways, waterways, railway lines, parks and open spaces) should be located to provide pedestrians and cyclists with a choice of direct, convenient, safe and attractive routes to and from facilities, services and employment locations.

Successful connections are those that will also offer a distinct advantage to using the private car (particularly for shorter journeys).

Car free cycle and walking routes are popular at weekends when people have more free time. In addition to help encourage healthier lifestyles, these attractive and safe routes help to reduce car usage for shorter journeys and if strategically designed can offer people a travel choice that is quicker and more convenient than using the car.

9.6 Consideration should be afforded to whether all connections need to be accessible by vehicles, or restricted to pedestrians and cyclists only. By restricting access to pedestrians and cyclists only the number of routes can be increased where it is not possible and/or desirable to allow vehicular access, in turn creating better connections across the whole community.

Disconnected street patterns frustrate people's ability to move within their communities particularly by foot and by bicycle; and can contribute towards increased car usage particularly for shorter journeys. Here two adjacent developments fail to provide the ability for people to move easily from one side of the development to the other.

By ignoring opportunities to connect at the design and planning stage local residents living adjacent to this site must walk fifteen-minutes to reach the supermarket that is located beyond these railings. If a pedestrian and cycle connection was provided, residents would have be able to reach the store's entrance in a couple of minutes.

Well connected pedestrian and cycle routes across developments can have a major impact on people's travel choices, street activity and levels of physical activity.

9.7 Greenways that are wide, overlooked and run across sites should seek to benefit the local community in addition to residents of a scheme by ensuring potential connections are utilised. The Council will not permit routes, which whilst direct, are isolated, offer poor accessibility (e.g. narrow) and lack adequate surveillance.

9.8 For the reasons outlined in 9.1 to 9.7, the Council will strongly discourage a disconnected street pattern compromised of cul de sacs that do not connect to one another. Unless there is a strong justification for using cul de sacs (for example, valid concerns relating to crime and/or anti-social behaviour). It is recognised that cul de sacs are a popular living environment, particularly for those with young children. An acceptable solution in this instance is to provide adopted vehicular cul de sacs, that are connected and visually continuous streets.

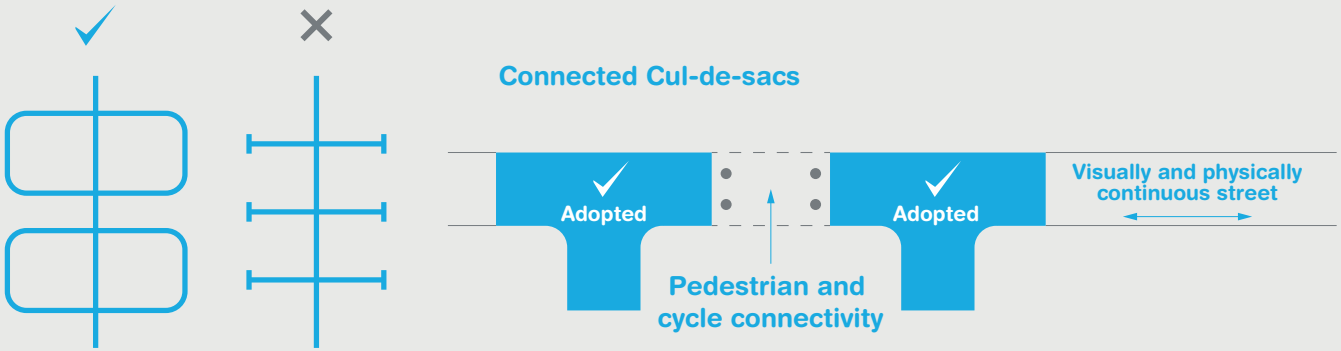


Figure 10: Connected streets are a fundamental feature of good settlement design.

Section 10

10.1 Pedestrian and cycle routes should be predominantly located so that they pass in front of buildings, rather than behind them. All routes must be well overlooked and lit, with opportunities for natural surveillance provided from adjacent buildings.

Easy to get around

Routes should be both physically and psychologically accessible, recognising the impact of urban, landscape, highways and architectural design have on the creation of places that are and feel safe. Subtle cues in the environment can affect people's perceptions of safety, in turn affecting their transport choices particularly on shorter, local journeys.

By prioritising pedestrians and cyclists countries such as the Netherlands, Denmark and Sweden have higher levels of physical activity.

10.2 Where pedestrian and/or cycle routes pass between buildings, these must be designed so that sight lines are clear (i.e. straight routes rather than curved routes where people may be hidden from view), opportunities are provided for good levels of natural surveillance from neighbouring buildings and are well lit.

A well designed pedestrian connection: well lit, well overlooked, wide and clean.

10.3 Routes must be designed to be accessible by those with both full and restricted mobility. Careful attention should be afforded to the use of street clutter that can block or impede routes for those in wheelchairs, or those pushing prams or pushchairs.

10.4 Clear pedestrian paths will be provided across car parks, with the orientation of the path reflecting the most direct route to the destination(s).

Village greens can be very effective marker spaces, helping people to navigate their way around places.

10.5 Well designed places are easy to find your way around. Often referred to as 'legibility', well designed places offer visual cues or 'anchors' that are memorable and help people to create a mental map of a place. The Council requires all new developments to be legible (for larger developments) or contribute towards the legibility of the wider area (for smaller developments[7]).

[7] A smaller development may contribute towards wider legibility by providing, for example, a gateway building if located at the entrance or prominent position within a village where appropriate.

10. Easy to get around

10.6 Legible places comprise of a variety of orientating features and careful consideration must be afforded to their frequency and distribution. Generally the larger the development, the more legible features it will require.

- **Memorable spaces** – are places where routes converge or are centres for activity, such as market places, high streets, parks, town gardens, urban squares, village greens, bowling greens, cricket or football pitches and pocket parks. The size and location of a scheme will impact on the number and type of focal points that will need to be created. These may range from a large village green through to smaller places where streets and paths converge.

- **Street network** – a clear hierarchy of streets, ranging from principal or main streets through to smaller, more intimate lanes (secondary) and mews (tertiary). The hierarchy of streets should be reinforced by building heights, building lines, building set backs and the use of landscaping. For example, a principal route should be defined by taller buildings than secondary and tertiary routes, with no or limited building set backs, and few breaks in the building line. The importance of the street could be reinforced by street trees. Conversely, a tertiary route may feel less enclosed, with lower buildings, more breaks in the building line and a greater building set back.

- **Paths** – the network of routes through a space should have a clear hierarchy with principal routes; defined by stronger built forms. Secondary and tertiary routes will have a different character to principal routes, for example, they may take the form of mews streets or home zones, with a smaller, more intimate scale of development.

- **Town or village landmarks** – these are buildings that act as visual anchors within the townscape, either by virtue of their appearance, physical size and/or use. Examples of town and village landmarks are structures that can be seen for some distance by virtue of their height, such as a church or school bell tower. Such landmarks are most effective when their physical attributes (or presence) are complemented by a social or cultural use.

- **Local landmarks** - complement town or village landmarks and provide a network of smaller scale features within the street scene. Such features include: marker buildings, public art, feature or ‘champion’ trees.

- **Edges** – edges are often formed by existing landscape features such as canals, rivers, streams or field boundaries, such as hedgerows.

- **Character areas** – these serve to break down larger settlements into more distinct sections or pieces. Character areas may be identified by the density of place, uses within it, its form and/or physical appearance (such as a distinctive architectural style or by the particular materials used).

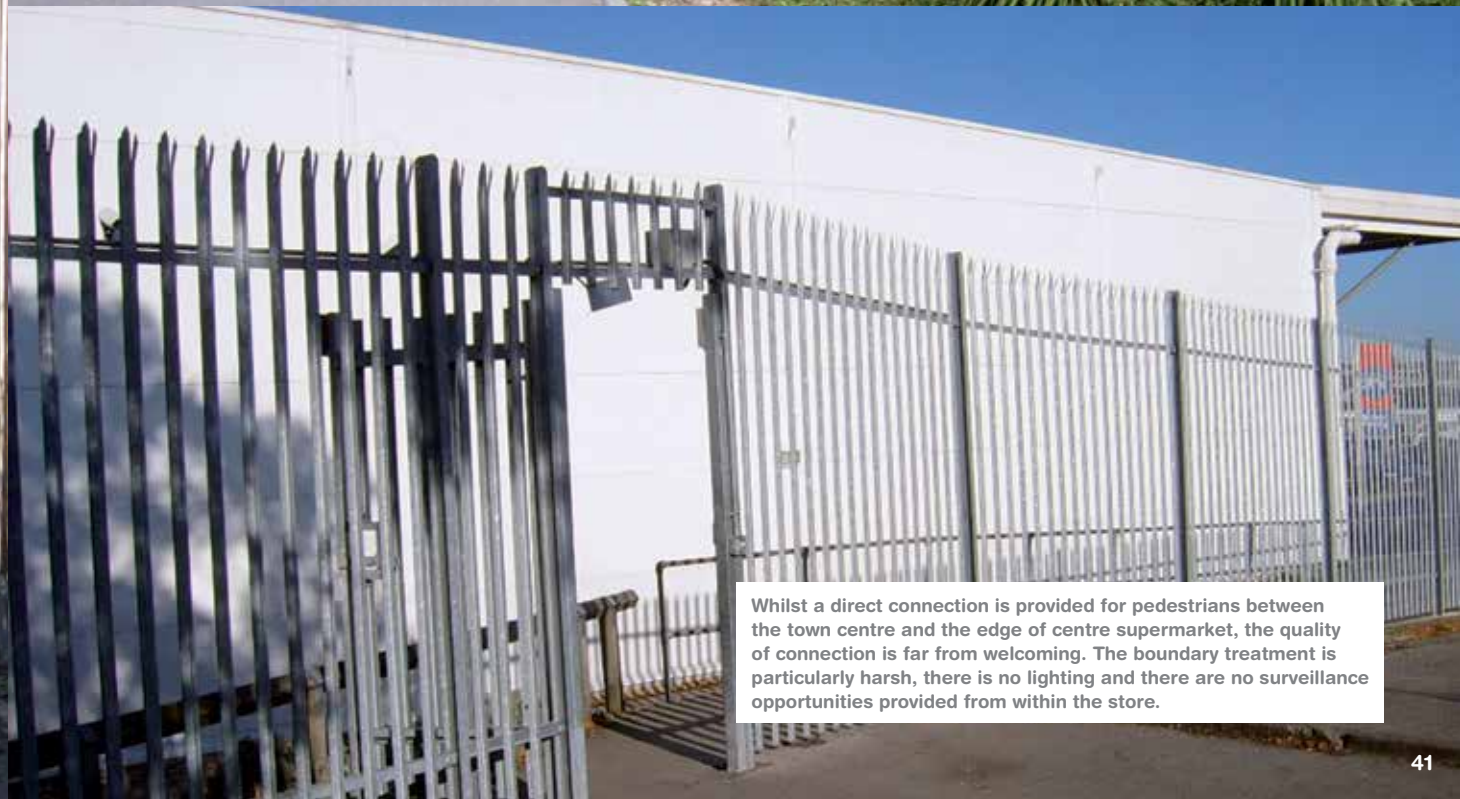
A tower feature on the mixed-use commercial building at the heart of this development is visible from various vantage points and helps people to find their way around.

10.7 Where squares are used and intended to reinforce the legibility of a new development, squares must be discernable and clearly defined as such. Whilst true squares may be either regular or irregular in shape, a common feature relates to their spatial enclosure.

Spatial enclosure is afforded by the placement of buildings in a way in which they define a clear space (i.e. the square) and reducing people's ability to see out of the square (often termed as space 'leakage') by virtue of the way in which streets lead into a square.

It is not enough to just to provide pedestrian and cycle links. They must be attractive and safe to use. How safe and attractive will this connection be after dark with no lighting and the soft landscape edge providing opportunities for criminals to hide and ambush people.

Whilst a pedestrian and cycle connection is provided a blind spot is created by the use of high fencing.



Whilst a direct connection is provided for pedestrians between the town centre and the edge of centre supermarket, the quality of connection is far from welcoming. The boundary treatment is particularly harsh, there is no lighting and there are no surveillance opportunities provided from within the store.

Section 11

Well-designed and well-managed public spaces

Public spaces need to be well managed, physically and psychologically accessible, with uses designed to support the creation of vibrant and safe places. National Forest planting requirements should be used creatively to provide a range of natural spaces and green infrastructure with useful functions and meanings.

Public and (semi-) private spaces need to be clearly demarcated whilst also having a practical public or (semi-) private function.

11. Well-designed and well-managed public spaces

11.1 **Public spaces must be clearly defined and serve a clear public function. Whilst larger developments will require their own open space network, for smaller developments it may be more desirable to invest in improving existing open spaces within the area. In such instances, developers should explore options with the local authority, where applicable, the local parish or town council.**

11.2 **Public spaces should be designed to be inviting, safe and attractive to use, offering opportunities for informal social interaction. The potential for streets to function as social spaces must not be forgotten.**

11.3 Public spaces should be well overlooked and, where desirable, with buildings fronting onto them offering opportunities for natural surveillance. The placement of full sized window graphics and/or advertisements in the windows and/or glazed entrances of commercial buildings restrict opportunities for natural surveillance of the public realm and will be strongly resisted.

11.4 The design speed of streets must be 20mph or less. The Council will seek to achieve this within new developments primarily through 20mph speed designations, Home Zones and Quiet Lanes [8]. Lower speeds can be reinforced through the use of features, such as street narrowing and vertical calming (with or without in built pedestrian crossings) [9].

Whilst horizontal calming is often used this regularly results in:

- Curvilinear street patterns with pedestrians and cyclists forced to travel further (rather than following a direct path).
- Irregular shaped building plots.
- The creation of small pieces of land with no practical public or (semi-) private function, thereby wasting land.
- Frustrating the ability of designers to frame views of features such as landscape features or buildings (short to long distance).

As such, the Council will seek to resist curvilinear street patterns unless they are:

- In response to topographical or other site constraints.

- Part of a design concept that is based upon reflecting the traditional characteristics of an organic settlement. In such cases, an irregular and winding street pattern will also be reflected in features such as plot and built form characteristics. Please cross reference to paragraph 4.3.

Shared surfaces may be appropriate in low traffic areas however careful attention must be afforded to how spaces will be navigable by those with visual impairments.

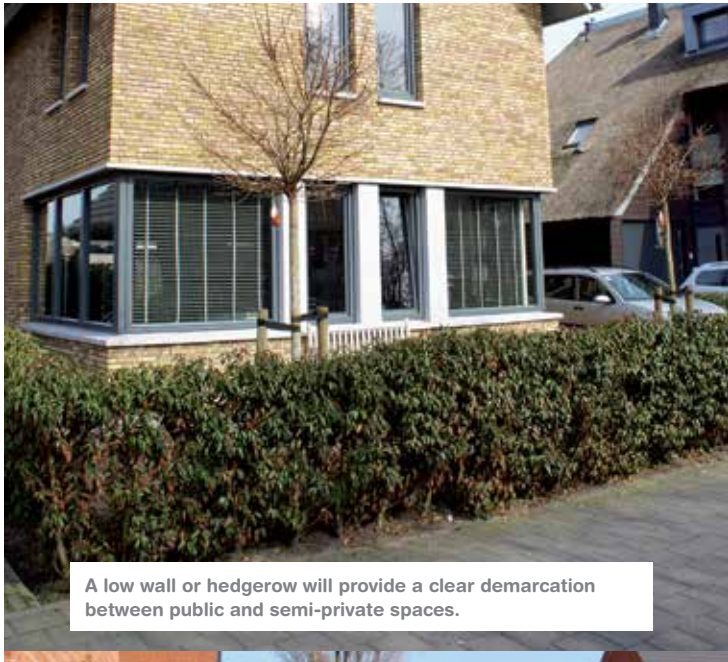
11.5 Streets should be designed as social and play spaces, where the pedestrians and cyclists come first, rather than simply as routes for cars and vehicles to pass through.

11.6 Although all spaces should have a principal purpose, public spaces should be flexible and allow a range of activities to take place within them. Spaces 'left over after planning' rarely offer places that lend themselves to any meaningful public or private function. Careful attention must be afforded to anticipating anti-social behaviour and how such behaviour can be designed out through good design.

11.7 Public spaces proposed for adoption by the local authority (county, district or parish) or a community body must offer public value, as otherwise the cost of maintaining them at public expense cannot be justified. Equally, private space proposed for transfer to owner occupiers or private/social landlords must offer private value.

[8] In consultation with the Highway Authority.

11.8 The integration of parking within public space (i.e. the public realm) must be carefully considered in order to avoid car dominated environments.



A low wall or hedgerow will provide a clear demarcation between public and semi-private spaces.

The land between the fence and the pavement has neither a public or private function and as such should have been designed out of the proposals for this development.

[9] Refer to Manual for Street (2007).

Additional policies for residential development

Parking

Displaced parking is a significant issue of concern to our communities and in more recent developments has compromised the ability of the Council in fulfilling its statutory duties in respect of waste collections. Displaced parking also affects the visual amenity of the streetscape and can significantly compromise the use of streets as social spaces. The causes of displaced parking can be attributed to the lack of sufficient parking provision allocated per plot and the use of isolated or unsecure rear parking courts.

11.9 A minimum of two spaces must be provided per property regardless of tenure. A minimum of three spaces must be provided regardless of tenure for homes of four bedrooms or more. For single occupancy dwellings where single occupancy can be enforced (for example, homes managed by a Registered Social Landlord) the Council will permit a single space per property.

11.10 The preference is to provide parking on the plot of individual dwellings and where residents can see their cars from within their home. The Council discourages over reliance on tandem car parking arrangements and car parking within garages.

To achieve this without creating a street environment dominated by parked cars, the Council will encourage a mix of on plot parking solutions including:

- Parking behind the building line (i.e. between individual dwellings and/or by using drive through house types).
- In front of building line parking where an equal amount of space to the surface parking area is provided for soft landscaping.

For example:
A pair of 3 bedroom semi-detached homes (total of four spaces required) could meet this requirement by:

- Providing two spaces in tandem arrangement to one side;
- Providing two spaces side by side to the front of the other;
- Providing a landscaped space, with a small tree and demarcated by a hedge in the remaining space.

11.11 Individual households must be able to see their parking spaces from within their home.

11.12 Where parking is located between plots, surveillance opportunities should be provided by the inclusion of windows to habitable rooms (i.e. excluding bathrooms and WCs but potentially including a window to a hallway space), of at least one window per floor of the property.

Therefore a two storey property should have at least one window on the ground floor, e.g. serving a living room, kitchen, dining room, hallway or study, and a second window at the first floor, e.g. serving a bedroom, study or hallway.

Bay or oriel windows afford stronger surveillance opportunities and will therefore be encouraged.

11.13 Careful attention must be afforded to prevent overlooking between the side elevations of neighbouring properties whilst still ensuring good levels of surveillance opportunity.

11.14 Developers will be encouraged to provide additional parking within developments for visitors. Visitor parking can be accommodated within the street, for example in the form of parking bays. Parking bays will need to be designed in consultation with the Highways Authority (commuted sums will be payable).

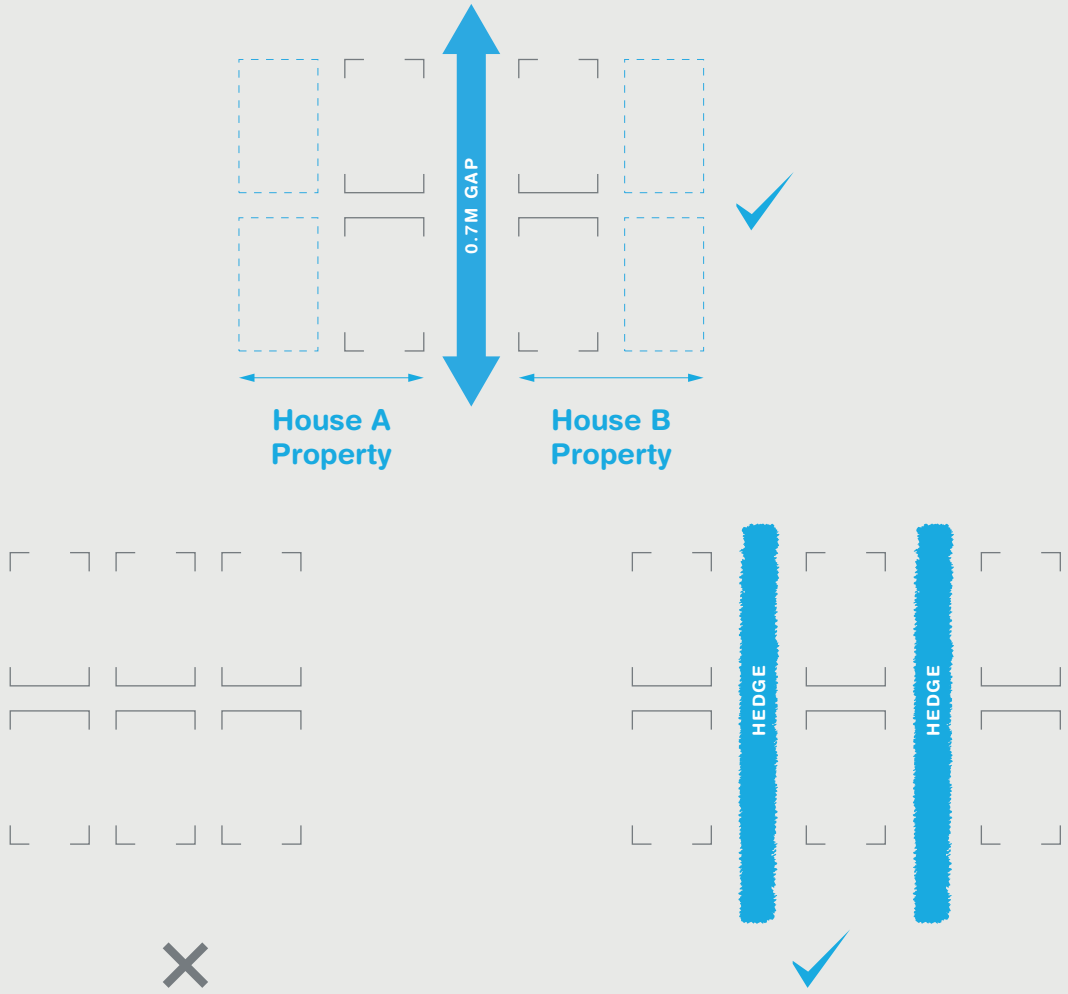


Figure 11: Parking spaces

11.15 Where the parking for two adjacent homes is provided next to each other, a 0.7m separation gap should be provided between their driveways. This separation gap should be demarcated by way of a flush material that is different in appearance to the material used for the driveways; whilst also allowing residents to easily drag wheelie bins between parked cars.

The use of tandem, triple width parking bays (i.e. 6 car parking spaces) in one location will not be permitted unless each of the tandem spaces is separated by a 1m landscape band.

The minimum size of a parking space is 2.4m wide and 4.8m long.

11.16 The 6Cs Design Guide provides detailed guidance on the dimensions of car parking spaces. The Council will normally seek car parking spaces to be a minimum of 5.5m long and 2.4m wide for residential development unless there are other sound design-based reasons to indicate otherwise. This excludes circulation space which is required if a parking space is bounded on one or both sides by a vertical obstruction such as a wall or fence. In such instances, an additional 0.5m must be provided on each side of the vehicle where there is an obstruction.

The size of spaces increases where, for example, herringbone spaces are proposed. Applicants are advised to refer to the 6Cs Design Guide (leics.gov.uk) for further details. Please note that there must be space to allow residents to open their garage door whilst their car(s) is/are parked on their drive, therefore clearance space must be provided.

Garage door type	Clearance required
Roller-shutter, sliding or inward opening	0.7m
Up and over	1.3m
Hinged, outward opening	1.7m

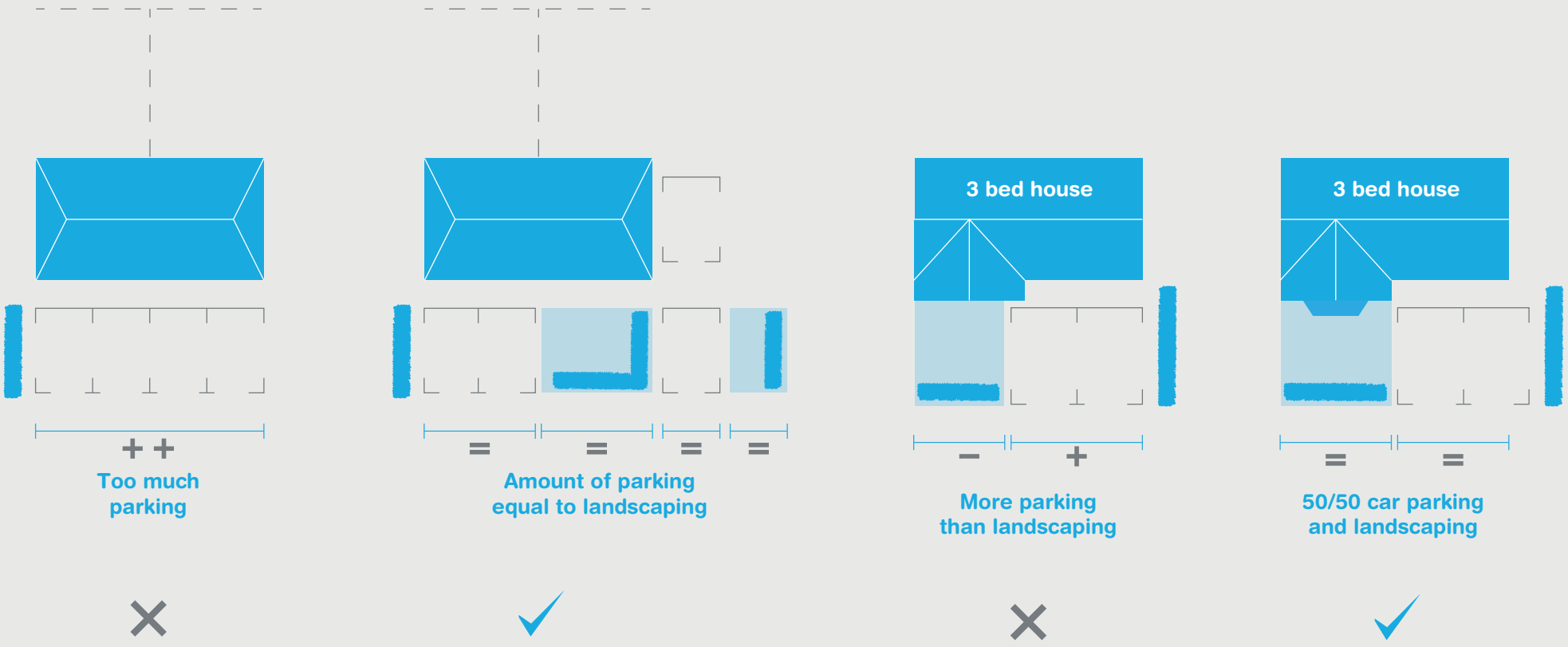


Figure 12: The ‘50/50’ rule

11.17 If an applicant intends that a garage to be counted as a parking space, the following three criteria must be adhered to:

11.17.1 Clear internal dimensions of 3m x 6m per single garage space (including integral garages where provided).

11.17.2 The developer will be required to demonstrate that there is suitable storage provision for items that are usually stored within a garage, i.e. bicycles, DIY and garden maintenance equipment. The developer could do this by providing a garage that is longer in length, i.e. in excess of 6m or providing an additional storage building such as an outhouse.

11.17.3 The applicant accepts planning conditions or other restrictions that control the use of the garage and prevent it from being converted into a room that can be lived in.

If these criteria are not met, the Council will not count the garage as a parking space.

Parking courtyards are often unpopular and unattractive spaces.

Thinking differently. Visually permeable garage doors can be effective in ensuring garages are used for parking rather than for storage purposes as residents will be less inclined to store items within the garage space when they can be seen from the street.

The visual effect is also visually softer than a solid garage door. However this design approach will only be effective where homes have sufficient alternative storage space within the home and for items normally stored within garages (for example, garden equipment and cycles) and where Permitted Development Rights have been removed.

11.18 Driveway gates can reinforce street enclosure and character. Applicants should note that the requirement to recess driveway gates 5m from the back of the highway boundary only applies to heavily trafficked routes.

Reducing car parking does not reduce car ownership. Instead, it results in high levels of displaced and at times, anti-social parking that can frustrate the needs of other street users.

Integral garages

11.19 Integral garage house types can have a detrimental impact on the quality of the street scene, creating streets dominated by garage doors and parked cars.

Integral garage house types will be limited in their use, with no more than three in a row. Integral garage house types must not be located in visually prominent locations, such as end points when looking down a street.

In addition the following five criteria must be adhered to where integral garage house types are proposed:

11.19.1 The garage element of the home must not sit forward of the habitable part of the home and is therefore not the dominant feature of the home. Garage doors should not be painted white.

11.19.2 The garage door should be recessed from the face of the building (approximately 0.9 – 1.0m). This will help to reduce further the visual dominance of the garage on the elevation (this feature also allows for utility meter boxes to be located in a more discreet position).

11.19.3 The surface area of the driveway space must be at least equal in width to the front garden (unless integral mews type housing is proposed with no in front of plot parking).

11.19.4 To reduce the visual dominance of parked cars and the hard surfacing of driveways within the street scene[11], the front garden must be enclosed and defined by a hedgerow planted to at least 0.6m high. Acceptable species include privet, hornbeam, box and beech.

11.19.5 A clear and direct path must lead from the pavement to the front door. This path must not be able to be blocked by a parked car and therefore must be physically separate from the space allocated for parking.

Parking space dimensions do not include the space required to move around a vehicle.

In front of plot parking without integral garaging

11.20 Policies 11.19.3, 11.19.4 and 11.19.5 will apply to plots without integral garages but where in front of plot parking is proposed.

[10] Hedgerows also serve to clearly demarcate public and private space and reinforce a National Forest identity for new development.

Parking courtyards

Where parking courtyards are not designed to a good standard, they become places that appear neglected and unsafe. In such cases, residents will prefer to park their car on the street rather than leave their car within such a courtyard. This creates high levels of displaced parking and compromises the creation of successful streets.

A well-designed parking courtyard that features good levels of surveillance opportunity, low-level bollard style lighting, good quality hard and soft landscaping. Parking spaces are softly demarcated and the surface of the courtyard is a permeable surface.

Design code for rear parking courtyards

11.21 The Council strongly discourages the use of rear parking courtyards due to the cost of quality implementation (often resulting in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible.

11.22 The Council will permit the occasional use of parking courtyards subject to a series of design criteria being fully adhered to. The design principles are designed to ensure that attractive and safe places are created.

11.23 Applicants are strongly advised to factor the costs associated with these design requirements prior to committing legally to a land purchase, particularly where courtyards are intended to provide parking for affordable housing. The Council will strongly resist efforts by applicants to reduce the design quality of parking courtyards through the discharge of condition process.

11.24 Unless enclosed by automatic gates that only permit access to those residents that require access, courtyards will be considered part of the public realm. These courtyards must therefore be designed as good quality public spaces, with the following design features required.

11.24.1 Courtyards must be limited to a maximum of ten spaces (including any garage and/or car port/parking barn spaces) and must serve no more than five properties.

11.24.2 Clear sightlines must be provided into and within the courtyard. Hidden corners or recessed parking bays must be avoided. The number of access points should be afforded careful consideration, balancing the need for strong pedestrian connectivity through and within the site with community safety.

11.24.3 A property must be located at the entrance to the courtyard to offer surveillance opportunities. The principal elevation of this property must be orientated to face towards the route by which the courtyard is accessed.

11.24.4 At least one property is to be located within the courtyard to offer opportunities for natural surveillance.

11.24.5 In order to ensure good levels of surveillance opportunity, properties located at the entrance to and within the courtyard must include ground floor windows serving habitable rooms. Therefore a flat over garage unit may complement but must not substitute the need for a dwelling in the form of a house or bungalow.

11.24.6 Block surfacing with parking bays in either: the same block, contrasting block or tarmac. Individual parking bays must be discreetly delineated with blocks and individual bays discreetly numbered with a metal plate affixed to either the kerb face, wall or bay surface. Thermoplastic markings (white lining) will not be permitted to either number or delineate individual bays.

11.24.7 All boundaries facing the courtyard to be 1.8m high brick walls with coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

11.24.8 Low level bollard or street lighting must be provided (movement sensor lighting attached to individual dwellings may complement but must not be used to substitute low level bollard or street lighting). Developers may opt to connect lighting to appropriate plots but will be required to demonstrate to the Council that covenants place a responsibility on appropriate plots to ensure lighting is kept in good working order and in use after dark, in perpetuity.

11.24.9 Appropriate and robust landscaping to help soften the environment, such as trees and hedgerows will be required. Planting must be carefully placed in a way that does not restrict sightlines.

11.24.10 Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be well lit.

11.24.11 Residents must be able to gain direct access from their allocated parking spaces to the front door of their home.

To achieve this, developers may be required to integrate ginnels between plots to provide this access. Where such ginnels are provided, attention must be afforded to securing ginnels to prevent crime and anti-social behaviour.

11.24.12 If it is not possible to provide all residents with direct access from their allocated parking spaces to the front door of their home, rear access into the home must provide access into either the kitchen, hallway or utility room. Rear access that requires residents to access their home directly into a living room, dining room or (downstairs) bedroom will not be acceptable.

Streets as social spaces

All streets within residential developments must be designed as social spaces, rather than as simply places for vehicles to drive through and park within.

Streets are the part of the public realm we interact with everyday, yet far too often the emphasis placed on vehicle access means that the true potential of streets is rarely fully captured. A well designed street will allow vehicle movement whilst also functioning as a place for people to meet, socialise and play. Generous and connected landscaping within our streets can also contribute towards sustainable drainage and habitat creation.

11.25 Streets must be designed to design speeds of 20mph or less to create safer streets for pedestrians and cyclists, whilst also offering the opportunity for people to utilise the street space for social activities.

11.26 Applicants are expected to liaise closely with the Highway Authority to produce schemes that achieve design speeds of 20mph or less and are designed to an adoptable standard. The Council will support the introduction of 20mph zones where appropriate and supported by the Highway Authority.

11.27 The Council will strongly encourage the development of adoptable standard schemes where features such as raised tables, alternative surface materials, reduced forward visibility and tighter corner radii serve to reduce intended design speeds to 20mph.

11.28 Applicants may be required to produce a Safety Audit where more innovative approaches to street design are proposed. Applicants are advised to check what commuted sums will be payable to the Highways Authority for non-standard surface materials and features, including but not limited to street trees.

11.29 Public spaces must benefit from good levels of natural surveillance, afforded by the occupants of properties. Internal layouts should seek to place more active rooms at the front of the home and integrate features such as balconies, verandas or French doors that provide access onto front gardens to encourage residents to use spaces in front of their homes more. Applicants are encouraged to consider maximising the amount of glazing to ground floor street facing rooms to maximise surveillance opportunities and support a more vibrant, safer and interesting street scene.

11.30 Where apartment buildings create open spaces at ground floor level these should be designed as semi-private garden spaces assigned to individual ground floor apartments rather than left as communal spaces that serve no practical function.

Garden sizes and balconies

11.31 The rear private garden spaces must be at least equal to the footprint of the property. This is a minimum required standard. If bin storage is provided within the rear garden, this will not be counted as garden space (a deduction of 2.11sq/m will be made – see 11.36).

11.32 In instances where rear gardens back or side onto the street or other part of the public realm, they will be enclosed by a 1.8m high brick wall with coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

11.33 Where market sale apartments are proposed, individual units above ground floor will be expected to be afforded private balconies to offer residents some semi-private amenity space. The minimum useable size expected is 2.0m x 1.5m. Ground floor apartments should be designed in such a way to enable semi-private spaces to be created at the base of the building at street level.

Ground floor apartments must be afforded their own individual front doors to help enliven the street.

Bin and recycling storage and collection

11.34 Homes must be provided with convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight. The distance between storage areas and collection points must be kept to a minimum. Where terraced housing is proposed, consider providing integral stores to the front of the property (such as within an enclosed section of a recessed porch) or by providing secure ginnels between properties that provide direct access to the rear of properties[11].

11.35 Due to the negative impact of bins and recycling crates on the amenity of the street scene, applicants must design bin and recycling storage into their schemes from the outset. The Council will therefore expect applications to demonstrate how storage meets these policies rather than seek to secure compliance through planning condition.

11.36 Each home (unless communal bin storage is provided) must be provided with 2.11sq/m of bin and recycling storage. Where provided, enclosed stores should be designed to a minimum height of 1650mm allow the lid of bins to be lifted.

11.37 Where bin and recycling stores are provided within rear garden spaces these will be appropriately screened from view so that bins and crates are not seen from within the home.

11.38 An area of hard standing must be provided of at least 2.11sq/m and a hard surfaced path must provide a clear 0.6m wide route from the storage area to the street. This route should not include any steps or require residents to drag bins or carry crates either through the home, car port or garage.

[11] The NHBC has published guidance on waste storage solution, please refer to the references section. Please note that where waste storage is provided in rear gardens, bins and containers should be located in a discreet location, for example by providing a fenced or otherwise screened enclosure; or a surfaced path to a space behind a garage.

11.39 Applicants should ensure that a clear 0.6m corridor is provided to allow residents to drag bins or carry crates alongside cars parked on a driveway easily.

11.40 Where private drives are proposed (i.e. un-adopted highways to which refuse vehicles will not access) these must be limited to no more than five dwellings. A dedicated bin and recycling collection point must be provided adjacent to the highway.

11.41 Each collection point must provide 1.25sq/m per unit served. The collection point must be clearly demarcated, for example by different surfacing. Collection points must be clearly marked by a metal plate affixed to the surface material or adjacent wall.

The metal plate will state:

BIN & RECYCLING COLLECTION POINT

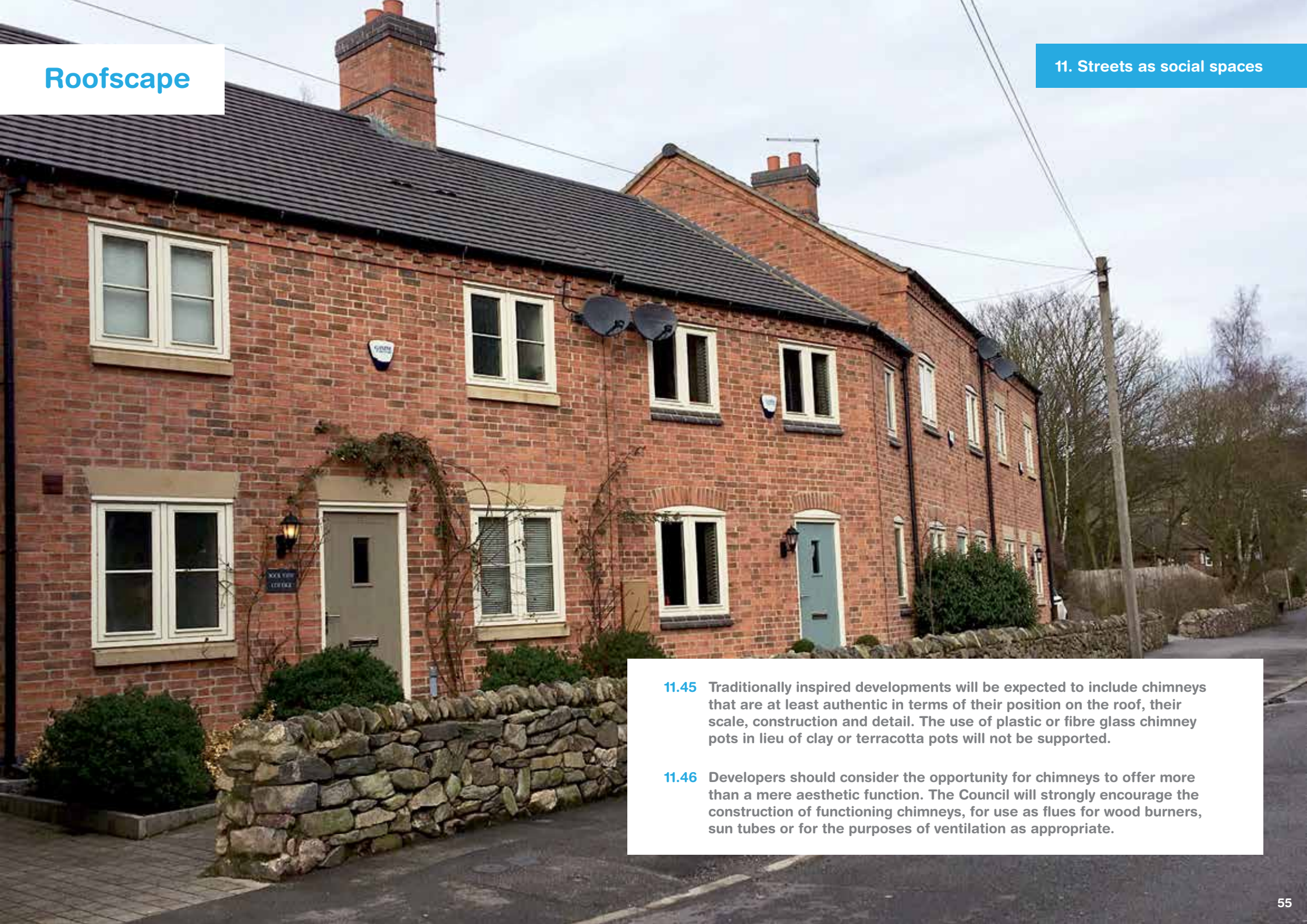
Please remove bins and recycling containers the same day as collection

11.42 Where communal bin and recycling storage is provided these must be designed to accommodate the required number of containers (please contact Waste Management for further details).

11.43 Communal bin and recycling stores must be fully enclosed and sheltered from the elements. Timber enclosed, open roof structures will not be permitted. Lighting may be required.

11.44 Chimneys or more modern interpretations of chimneys can have a positive contribution to the quality and interest of the roofscape on both traditional and contemporary designed schemes.

Roofscape



11.45 Traditionally inspired developments will be expected to include chimneys that are at least authentic in terms of their position on the roof, their scale, construction and detail. The use of plastic or fibre glass chimney pots in lieu of clay or terracotta pots will not be supported.

11.46 Developers should consider the opportunity for chimneys to offer more than a mere aesthetic function. The Council will strongly encourage the construction of functioning chimneys, for use as flues for wood burners, sun tubes or for the purposes of ventilation as appropriate.

Boundaries

11.47 Where boundaries front onto the public realm (including courtyards) these must be formed by 1.8m high brick walls. Timber close boarded or hit and miss fencing will not be permitted. Walls will be capped with a coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

11.48 Where a wall is set back from the edge of the pavement, the dividing space must be either hard or soft landscaped. Where the area is soft landscaped, this must take the form of structural landscaping such as a hedgerow rather than a narrow grassed strip.

11.49 Where properties are set back from the footpath by no more than 1.0m, a change in hard surface material should demarcate the distinction between public and private space. Particular attention must be afforded to avoiding turfing small or steeply sloping areas that are both impractical and difficult to maintain.

11.50 Where properties are set back by more than 1.0m, a vertical boundary demarcation will be required to clearly demarcate between public and private space. The following boundary demarcations will be acceptable.

Figure 12: Front boundary types for properties set back by 1m or more.

Type	Description
01	Formal railing with hedging behind.
02	Formal railing mounted on low wall.
03	Estate style railing with hedging behind.
04	Painted timber picket fence with/out hedging behind.
05	Hedgerow only
06	Dwarf wall

11.51 Hedgerows will be required to be planted to at least 0.6m high and will be required to wrap around pedestrian visibility splays to driveways. Acceptable species include Portuguese Laurel, Privet, Hornbeam and Beech. Lavender and Box are not considered suitable hedge forming species for boundary demarcations.

11.52 The type of boundary treatment will be dependent on the context and the desired character of the scheme in addition to the street hierarchy. The use of certain boundary types may help to reinforce the street hierarchy, and in turn provide a distinction between different areas of a development thereby helping people to find their way around a development.

11.53 Boundary demarcation plans should be provided at a scale of 1:250. Simple colour coding should be used to help convey the nature of soft boundary treatments, i.e. informal shrub planting or more formal, hedgerow planting.

Non market sale housing

11.54 Non market sale housing will be required to be designed as tenure-blind, so that it is not easy to differentiate between homes that are private and those that are shared ownership or rented.

11.55 Where apartment accommodation is provided, to avoid the costs associated with maintenance of internal communal areas, individual apartments must be designed to have their own front door to the street.

Threshold design quality

If small patches of grass are provided they are unlikely to be well maintained.

11.56 Careful attention must be afforded to the quality of threshold design, i.e. the spaces between the building and the street or those spaces around the dwelling visible from the street. In many instances, such spaces are left to chance and often areas unsuitable for cultivation or lawns are unsuccessfully landscaped. Through the production of plans to a suitable scale, applicants will be expected to demonstrate that the quality of thresholds will be of a good standard and robust.

Pedestrian visibility splays to driveways must be provided where required by the Highways Authority. To avoid these becoming patches of bare earth where landscape rarely flourishes, visibility splays should be hard surfaced with a small block material. Vertical boundary treatments demarcating public and private space will be required to wrap around the visibility splay to provide a continuous boundary.

Section 12

Architectural quality

Buildings must be designed to be functional, attractive and long lasting.

Internal architectural quality

12.1 Buildings must be designed in a way that ensures that they are functional, attractive and durable. Consideration must be afforded to aesthetic considerations such as building proportions, building hierarchy, the appropriateness of materials and detailing and solid to void ratios.

12.2 Buildings should be designed internally to ensure that spaces are fit for their intended purpose with adequate internal space for their intended purpose.

12.3 The Council will encourage applicants to provide furnished internal floor plans to demonstrate that homes and the rooms within them are fit for purpose. Rooms should be furnished with those items of furniture that would be reasonably expected to be found within a particular room to enable it to fulfil its intended purpose.

For example, a single bedroom would be expected as a minimum to accommodate:

- A single bed
- A bedside table
- A wardrobe
- Space to dress and move around the aforementioned items of furniture (often called an ‘activity zone’).

[redacted]

[redacted]

12.4 Homes should be designed to suit the needs of the maximum number of occupants that could live within a home. For example, a home with two double bedrooms and one single bedroom would be deemed as having a maximum of five occupants.

Internal layout plans should demonstrate that there is sufficient space within the home for the following activities:

12.4.1 (The maximum number of) occupants to sit together in the living room.

12.4.2 (The maximum number of) occupants to sit around a table together.

12.4.3 A space to allow work at a desk to be undertaken without disturbance, i.e. located away from the kitchen or living room. This may be provided by creating space for a desk and chair on a first floor landing or providing space within a bedroom or separate dining room (if provided).

12.5 Applicants must demonstrate that homes offer sufficient internal storage space to enable residents to store items conveniently and out of sight when not in use, for example and as a minimum, one vacuum cleaner, one bucket and mop, shoes and coats.

For family homes it is considered appropriate to consider where a pushchair or pram could be stored.

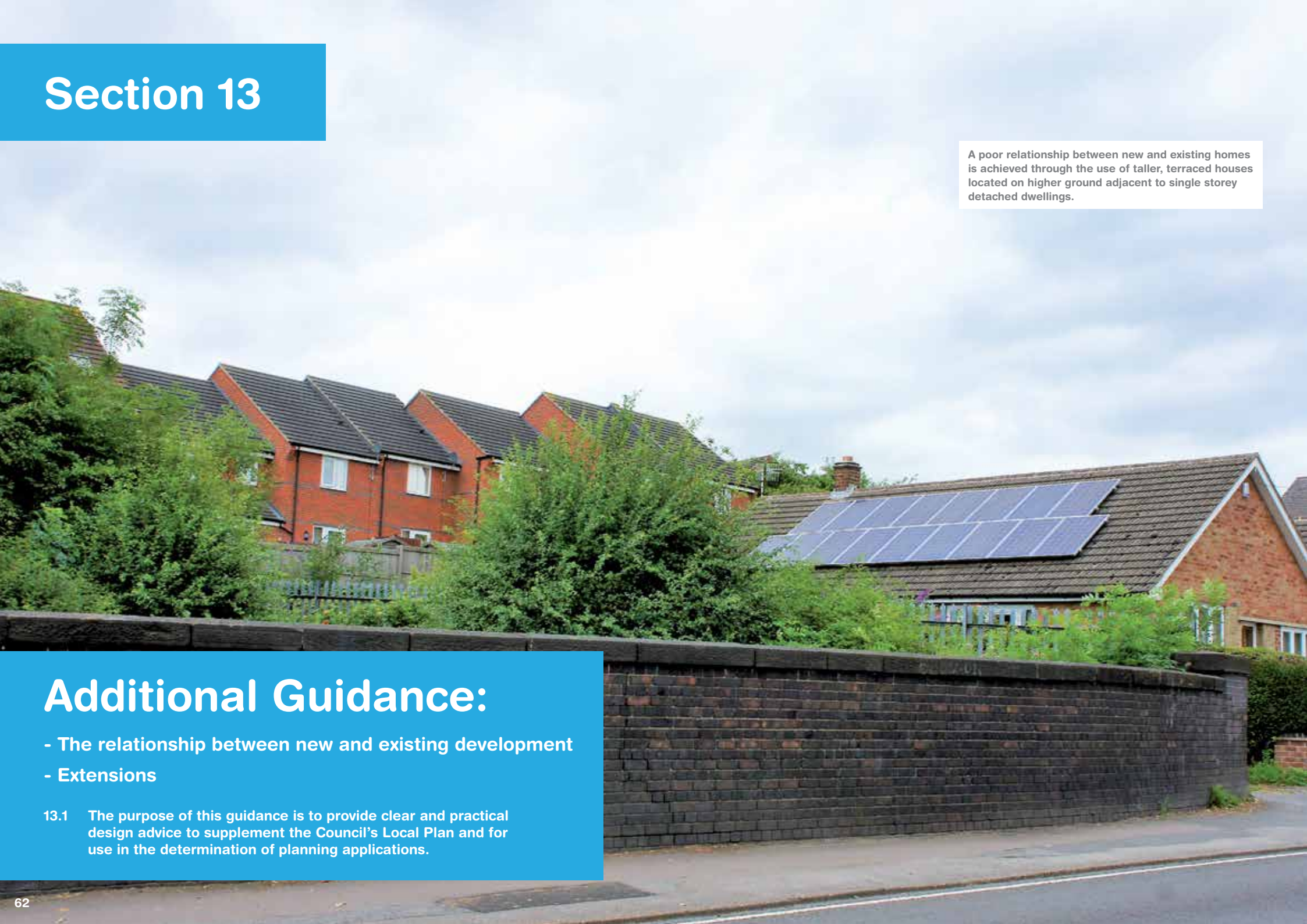
12.6 The Council will require applicants to consider carefully the impact of building orientation and the provision/location on the penetration of natural light into the home. For example, the Council will not permit single aspect north facing flats/ apartments or window-less habitable rooms.

Poor resolution of levels can detract from an otherwise well designed scheme.

12.7 The Council will encourage homes that can be remodelled internally to suit the changing needs of house holds and will encourage developers to provide a percentage of homes to meet the Lifetime Homes Standard.

12.8 The Council will encourage major developments to include a proportion of self or group build plots.

Section 13



A poor relationship between new and existing homes is achieved through the use of taller, terraced houses located on higher ground adjacent to single storey detached dwellings.

Additional Guidance:

- The relationship between new and existing development
- Extensions

13.1 The purpose of this guidance is to provide clear and practical design advice to supplement the Council's Local Plan and for use in the determination of planning applications.

Application of this guidance

13.2 Whilst this document provides guidance on the relationship between new and existing development and on the design of extensions, the strict application of this guidance will not be appropriate in all circumstances.

13.3 The following list are some matters which would also have to be taken into account and which may allow for development which is not strictly in accordance with this guidance:

- Topography;
- Building heights and roof form;
- Plot character;
- Orientation;
- Existing and proposed boundary treatments;
- Existing and proposed landscaping;
- Garden size;
- Permitted development rights;
- Existing relationship between built development in the surrounding area;
- Type of room affected and number of windows serving each room.

13.4 In all cases, the Council will take into account the relevant planning considerations and assess each application on its own merits.

The relationship between existing and proposed development requires careful consideration.

The relationship between new and existing development

Principal Windows

13.5 Where a principal window of a habitable room is directed to face the blank wall of a neighbouring dwelling, the distance between the two dwellings should be at least 12m.

This distance is to safeguard residential amenity and prevent buildings from being unreasonably overbearing or dominant.

Where one or both dwellings have fewer or more storeys than neighbouring dwellings then reduced or increased distances (i.e. more than 12m) may be required.

Back to Back Distances

13.6 With regard to two storey development, proposals should ensure that a minimum back to back distance of 20m is provided in order to preserve residential amenity.

Figure 13: the relationship between dwellings (proposed new to existing).

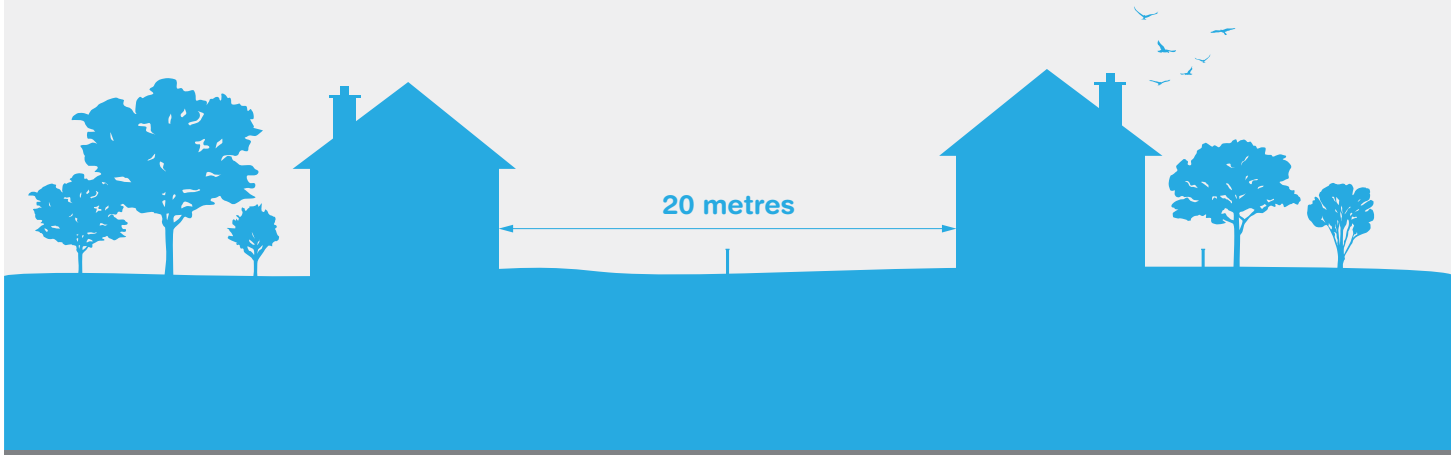


Figure 14: Back to back distances (two storey to two storey).

The Forty Five Degree Rule

13.7 New development next to an existing residential property should not normally project beyond a 45 degree line taken from the centre line of the nearest habitable window of any adjacent house.

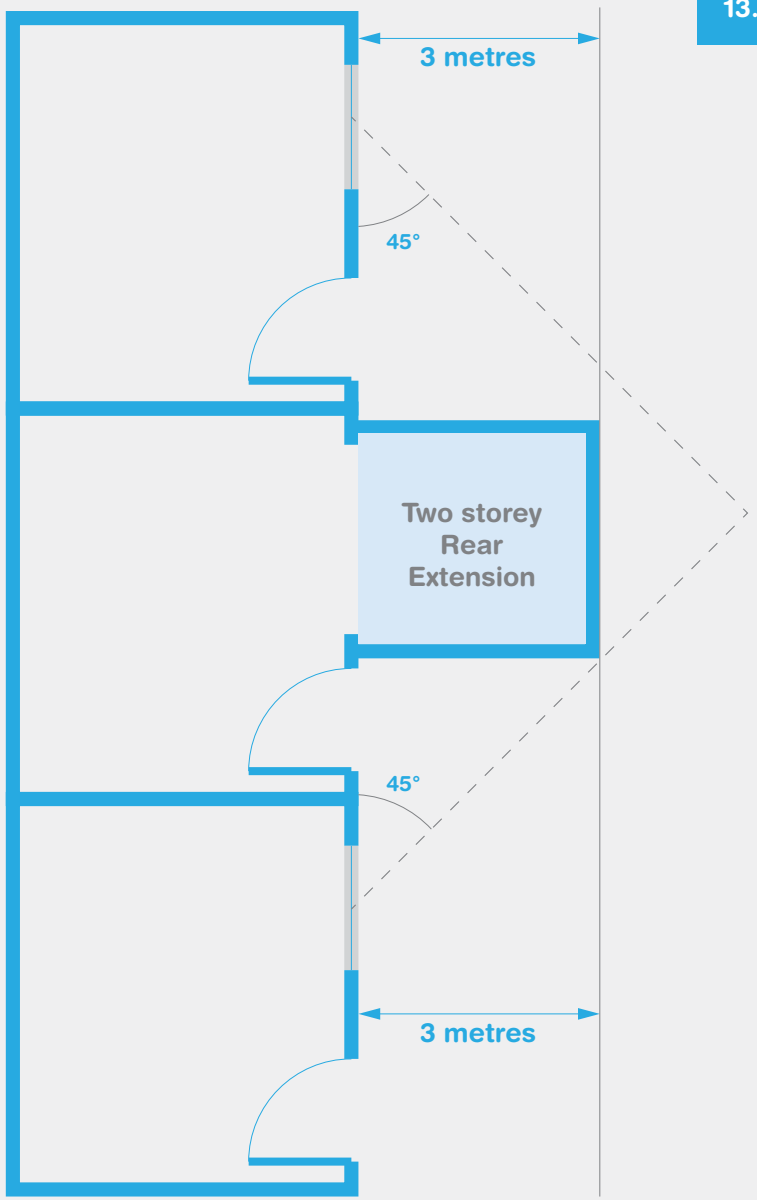


Figure 15: Applying the 45 degree rule.

Extensions

General Design Principles

13.8 The size, position and form of extensions should maintain or improve the character and quality of the original house and the wider area.

13.9 Extensions should be subservient to the main dwelling house and consideration should be given to street character.

13.10 The proposed materials should be similar to the existing materials. In Conservation Areas it will be necessary to select materials which preserve or enhance the character or appearance of that area.

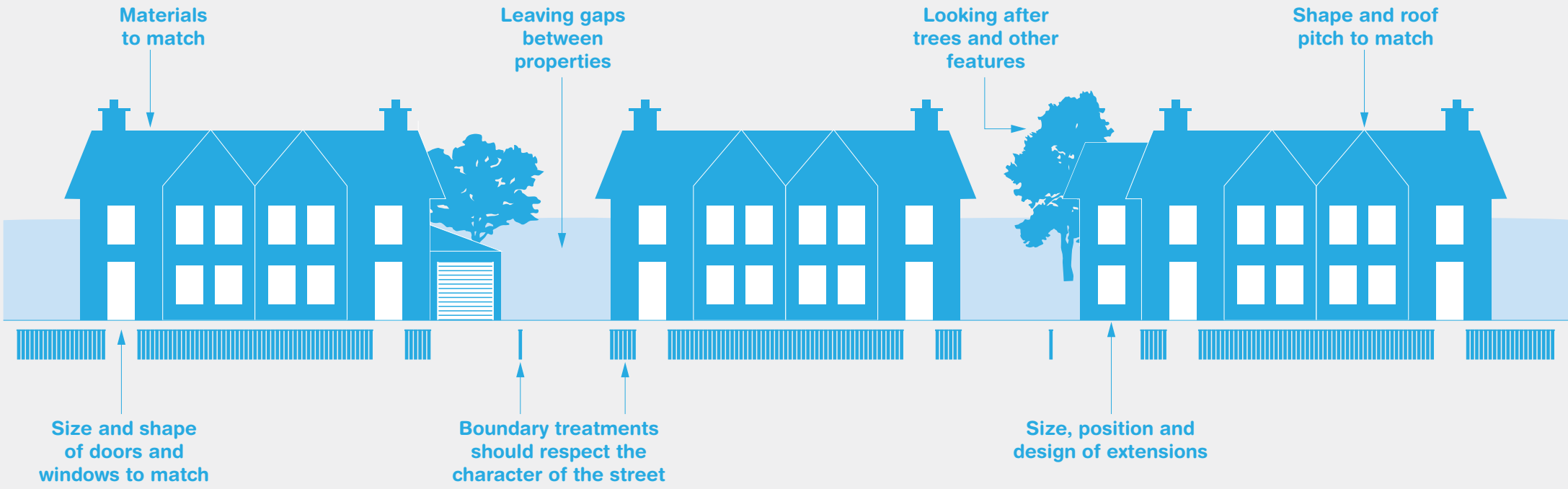


Figure 16: Applying the design principles.

Extensions to Dwellings

13.11 Extensions should normally be subservient whereby the original house should be dominant and all other extensions should appear as sympathetic additions.

13.12 Normally extensions should be narrower in width, shorter in depth and lower in height than the existing property. A well designed subservient extension will help to maintain the original appearance of a house and the wider area.

Figure 17: Creating an extension that is subservient to the original house.

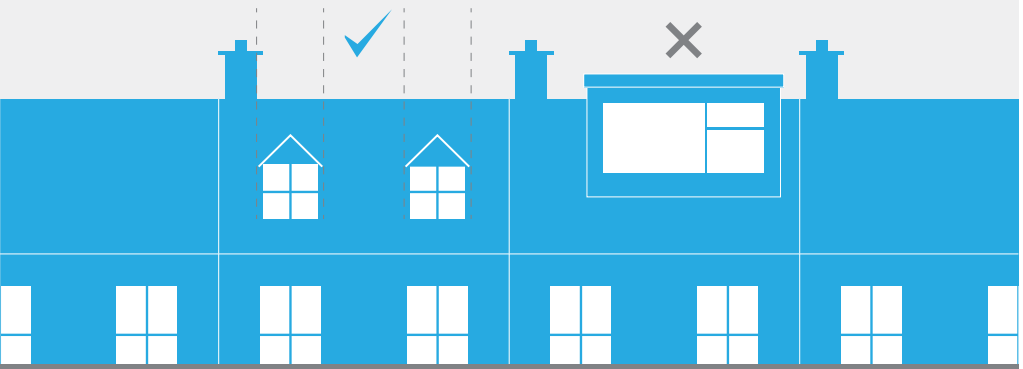


Figure 18: Dormer windows

Dormer Windows

13.13 Large 'box' like dormer windows which cover the majority of the roof will not normally be acceptable on frontages.

13.14 Dormers should be kept small and unobtrusive and should reflect the style and materials of the building in question.

13.15 Dormers should not exceed the height of the ridge line and should either be located centrally/symmetrically on the roof or be aligned with the windows below.

Section 14

Appendices

Understanding local distinctiveness

When considering how local distinctiveness can be developed and/or enhanced, it is useful to consider what contributes towards eroding local distinctiveness.

What contributes to eroding local distinctiveness?

- Inappropriate layout, scale and form.
- Inappropriate boundary treatments and landscaping.
- Failing to capitalise on opportunities to frame views and vista to, from and within a development.
- Failing to consider the principles of inclusive design from the outset and including these as integral design features, resulting in 'after-thought' retro-fit measures.
- Demolition of buildings (including those non-listed) suitable for re-use/conversion.
- Designing for the car, placing this ahead of pedestrians and quality street environments.
- Standardised and poorly located street furniture.
- Failing to respect established and positive plot sizes.
- Failing to respect established and locally distinctive plot sizes.
- Utilising non-local vernacular materials.
- Using poor design in the locality as an excuse for further poor design – instead of using development as an opportunity to introduce developments with positive urban design and character qualities.

Please note that this list is not exhaustive.

Section 15

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Steven Clarke (Taylor Wimpey), Gerald Dalby, Wayne Evans (East Midlands Housing Group), Simon Henderson (Pelham Architects), Leicestershire County Council (Highways), Paul Smith (Pegasus Group), Trent and Dove Housing.

A sensitive infill development at Dennis Street, Hugglescote.

High quality detailing at new affordable homes at Paddock Close, Long Whatton.

Commended schemes:

Ashby de la Zouch

Ash Tree Road

Contributes towards the creation of a more connected town, with pedestrian connections opened up between Smisby Road, Hood Park and the adjacent development (Meredith Road and Drew Court).

Dunbar Way (extension of)

A generous avenue helps people to find their way around the development easily with streets leading off the avenue; and mews leading off the streets. A well overlooked and direct pedestrian route that runs almost diagonally across the development is well used by residents, making walking between homes, local schools and the town centre an attractive and convenient travel choice. Parking is generally well integrated with some parking courtyards better than others. Whilst levels of car parking provision are generous, the reliance on car parking courtyards and tandem on plot parking results in higher than expected levels of displaced parking. Standard house types with some modifications to reflect local character, predominantly in the use of soft landscaping (trees and hedges) and materials. Evidence of residents taking ownership of spaces outside their homes with seats and tended gardens and plant pots suggests a sense of place attachment and pride.

Nottingham Road

Commercial building (Ashfield Healthcare) extension. Bold and contemporary addition contributing positively to one of the town's gateways.

Priorfields/Upper Packington Road

High quality detailing to three new homes, with the corner building relating well to both Priorfields and Upper Packington Road.

Philip Bent Road

Good frontage to Moira Road, with homes relating well to the street despite highways restrictions preventing frontage driveway access. Changes in level generally well resolved. Use of green screen to some rear gardens in lieu of fences or walls help to soften the development. Generous balconies to some homes adjacent to the open fields maximises the enjoyment of views. Public footpath link off Bernard Vann Crescent well overlooked, though legibility would have been enhanced if a different surface material had been used to the adjacent private drive. Public footpath across the central green space was intended to provide a pedestrian connection to adjacent Woodside; and in turn a more direct and safe route to school (Ashby Hill Top Primary).

Templar Road

One of the last PPG3 (higher density) schemes built within the District. Strong open aspect to adjacent green space and an attractive avenue created at the entrance from Smisby Road. Good integration of sustainable urban drainage and public footpaths. The success of the Smisby Road frontage was compromised by highways requirements relating to frontage access.

Breedon on the Hill

Pear Tree Mews (private road)

Sensitive infill development; sensitive restoration of existing building. Carefully considered approach to the arrangement of buildings around a courtyard space. High quality materials and careful detailing.

Southworth Road

Contemporary styled, affordable housing scheme with homes arranged around a courtyard. Simple but effective architectural design to buildings. The use of good quality hard and soft landscaping within the courtyard helps to integrate parked cars. Good levels of natural surveillance opportunity throughout. Evidence of residents taking ownership of spaces outside their homes with seats and tended gardens and plant pots suggests a sense of place attachment and pride.

Castle Donington

Towles Pastures

Sensitive infill development; sensitive restoration and inclusion of historic wall. A softer approach to the design of the carriageway, with strong boundary treatments and clear demarcation between public and private spaces. High quality materials and detailing, standard house types re-elevated to better suit the village.

Coalville

Broomleys Road/London Road

Apartments have been carefully disguised to appear as a series of townhouses. The building curves around the corner and forms a strong gateway to the town.

Ash Grove/Ashby Road

An affordable homes scheme that stitches well into the existing building line. A contemporary interpretation of terraced homes includes ventilation stacks that are extruded beyond the ridge line. Apartments are well integrated into the development.

Ashby Road/Chiswell Drive

Strong frontage to Ashby Road reflecting the terraced character of the town. Boundary walls along Ashby Road create a strong delineation between public and private space; reflecting local character. With highways restrictions preventing frontage access, homes facing Ashby Road use a rear parking courtyard. The courtyard is well designed with strong levels of natural surveillance, good hard and soft landscaping and lighting.

School Close

A contemporary designed scheme for affordable homes. Car parking is carefully integrated into frontages through the use of frontage landscaping. A future connection to adjacent land is safeguarded.

Diseworth

Clements Gate

Affordable housing scheme. Effective arrangement of homes around a shared green space. Clear demarcation between public and private space with homes that have been designed to complement their village setting.

Donington le Heath

St Mary's Avenue

A contemporary designed residential accommodation for people with severe learning disabilities. Inspired by The National Forest, generous landscaping and good quality soft materials create a place with a homely as opposed to institutional feel. Sun tubes designed to project beyond the ridge line reflect the adjacent Victorian terraces; with their roofline punctuated by strong chimney stacks.

East Midlands Airport

Herald Way

Highly energy efficient hotel, permeable surfacing to car park. A creative approach to reflecting the identity of the place with abstract references to both aviation and The National Forest in the use of building materials.

Ellistown

Battleflat Drive

Despite a rather tight and enclosed central street, the development completes existing and creates new perimeter blocks that are outward facing onto open land. Generous soft landscaping is beginning to mature well with two existing trees creating a centre piece to a green space including well integrated sustainable drainage.

Heather

David Taylor Close

A carefully arranged collection of homes designed to reflect the traditional character of Heather. Public and private spaces are well defined with parking courtyards benefitting from good levels of natural surveillance, good quality hard and soft landscaping; lighting.

New affordable homes, Diseworth.

Ibstock

Frances Way

Traditionally proportioned and detailed homes with well-defined streets and spaces. Good integration of an existing hedgerow to create a village green inspired space at the centre of the development. Well integrated affordable homes.

Kegworth

Whiteholmes Grove (private road)

Homes relate well to the street and each other, with a good approach to demarcating public and private spaces. Existing frontage landscaping (mature trees) retained.

Long Whatton

Paddock Close (private road)

Courtyard scaled buildings that reflect their rural setting.

Lount

Nottingham Road/Pottery Lane

Carefully considered scheme with homes knitting well into existing frontage along Nottingham Road. Good quality materials and detailing with a softer approach to street design. Buildings relate well to the streets and spaces around them, with homes on corners carefully designed to address both aspects well.

Measham

Pickerings Avenue

A generous tree lined verge creates an attractive and memorable street. A looped lane has been designed to create a street that is more a shared surface with surface materials and reduced forward visibility introduced to calm vehicle speeds.

Ravenstone

Ravenstone Road

A landscaped inspired scheme with more contemporary (or retro) styled homes. Large windows frame good views of retained landscape features from within homes. A strong approach to boundary treatments, with front gardens enclosed by hedges and timber gates. Attractive and well overlooked open spaces including sustainable drainage.

Thringstone

The Green

A new build convenience store that relates well to existing buildings whilst also helping to enliven the village green.

Whitwick

Cademan Street

A traditionally inspired line of cottages that relate well to the street, set behind a stone wall. Cottages gently pivot to follow the line of the street.

Green footprints challenge

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BUILT FOR LIFE

Figure 19: Uses supportive of an active street

(adapted from MacCormac, 1983, p.59-60).

+ Uses most supportive of an interesting and vibrant public realm

- Streets
- Crossroads
- Supermarkets wrapped with smaller scale units and uses
- Small scale offices (including health centres)
- Apartments*
- Small scale shops
- Civic buildings
- Restaurants
- Public houses
- Live/Work units
- Public squares and markets
- Apartments above shops

— Uses least supportive of an interesting and vibrant public realm

- Roads/Bypasses
- Roundabouts
- Car parks/car parking/garaging
- Petrol stations
- Warehouses
- Loading bays
- Large scale office developments
- Supermarkets
- Changing rooms/toilets
- Staff areas/back of shop areas

*Dependent on location. For ground floor apartments to successfully contribute to the street, they need to be afforded their own front door rather than relying on communal entrances.

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