East Midlands Gateway Phase 2 (Planning Inspectorate Reference: BC041001) and Material Change Order to East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (S.I. 2016 / 17) (Planning Inspectorate Reference: TR051002)

Local Impact Report on behalf of North West Leicestershire District Council (Interested Party Reference Number: [redacted])

Examination Deadline 1 – 7th April 2026

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1.0 Introduction

1.1 This is the Local Impact Report ('LIR') prepared by North West Leicestershire District Council ('NWLDC') in response to the applications by Segro Properties Ltd for a development consent order ('DCO') for East Midlands Gateway Phase 2 ('EMG2') (Planning Inspectorate Reference: BC041001), and Segro (EMG) Limited for a material change order ('MCO') for the East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (S.I. 2016 / 17) ('EMGRFI') (Planning Inspectorate Reference: TR051002).

1.2 For the purposes of the LIR, Segro Properties Ltd and Segro (EMG) Limited shall hereafter be referred to as 'the applicants'.

1.3 The EMG2 DCO main site ('the EMG2 site'), which also includes a proposed community park) extends to approximately 101.9 hectares and is situated on land to the immediate south of East Midlands Airport ('EMA') and to the north-east / east of the village of Diseworth. It is also the case that the EMG2 site is to the immediate west / north-west of Junction 23A of the M1 motorway and approximately 3 kilometres south of Junction 24 of the M1. Additionally, the EMG2 site falls within the East Midlands Airport and Gateway Industrial Cluster ('EMAGIC'), which forms part of the East Midlands Freeport ('EMF') designated by the Government in 2022.

1.4 Works associated with the EMGRFI MCO would be undertaken within the confines of the EMGRFI ('the MCO site') which was consented by DCO on 12th January 2016. The EMGRFI lies to the north of EMA, to the east of the village of Castle Donington, to the south of the villages of Lockington and Hemington, and to the west of the village of Kegworth (although it is separated from Kegworth by both the A453 and M1). Land associated with the rail terminal within the EMGRFI also lies within the EMAGIC designation.

1.5 As the site lies wholly within the area for which NWLDC is the local authority, NWLDC is defined as a 'local authority' for the purposes of Section 56A of the Planning Act 2008.

1.6 This LIR has been prepared under Section 60 of the Planning Act 2008 (as amended), having regard to the guidance on the GOV.UK website *'Nationally Significant Infrastructure Projects: Advice for Local Authorities'* (last updated 16th December 2024). It provides details of the likely impacts (positive, neutral and negative) of the EMG2 DCO and EMGRFI MCO on the administrative area of NWLDC.

1.7 This LIR addresses those matters in respect of which NWLDC has a statutory function or expertise. NWLDC defers to Leicestershire County Council ('LCC') on other matters, as set out within this LIR.

2.0 Site Description, Location and Constraints

Site description and location

2.1 The applicants' Environmental Statement ('ES') at Chapter 3 (*Project Description*) [*AS-025*] provides a detailed description of both the EMG2 DCO and EMGRFI MCO, and at Chapter 2 (*Site and Surroundings*) [*AS-023*] provides a description of the surrounding environment to the EMG2 site. NWLDC considers that the applicants have provided an accurate description of the EMG2 site and the surrounding environment.

The EMG2 Site – Constraints

Immediate Site Area

2.2 The following constraints are associated with the EMG2 site:

(i) The EMG2 site is wholly outside the defined Limits to Development as defined on the Policies Map to the adopted North West Leicestershire Local Plan ('NWLLP').

(ii) The EMG2 site forms part of the EMAGIC Freeport designation.

(iii) The agricultural land on the EMG2 site comprises Grade 1 (Excellent), Grade 2 (Very Good) and Grade 3 (Good to Moderate) best and most versatile ('BMV') agricultural land according to the East Midlands Regional Agricultural Land Classification ('ALC') Map.

(iv) Site is wholly within Flood Zone 1 ('FZ1') according to the Flood Map for Planning. Predominantly the EMG2 site is at a very low risk of surface water flooding, although parts of the site around the watercourses and site boundaries are at a low, medium or high risk of surface water flooding. This accounts for the information as presented on the Flood Map for Planning.

(v) No tree preservation orders ('TPOs') on the EMG2 site but TPO211 (King Street Plantation, Lockington), TPO260 (Lockington Park, Lockington) and TPO381 (A453 Pegasus Business Park) are within close proximity to the Order limits.

(vi) Public right of way ('PRoW') L45 follows Hyam's Lane through the EMG2 site and connects with PRoWs L46 and L47 outside the boundaries of the EMG2 site. PRoW L48 connects to Long Holden on the southern side of the EMG2 site.

(vii) There is the potential for great crested newts ('GCNs') to be present on the EMG2 site.

(viii) The EMG2 site lies within a Natural England Site of Special Scientific Interest ('SSSI') risk zone in relation to any discharge of water or liquid waste of more than 20 cubic metres per day to ground (i.e. to seep away) or to surface water, such as beck or stream.

(ix) There is vegetation along the EMG2 site boundaries, including trees as well as individual field boundaries.

(x) The EMG2 site is within a safeguarded area associated with EMA.

(xi) Policy LW&D8 (Non-Designated Heritage Assets) of the submission Long Whatton and Diseworth Neighbourhood Plan ('LWDNP'), as discussed in Section 5.0 below, indicates that ridge and furrow is present within the northern part of the EMG2 site.

Surrounding Area

2.3 Other constraints around the EMG2 site which would need to be assessed as part of the Examination include the settings of various heritage assets located in Diseworth, which include the following:

(i) Church of St Michael, Clements Gate, Diseworth – Grade II* listed;

(ii) Nos. 1 and 3 Clements Gate, Diseworth – Grade II listed;

(iii) Cross Farmhouse (no. 2) with walls, railings and gate to front, Clements Gate, Diseworth – Grade II listed;

(iv) Barn 25 metres south / south-east of Cross Farmhouse (no. 2), Clements Gate, Diseworth;

(v) No. 13 Clements Gate, Diseworth – Grade II listed;

(vi) No. 20 Clements Gate, Diseworth – Grade II listed;

(vii) Diseworth War Memorial, Clements Gate, Diseworth – Grade II listed;

(viii) No. 4 Grimes Gate, Diseworth with steps and railing – Grade II listed;

(ix) Stables at no. 4 Grimes Gate, Diseworth – Grade II listed;

(x) White House Farm, Grimes Gate, Diseworth - Grade II listed;

(xi) Old Hall Farmhouse, Grimes Gate, Diseworth - Grade II listed;

(xii) Barn approximately 10 metres to the south-west of Old Hall Farmhouse, Grimes Gate, Diseworth – Grade II listed;

(xiii) Barn approximately 10 metres to the south of Old Hall Farmhouse, Grimes Gate, Diseworth – Grade II listed;

(xiv) Barn approximately 30 metres to the south-east of Old Hall Farmhouse, Grimes Gate, Diseworth – Grade II listed;

(xv) No. 13A Hall Gate, Diseworth – Grade II listed;

(xvi) No. 16 Hall Gate, Diseworth – Grade II listed;

(xvii) No. 25 Hall Gate, Diseworth – Grade II listed;

(xviii) No. 30 Hall Gate, Diseworth – Grade II listed;

(xix) No. 50 Hall Gate, Diseworth – Grade II listed;

(xx) Lily's Cottage, 54 Hall Gate, Diseworth – Grade II listed; and

(xxi) K6 Telephone Kiosk, Hall Gate, Diseworth – Grade II listed;

(xxii) Diseworth Conservation Area; and

(xxiii) Old Vicarage, 1 Grimes Gate, Diseworth – Local Heritage Asset.

2.4 Policy LW&D8 of the submission LWDNP also identifies the following buildings as features of local heritage interest in Diseworth:

(i) No. 24 Hall Gate;

(ii) Nos. 5 to 9 Hall Gate;

(iii) 11 Lady Gate;

(iv) Brick Kiln, brickyard, Clements Gate;

(v) Nos. 15 & 17 Hall Gate;

(vi) Former Bull and Swan Public House, Grimes Gate;

(vii) The Plough, 33 Hall Gate, Diseworth;

(viii) Barn at Hall Close, The Bowley;

(ix) Wesleyan Chapel, Hall Gate;

(x) No. 14 Lady Gate;

(xi) Old Vicarage, Grimes Gate;

(xii) Isley Farm and outbuildings, 10 Lady Gate;

(xiii) No. 1 Lady Gate;

(xiv) Page Lane Farmhouse and outbuildings, Page Lane;

(xv) No. 5 Grimes Gate;

(xvi) No. 13 Hall Gate; and

(xvii) No. 36 Hall Gate.

The MCO Site – Constraints

Immediate Site Area

2.5 The following constraints are associated with the MCO site:

(i) MCO site is wholly outside the defined Limits to Development as defined on the Policies Map to the adopted NWLLP.

(ii) The EMGRFI rail terminal forms part of the EMAGIC Freeport designation.

(iii) MCO site is wholly within FZ1 on the basis of the Flood Map for Planning. Predominantly the land associated with the MCO site is at a very low risk of surface water flooding, although land associated with the rail terminal is at a low, medium and high risk of surface water flooding when accounting for the information on the Flood Map for Planning.

(iv) PRoW L112 runs to the immediate north-west of the King Street Plantation and connects with Public Bridleway L111 which is to the west of the MCO site. PRoW L57 is to the west of the EMGRFI between Diseworth Lane and the edge of Castle Donington at Eastway.

(v) TPO T209 (The Dumps Woodland) lies within the EMGRFI but is outside the Order limits of the MCO, being set to the north-west. TPO T211 (King Street Plantation) is adjacent to the Order limits of the MCO.

(vi) The Dumps Grassland cLWS, to the south-east of The Dumps Woodland which is to the west of the MCO site.

(vii) The Dumps Woodland cLWS which is to the west of the MCO site.

(viii) The King Street Plantation historic Local Wildlife Site (hLWS) which lies adjacent to the Order limits for the MCO site.

(ix) A badger sett at The Dumps Woodland which is to the west of the MCO site.

(x) The MCO site is within a safeguarded area associated with EMA.

Surrounding Area

2.6 Heritage assets:

(i) Church of St Nicholas, Church Street, Lockington – Grade I listed;

(ii) Hall Farmhouse, Church Street, Lockington – Grade II listed;

(iii) The Old Vicarage, Church Street, Lockington – Grade II listed;

(iv) Dale Acre Farmhouse, Main Street, Lockington – Grade II listed;

(v) Lockington Hall, Main Street, Lockington – Grade II listed;

(vi) The Old Vicarage, Church Street, Lockington – Grade II listed; and

(vii) Lockington Conservation Area.

2.7 Policy ENV 8 (Non-Designated Heritage Assets) of the made Lockington and Hemington Neighbourhood Plan (made 'LHNP'), as discussed in Section 5.0 below, also recognises the following buildings as non-designated heritage assets in Lockington:

1) Nos. 8, 10 and 12 Church Street.

3.0 Project Description

The EMG2 DCO

Main Works

3.1 The EMG2 DCO would comprise the following works on the EMG2 site:

(i) Construction of logistics and advanced manufacturing development and ancillary buildings;

(ii) Construction of road infrastructure;

(iii) Construction of a bus interchange;

(iv) Construction of heavy goods vehicle ('HGV') parking; and

(v) Provision of hard and soft landscaping.

3.2 Further elements of the EMG2 DCO would also comprise:

(i) An upgrade of the substation location within the confines of EMGRFI; and

(ii) Creation of a community park.

3.3 It is stated at Paragraph 3.2.6 of Chapter 3 (*Project Description*) of the ES [*AS-025*] that, in order to respond to occupier demand and the evolving requirements of industry, it is essential that flexibility is built into the proposed development. Accordingly, the principles of the 'Rochdale Envelope' approach have been followed for the EMG2 DCO in line with the Planning Inspectorate's '*Advice Note Nine: Using the 'Rochdale Envelope''* of July 2018.

3.4 The use of the 'Rochdale Envelope' means defining the parameters within which the construction and operation of the proposed development would be undertaken, as opposed to a detailed design. This results in a balance between clarity and certainty for the decision-makers, as well as those involved in the Nationally Significant Infrastructure Project ('NSIP') process, and flexibility to incorporate a range of occupier requirements regarding building footprints and plot layouts.

3.5 Adopting the 'Rochdale Envelope' approach, therefore, the EMG2 DCO seeks approval for the following parameters:

(I) A maximum of 300,000 square metres of floorspace (gross internal area ('GIA')) overall, with an additional allowance of 200,000 square metres in the form of internal mezzanines across the site. Such mezzanine floorspace would only be used for storage and distribution purposes relating to the building's primary use. Primarily the floorspace would comprise logistics building with 20% of the overall floorspace being available for advanced manufacturing uses.

(ii) A series of Development Zones ('DZs') to the north and south of Hyam's Lane where new buildings would be located together with their supporting infrastructure.

(iii) A maximum amount of floorspace for each DZ and number of units to be erected within each DZ.

(iv) A maximum external building height for each DV to ensure that the overall height of the development is fixed.

(v) Vehicular access from the A453 (Ashby Road) via a new arm off the Hunter Road roundabout.

(vi) A bus interchange terminal at the site entrance which would replicate that at EMGRFI and connect public buses with electric shuttle buses which would serve the EMG2 site.

(vii) Provision of 95 secure and dedicated HGV parking spaces to meet the needs of HGVs serving the EMG2 site.

(viii) Structural landscaping areas and buffers including new and retained landscaped features. This would include a landscaped earthwork mound to both the western and southern parts of the EMG2 site, with the landscape areas also incorporating Sustainable Drainage System ('SuDS') features.

(ix) Provision of a new estate road serving the DVs, with 'limits of deviation' specified on the Parameters Plan [*AS-006D*] in order to provide a degree of flexibility for the eventual detailed layout and alignment of the estate road but providing certainty on where it would be positioned. This includes a zone where the estate road would cross Hyam's Lane in order to serve the southern part of the site.

(x) Retention of Hyam's Lane with an upgraded road surface to provide enhanced pedestrian / cycle connectivity through the EMG2 site.

(xi) Modification and extension of the existing substation located within the confines of the EMGRFI.

3.6 The following table identifies the proposed parameters for the EMG2 DCO.

Zone	***Range of Units***	***Max Floorspace (GIA square metres)***	***Finished Floor Level (metres Above Ordnance Datum ('AOD')) – allowable deviation +/- 1.5 metres***	***Max Ridge Height (metres AOD)***
1	1 – 2	75,000	67.25	91.25

2	1 – 4	20,000	70.60	88.60
3	1 – 4	60,000	79.40	103.40
4	1 – 2	45,000	76.05	94.05
5	1 – 4	75,000	84.20	102.20
6	1 – 4	40,000	88.00	106.00
7	1 – 4	5,000	89.50	96.50
Bus terminal and office within Zone 6	1 – 2	500	88.00	95.00
HGV parking and amenity building within Zone 7	1 – 2	500	89.50	96.50
Substation	1	75	64.00	69.00

3.7 A note within the development schedule (Table 3.2 within Chapter 3 of the ES) specifies that the maximum building heights in metres AOD are fixed by the maximum ridge heights specified in the above table when compared with the finished floor levels ('FFLs'). Whilst the FFLs may deviate by 1.5 metres (i.e. increase or decrease by this amount), and thereby either increase or decrease the overall height of the building, any increase could not exceed the maximum ridge heights given that they are not subject to deviation.

Highway Works

3.8 The EMG2 DCO would also incorporate highway works to Junction 24 of the M1 comprising the following:

(i) Construction of a new free-flow link road from the M1 northbound at Junction 24 to provide a direct link to the A50 westbound, which would cross over the A453, and include westbound merge alterations on the A50.

(ii) Widening of the A50 eastbound link at Junction 24 and other related works and traffic management measures in this location.

(iii) Alteration of the west side of the Junction 24 roundabout to provide three lanes from the M1 northbound to A453 northbound through the junction, two lanes from the A453 northbound to the M1 northbound through the junction and remove the segregated left-turn lane from the A453 northbound to the A50 westbound.

(iv) Signing and lining amendments on the east side of the Junction 24 roundabout and the A453 southbound approach.

(v) Provision of new M1 northbound exit to the A50 and associated improvements to gantries signage, signals and road markings on the M1.

(vi) Changes to the signage on the M1 northbound before Junction 23A to sign the A50 via the new M1 Junction 24 link road rather than via Junction 23A as at present.

(vii) Works to the A42 / Finger Farm roundabout comprising the widening to the A453 westbound exit and the provision of new and replacement signage.

3.9 Junction capacity would also be increased at the junction between the A6 Kegworth Bypass and the A453.

Sustainable Transport Works

3.10 A range of measures to maximise sustainable transport opportunities are also proposed which would comprise the following:

(i) A new toucan crossing point for pedestrians and cyclists to cross the A453 from the EMG2 site which also enables connectivity to the EMGRFI and Kegworth.

(ii) A new shared cycle track to the north of the new toucan crossing alongside the A453 up to the EMGRFI which would allow pedestrian and cycle connectivity between the EMG2 site and the EMGRFI, whilst also providing an improved route for cyclists in the area such as between Kegworth and EMA.

(iii) A new shared cycle track from the EMG2 site bus interchange to the proposed A453 toucan crossing.

(iv) Provision of signage at the junction of Hyam's Lane and Grimes Gate and resurfacing works along Hyam's Lane to provide a shared use cycle track.

(v) A new uncontrolled crossing of the A453 at EMA signalised access junction to facilitate pedestrian access to the proposed community park.

(vi) Improvement works at the EMGRFI access junction to incorporate a signalised crossing for access from the EMGRFI to the bus interchange.

(vii) Improvement works to PRoW L57 to the west of the EMGRFI between Diseworth Lane and the edge of Castle Donington at Eastway to upgrade the route to cycle track standards.

(viii) Works to connect Long Holden to a new PRoW created within the EMG2 main site and to control vehicular access to Long Holden.

(ix) Integration of the existing PRoW L45 that follows the southern boundary of Hyam's Lane into the upgraded Hyam's Lane.

(x) A new footpath from the western end of Hyam's Lane and PRoW L45 northwards through the proposed community park connecting to the A453 by the EMA signalised access junction.

(xi) A new bridleway from the western end of Hyam's Lane and PRoW L45 southwards through the proposed community park connecting to Long Holden and PRoW L48. This would create a publicly accessible loop route for equestrians from PRoW L48 to EMA.

(xii) A new footpath from the eastern end of Hyam's Lane, and PRoW L45 southwards through the proposed community park connecting to Long Holden and PRoW L48. This would provide a circular walk around the southern part of the EMG2 DCO main site.

(xiii) Restricting vehicular access to Hyam's Lane.

The EMGRFI MCO

Main Works

3.11 The proposed development for the EMGFRI MCO would comprise:

(i) Construction of a new rail-served warehouse building on land adjacent to the rail terminal, referred to as Plot 16, with associated access and drainage.

(ii) Alterations to the maximum permitted height of gantry cranes at the rail freight interchange by 4 metres to 24 metres overall.

(iii) An expansion of the EMGRFI management suite to cater for the additional demand of management facilities resulting from the EMGRFI MCO.

(iv) Enhancements to the public transport interchange by virtue of the installation of electric vehicle ('EV') charging infrastructure for buses and provision of a drop-off layby adjacent to the transport hub.

(v) Provision of a signalised pedestrian crossing over the EMGRFI exit road approach to the access junction to the EMGRFI connecting to the drop-off layby.

3.12 A submitted Parameters Plan [*AS-007M*] establishes the following parameters for the proposed works at Plot 16:

(i) Provision of a maximum of 26,500 square metres GIA of additional warehousing, with a 3,500 square metre allowance in the form of internal mezzanine space.

(ii) An assumption that 1 or 2 buildings would be constructed with a maximum building height of 18 metres to the ridge, thereby resulting in a maximum FFL of 53 metres AOD and a maximum building height of 71 metres AOD.

(iii) Access and drainage to Plot 16 will be gained via the road which serves the EMGRFI.

(iv) New landscaping provided to the south-west and north-east of Plot 16 which would include retained vegetation and new planting, mitigation mounding and SuDS.

4.0 Planning History

The EMG2 Site

4.1 The planning history associated with the EMG2 site is as follows:

(i) *03/01069/FUL* – Erection of replacement 22.5 metre high lattice mast with antennas, dishes and ground level equipment cabin – Approved 22nd August 2023.

(ii) *24/00727/OUTM* – Outline planning permission (means of access from A453 fixed; all other matters reserved for future determination) for the construction of employment floorspace (use classes B2 / B8) with ancillary (integral) uses (use class E(g)(i)(ii)(iii)); a training hub (use class F1); a transport hub (sui generis); and associated infrastructure including earthworks and creation of bunds, internal estate road parking, pedestrian and cycle circulation; and landscaping (all) – Pending Consideration.

The MCO Site

4.2 The planning history associated with the MCO site following the grant of the EMGRFI DCO is as follows:

(i) *17/01165/FULM* – Construction of B8 warehouse together with anciallry buildings with associated access, parking, service and yard areas and landscaping – Approved 6th November 2017.

(ii) *17/00056/ADC* – Display of non-illuminated signage consisting of 1 x board sign and 1 x totem sign – Approved 17th February 2017.

(iii) *17/00324/ADC* – Display of non-illuminated signage consisting of 1 no. board sign and 1 no. totem sign (revised scheme to move totem sign) – Withdrawn 27th May 2022.

(iv) *18/01527/FULM* – Container storage area with containers stored up to 15 metres high (5 containers) together with rail terminal lighting columns at 25 metres high – Approved 16th October 2018.

(v) *18/02085/ADC* – Display of two externally illuminated fascia signs – Approved 19th January 2019.

(vi) *18/02146/NMA* – Non-material amendment to planning permission 17/01165/FULM to make minor alterations to elevations and external buildings as well as landscaping – Approved 14th December 2018.

(vii) *18/02159/ADC* – Display of one internally illuminated fascia sign – Approved 18th January 2019.

(viii) *19/00779/FULM* – Erection of Rail Terminal Building (Use Class B1) with associated access, parking, service and yard areas and landscaping, within Zone C of the East Midlands Gateway development – Approved 19th August 2019.

(Ix) *19/01404/FULM* – Erection of natural gas filling station together with ancillary buildings with associated access, service and yard areas and landscaping within Zone B of the East Midlands Gateway development – Approved 18th October 2019.

(x) *19/01456/HSC* – Hazardous substances consent application for natural gas refuelling station at East Midlands Gateway development – Approved 24th February 2020.

(xi) *20/00718/FULM* – Construction of B8 warehouse together with ancillary buildings and associated access, parking, service and yard areas and landscaping – Approved 10th August 2020.

(xii) *20/01117/ADC* – Display of three internally illuminated totem signs and four non-illuminated board signs – Approved 15th September 2020.

(xiii) *20/01307/DIS* – The approval of details reserved by condition 6 (CEMP) and 29 (windshear) relating to planning permission reference 20/00718/FULM – Approved 5th November 2020.

(xiv) *20/02006/DIS* – The approval of details reserved by condition 30 (airport safeguarding – part D only) relating to planning permission reference 20/00718/FULM – Approved 22nd January 2021.

(xv) *21/01393/FUL* – Erection of statue – Approved 14th April 2023.

(xvi) *21/01472/NMA* – Non-material amendment to planning permission 20/00718/FULM to make minor amendments to the elevations, external areas and lighting scheme – Approved 26th August 2021.

(xvii) *21/01454/DIS* – Display of non-illuminated signage – Approved 21st October 2021.

(xviii) *21/01473/DIS* – The approval of details reserved by conditions 4 (travel plan) and 30 (airport safeguarding: Parts B and D only) relating to planning permission reference 20/00718/FULM – Approved 23rd September 2021.

(xix) *21/02216/ADC* – Erection of free standing signage board – Approved 4th February 2022.

(xx) *22/00771/FUL* – Additional service yard area for vehicle movements and HGV parking – Approved 8th July 2022.

(xxi) *22/00867/FULM* – Container storage area with containers stored at up to 15 metres high (5 containers) together with rail terminal lighting columns at up to 25 metres high – Approved 5th August 2022.

(xxii) *23/00090/FULM* – Intermodal area (Zone B) with containers stored at up to 15 metres high (5 containers) together with intermodal area lighting columns at 25 metres high – Approved 24th April 2023.

(xxiii) *23/00128/VCUM* – Removal of condition 3 and variation of conditions 2, 8, 9, 11, 12, 13, 14, 17, 18, 22 and 23 of 19/00779/FULM so as to amend the design, scale and layout of the rail terminal building as well as approving hard and soft landscaping and cycle parking details – Approved 26th May 2023.

(xxiv) *23/00552/NMA* – Non-material amendment to planning permission 20/00718/FULM so as to introduce Euro Docks to the eastern elevation – Approved 18th May 2023.

(xxv) *23/00549/DIS* – The approval of details reserved by condition 11 (operational noise) relating to planning permission ref: 22/00771/FUL – Approved 21st June 2023.

(xxvi) *23/00787/FUL* – To install a single storey Portakabin building to be used as a rest area for a temporary period of three years – Approved 11th August 2023.

(xxvii) *23/01036/ADC* – Display of 7 no. non-illuminated fascia signs – Approved 4th April 2024.

(xxviii) *23/01094/DIS* – The approval of details reserved by condition 4 (CEMP) relating to planning permission reference 23/00128/VCUM – Approved 16th October 2023.ved

(xxix) *23/01095/ADC* – Display of 2 no. internally illuminated fascia signs – Approved 13th October 2023.

(xxx) *23/01261/DIS* – The approval of details reserved by condition 3 (travel plan) relating to planning permission reference 23/00128/VCUM – Approved 1st November 2023.

(xxxi) *23/01688/DIS* – The approval of details reserved by condition 18 (mechanical and ventilation plant) relating to planning permission reference 23/00128/VCUM – Approved 8th February 2024.

(xxxii) *24/00086/TPO* – Works to fell 72 no. dead or dying pine trees protected by TPO211 and 9 no. ash trees protected by TPO 209 (Protected by Tree Preservation Order) – Approved 15th March 2024.

(xxxiii) *24/00099/FUL* – Creation of a maintenance compound including welfare cabins, storage containers, recycling bays, yard area, landscaping and lighting columns consisting of 6 no. 10 metre high columns and 1 no. 6 metre high column – Approved 11th April 2024.

(xxxiv) *24/00131/DIS* – The approval of details reserved by condition 24(d) (aviation safety) relating to planning permission ref: 23/00128/VCUM – Approved 21st February 2024.

(xxxv) *24/00612/NMA* – Non-material amendment to planning permission 23/00090/FULM so as to amend the position of the lighting columns – Approved 4th June 2024.

(xxxvi) *25/00809/DIS* – The approval of details reserved by condition 3 (replacement trees) relating to application ref: 24/00086/TPO – Approved 23rd September 2025.

Other planning permissions / applications to note

The EMG2 DCO

4.3 A major planning application which is under consideration within the vicinity of the EMG2 site, to the west, is application reference 25/00865/OUTM associated with a site known as 'Isley Woodhouse'. This is an outline application with all matters except part access reserved for a new settlement of up to 4,250 new houses, including employment space with ancillary offices, a local centre and two new neighbourhood centres, a new secondary school and two new primary schools, residential institutions, hotels, demolition of existing structures, with associated infrastructure, including strategic highway improvements, drainage, ground modelling, landscaping, open space, sports facilities with charging and parking facilities, and access (including the realignment of the A453).

The EMGRFI MCO

4.4 Major applications which are currently under consideration within the vicinity of the MCO site include:

(i) *16/00378/FULM* for the erection of 150 residential dwellings and associated infrastructure, public open space and landscaping at land adjoining Ashby Road, Kegworth, which is situated to the east of the existing EMGRFI on the opposite side of the A453 and M1.

(ii) *25/00236/FULM* for the demolition of the existing gatehouse and construction of 1 no. commercial building (use class E(g) (ii) / (iii) / B2 / B8) with ancillary offices, cycle, car, van and HGV parking; and all other ancillary and enabling works including landscaping, drainage, engineering and boundary treatments at the former RBS Data Centre, Packington Hill, Kegworth. The former RBS Data Centre is also to the east of the existing EMGRFI.

4.5 The following major planning permissions have also been granted within the vicinity of the MCO site:

(i) *12/00323/OUTM* – Residential development of up to 110 dwellings including means of access, associated earthworks, open space provision, community facilities, other associated infrastructure (outline – all matters other than part access reserved) – Approved 18th April 2013.

(ii) *14/00541/OUTM* – Development of up to 150 dwellings with open space, landscaping, access and other infrastructure work (outline – all matters reserved apart from part access) – Approved 7th September 2016.

(iii) *16/00394/REMM* – Erection of 110 dwellings with associated landscaping, infrastructure, earthworks and open space provision (reserved matters application to 12/00323/OUTM) – Approved 27th November 2018.

(iv) *19/00878/REMM* – Erection of 37 dwellings (phase 1) (reserved matters of appearance, landscaping, layout and scale as well as details of temporary construction access to outline planning permission 14/00541/OUTM) – Approved 10th June 2020.

(v) *19/01496/OUTM* – Development of up to 92,500sqm GIA of storage and distribution units (B8) and light industrial units (B1c); service yards and parking areas; new vehicular accesses off Trent Lane / Station Road and Rycroft Road with associated earthworks, drainage and attenuation features and other associated works (outline, all matters reserved except for the principal means of vehicular access to the site) – Refused 3rd September 2021; Allowed at Appeal 24th January 2023 (APP/G2435/W/22/3292404).

(vi) *19/01757/REMM* – Erection of 104 dwellings (phase 2) and sports pavilion (reserved matters of appearance, landscaping, layout and scale to outline planning permission 14/00541/OUTM) – Approved 10th June 2020.

(vii) *20/00316/OUTM* – Demolition of existing structures and the erection of new building to accommodate up to 78,967sqm of storage and distribution (use class B8) and ancillary office (use class B1) floorspace, with associated infrastructure including access, parking, servicing and landscaping (outline – all matters other than part access reserved) – Approved 1st October 2021.

(viii) *22/00954/REMM* – Erection of 4 no. units for storage or distribution use with ancillary offices and associated works (reserved matters to outline planning permission ref. 20/00316/OUTM) – Approved 17th July 2023.

(xi) *24/00074/REMM* – Application for the first phase of the development comprising site wide enabling works including formation of development plateaus, earthworks, flood mitigation works, a pumping station, strategic landscaping, and a bund, plus formation of the main estate road between Station Road and Rycroft Road (reserved matters of access, appearance, landscaping, layout and

scale to outline planning permission APP/G2435/W/22/3292404 – 19/01496/OUTM) – Approved 27th March 2025.

(x) *24/00575/VCIM* – Erection of 4 no. units for storage or distribution use with ancillary offices and associated works approved under reserved matters approval ref. 22/00954/REMM (outline planning permission ref. 20/00316/OUTM) without complying with Conditions 2, 3, 5, 6, 11, 12 and 15 so as to enable amendments to proposed offices / unit elevations and yard areas, and addition of photovoltaic panels and trim trail route – Approved 2nd September 2024.

(xi) *24/01200/FULM* – Development of the site to provide unit for employment purposes within use classes B2 / B8 with ancillary offices, car parking, landscaping, service yard areas, ancillary structures and associated works including changes to ground levels and formation of new attenuation basin – Approved 10th September 2025.

(xii) *25/01666/REMM* – Second application for reserved matters including proposed buildings and the arrangements within their development plots and between plots, site engineering details in terms of levels, sections and highways and access arrangements; and landscaping (reserved matters of access, appearance, landscaping, layout and scale to outline planning permission APP/G2435/W/22/3292404 – 19/01496/OUTM) – Pending Consideration.

(xiii) *26/00267/VCIM* – Development of site to provide unit for employment purposes within use classes B2 / B8 with ancillary offices, car parking, landscaping, service yard areas, ancillary structures and associated works including changes to ground levels and formation of new attenuation basin approved under planning permission ref. 24/01200/FULM without complying with Conditions 2, 7, 8, 11, 41 and 43 so as to allow for amended drainage proposals and associated changes to landscaping and biodiversity enhancement – Pending Consideration.

4.6 Application references 12/00323/OUTM and 16/00394/REMM relate to land adjoining Ashby Road, Kegworth and therefore the development proposed under application reference 16/00378/FULM is an alternative development for the site.

4.7 Application references 14/00541/OUTM, 19/00878/REMM and 19/01757/REMM relate to land between Junction 24 of the M1 and the former RBS Data Centre at Packington Hill and therefore this application site is also to the east of the existing EMGRFI.

4.8 Application references 20/00316/OUTM and 22/00954/REMM (24/00575VCIM) are associated with land opposite the Cottage, Netherfields Lane, Hemington which is around 2.19 kilometres to the north of the existing EMGRFI.

4.9 Application references 19/01496/OUTM, 24/00074/REMM and 25/01666/REMM relate to land south of Junction 1 of the A50, Station Road, Castle Donington which is around 1.24 kilometres to the north-west of the existing EMGRFI.

4,10 Application reference 24/01200/FULM (26/00267/VCIM) is located at the Sawley Interchange adjacent to the Aldi Distribution Centre on Tamworth Road, Hemington which is situated around 1.84 kilometres to the north of the existing EMGRFI.

5.0 Key Local Planning Policy

5.1 This section provides an overview of the relevant policy documents and an appraisal of their relationship and relevance to the EMG2 DCO and the EMGRFI MCO.

North West Leicestershire Local Plan (Appendix 1)

5.2 The North West Leicestershire Local Plan ('NWLLP') was adopted in November 2017 and was then subject to a partial review in February 2018. The NWLLP as amended by the partial review was adopted on 16th March 2021.

Policies Applicable to the EMG2 DCO and EMGRFI MCO

Policy S1 – Future Housing and Economic Development Needs

5.3 Policy S1 requires provision to be made to meet the housing and employment land needs of the district as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (of January 2017) over the plan period. For employment development this means the provision of 66 hectares of land for purposes within use classes E(g) (i), (ii), and (iii), B2 and B8 (of less than 9,000 square metres).

Policy S2 – Settlement Hierarchy

5.4 Policy S2 outlines the settlement hierarchy which will be used to assess the suitability of a settlement for new development, with the general principles being: (i) that those settlements higher up the hierarchy will take more growth then those lower down; and (ii) the type of development proposed is appropriate to the scale and character of the settlement and its place in the hierarchy. The Coalville Urban Area ('CUA') (which comprises Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick, as well as the Bardon Employment Area) is recognised as the 'Principal Town' which is the primary settlement in the district.

5.5 Policy S2 also supports the re-development of previously developed land ('PDL') (as defined within the National Planning Policy Framework ('NPPF')) where it is compatible with the settlement hierarchy set out above.

5.6 The EMG2 site would be set to the north-east / east of Diseworth, which is identified as a 'Sustainable Village' under Policy S2. The definition of a Sustainable Village for the purposes of Policy S2 is *"settlements which have limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development."*

5.7 EMA is set to the immediate north of the EMG2 site, on the opposite side of the A453 (Ashby Road), and is more generally associated with the settlement of Castle Donington which comprises a 'Key Service Centre' ('KSC') for the purposes of Policy S2. A KSC is defined as *"smaller than the Principal Town in terms of population and also the range of*

services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some sustainable transport. A significant amount of development will take place in these settlements but less than that in the Principal Town."

5.8 The MCO site is to the north of EMA, east of Castle Donington (a KSC), south of Lockington and Hemington, and west of Kegworth. For the purposes of Policy S2:

(i) Kegworth is recognised as a 'Local Service Centre' ('LSC'), which is defined as a settlement *"which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place."*).

(ii) Both Lockington and Hemington are 'Small Villages', defined 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 Exception Sites for Affordable Housing)."*

Policy S3 – Countryside

5.9 Policy S3 recognises that land outside the defined Limits to Development is identified as countryside where only certain forms of development will be supported, subject to criteria (i) to (vi). Criterion (s) of Policy S3 supports the provision of *"employment land in accordance with the provisions of Policy Ec2."*

5.10 Development considered 'compliant' with Policy S3 would also need to demonstrate compliance with criteria (i) to (vi) in order to be supported which includes:

(i) safeguarding and enhancing the appearance and character of the landscape;

(ii) not undermining, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements;

(iii) not creating or exacerbating ribbon development;

(iv) built development being well integrated with existing development and existing buildings;

(v) not seriously undermining the vitality and viability of existing town and local centres; and

(vi) the proposal being accessible, or made accessible, via a range of sustainable transport.

Policy D1 – Design of New Development

5.11 Policy D1 outlines that the Council will support proposed developments that are well designed and as a minimum offer a good standard of design.

5.12 Part (1) of this policy requires all development to be based upon a robust opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal.

5.13 Part (2) specifies that new non-residential development should positively address the Council's Place Making Principles, which include:

a) A National Forest or locally inspired identity;

b) Streets and Spaces shaped by buildings;

c) A greener footprint;

d) Vibrant and Mixed communities;

e) Responsive to their context;

f) Connected places;

g) Easy to get around;

h) Well designed and well managed public spaces; and

i) Architectural quality.

5.14 Part (4) indicates that existing neighbour amenity should be safeguarded in accordance with Policy D2.

5.15 Part (5) requires new development to have regard to sustainable design and construction methods. In addition, new development should demonstrate that they have been designed to reduce anti-social behaviour and the risk of crime.

Policy D2 – Amenity

5.16 Policy D2 requires new development to 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. Development proposals are therefore supported where 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 (Part 1) and where 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 (Part 2)). Policy D2 also indicates that proposals for external lighting schemes should be designed to minimise potential pollution from glare or spillage of light.

Policy Ec2 – New Employment Sites

5.17 Part 2 of Policy Ec2 states that, where evidence indicates an immediate need or demand for additional employment land (B1, B2 or B8) in North West Leicestershire ('NWL') that cannot be met from land allocated in the plan, the Council will consider favourably proposals that meet the identified need in appropriate locations subject to the proposal being accessible or made accessible by a choice of transport, including:

(a) Sustainable transport modes;

(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.

Policy Ec5 – East Midlands Airport: Safeguarding

5.18 Part 1 of Policy Ec5 indicates that development which would adversely affect the operation, safety or planned growth of EMA will not be permitted. Part 2 of this policy specifies that the outer boundary of the Safeguarded Area for EMA is as shown on the Policies Map associated with the adopted Local Plan and that consultation is required with EMA on the following proposals:

(a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;

(b) Any development within the vicinity of EMA which has the potential to interfere with the operation of its navigational aids, radio aids and telecommunications systems;

(c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the EMA and aircraft approach paths;

(d) Any proposal for an aviation use within a 13 kilometre circle centred on EMA;

(e) Any proposal within a 13 kilometre circle centred on EMA which has the potential to attract a large number of birds. Such proposals include:

(i) significant landscaping or tree planting;

(ii) minerals extraction or quarrying;

(iii) waste disposal management;

(iv) reservoirs or other significant water bodies;

(v) land restoration scheme;

(vi) sewerage works;

(vii) nature reserves; and

(viii) bird sanctuaries.

(f) Any proposal for a wind turbine development within a 30 kilometre circle centred on EMA.

Policy IF1 – Development and Infrastructure

5.19 Policy IF1 indicates that 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 ('CIL') charge, in the event that the Council brings a charging schedule into effect. Of relevance to the Proposed Development, the type of infrastructure required to support new development includes, but is not limited to:

(a) Transport including highways, footpaths and cycleways, public transport and associated facilities;

(b) 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;

(c) Utilities and waste; and

(d) Flood prevention and sustainable drainage.

5.20 The infrastructure secured (on-site or off-site) must 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.

5.21 In negotiating the provisions of infrastructure, the Council will have due regard to viability issues and, where appropriate, will require that the applicant provide viability information to the Council which will then be subject to independent verification.

Policy IF4 – Transport Infrastructure and New Development

5.22 Part 1 of Policy IF4 specifies that the Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment, including climate change, and incorporate safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents, businesses and employees. In assessing proposals regard will be had to any Transport Assessment / Statement and Travel Plan prepared to support the application.

5.23 Part 2 specifies that new development will be expected to maximise accessibility by sustainable modes of transport, having regard to the nature and location of the

development site, and contribute towards improvements of the following where there is a demonstrable impact:

(a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure;

(b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including linkages to key Green Infrastructure; and

(c) The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes to essential services and facilities, such as shops, schools and employment, is maximised.

5.24 Part 3 states that, where new development has a demonstrable impact upon the highway network, contributions towards improvements will be sought commensurate with the impact. The following specific highways improvements are identified as priorities:

(a) Strategic road improvements:

(i) Junction 22 of M1; and

(ii) Junction 13 of A42.

(b) Local road improvements:

(i) the A511 corridor between Junction 22 of the M1 and Junction 13 of the A42.

Policy IF7 – Parking Provision and New Development

5.25 Part 1 of Policy IF7 specifies that development should incorporate adequate parking provision for vehicles and cycles in order to avoid highway safety problems and to minimise the impact upon the local environment. This should be designed so that it is an integral part of the development and does not dominate the public realm.

5.26 Part 2 states that, in considering the provision of parking, both vehicles and cycling, as part of new development, the Council will:

(a) Have regard to local highway and parking conditions;

(b) Have regard to the most up-to-date 6C's Design Guidance or equivalent issued by the County Highway Authority ('CHA') in respect of parking standards;

(c) Have regard to any transport assessment / statement and travel plan associated with a proposed development and, in appropriate circumstances, agree to reduce the required car parking provision where the proposed development has, or is, proposed to have good access to other modes of transport; and

(d) In terms of cycle parking seek the minimum requirements specified in the 6C's Design Guidance (or equivalent issued by the CHA). Where it is not possible to provide cycle parking on-site a financial requirement will normally be sought towards providing public facilities where such provision is possible.

5.27 The Leicestershire Highways Design Guide ('LHDG') has replaced the 6C's Design and should therefore be taken into account when assessing development under Part 2 of this policy.

Policy En1 – Nature Conservation

5.28 Part 1 of Policy En1 specifies that development will be supported which conserve, restore or enhance the biodiversity in the district.

5.29 Part 2 outlines that where development would result in significant harm to one of the following, which cannot be avoided, or mitigated or compensated for, then planning permission will be refused:

(a) Special Area of Conservation ('SAC');

(b) Sites of Special Scientific Interest ('SSSI');

(c) Local and Regionally Important Geodiversity Sites ('RIGS') and candidate Regionally Important Geodiversity Sites ('cRIGS');

(d) Local Wildlife Sites ('LWSs'), Local Nature Reserves ('LNRs') and candidate Local Wildlife Sites ('cLWSs') which meet the Leicester, Leicestershire and Rutland LWS criteria;

(e) Local and National Biodiversity Action Plan-related ('BAP') priority habitats;

(f) River corridors; and

(g) Irreplaceable habitats (defined as Ancient woodlands; Mature plantation or secondary woodland; Species-rich ancient hedgerows; Aged or veteran trees; Species-rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops).

5.30 Part 3 highlights that new development will be expected to maintain existing ecological networks, hotspots and landscape features (such as watercourses and waterways, disused railway lines, trees and hedgerows) for biodiversity, as well as for other green infrastructure and recreational uses.

5.31 Part 5 specifies that use of SuDS to create wetland and marshland habitats will be encouraged.

Policy En6 – Land and Air Quality

5.32 Policy En6 specifies that proposals for development on land which is (or suspected of being) subject to land instability issues or contamination, within the development High Risk Area ('HRA'), within or close to an Air Quality Management Area ('AQMA') 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.

5.33 In addition, the policy also states that development should avoid any unacceptable adverse impact on 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 He1 – Conservation and Enhancement of North West Leicestershire's Historic Environment

5.34 Part 1 of Policy He1 seeks to ensure the conservation and enhancement of NWL's historic environment, and states that proposals for development, including those designed to improve the environmental performance of heritage asset, should:

(a) Conserve or enhance the significance of heritage assets within the district, their setting, for instance significant views within and in and out of Conservation Areas;

(b) Retain buildings, settlement patterns, features and spaces which form part of the significance of the heritage asset and its setting;

(c) Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship; and

(d) Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits.

5.35 Part 2 indicates that there will be a presumption against development that will lead to substantial harm to, or total loss of significance of, a designated heritage asset. Proposals will be refused consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or all of the following apply:

(i) The nature of the heritage asset prevents all reasonable uses of the site;

(ii) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;

(iii) Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and

(iv) The harm or loss is outweighed by the benefit of bringing the site back into use.

5.36 Part 3 of the policy states that, where relevant, and where permission is granted, the Council will secure appropriate conditions and / or seek to negotiate a Section 106 agreement to ensure that all heritage assets are appropriately managed and conserved.

5.37 Part 4 of the policy highlights that the Council will support development that conserves the significance of non-designated heritage assets including archaeological remains.

Policy Cc2 – Flood Risk

5.38 Part 1 of Policy Cc2 specifies that the risk and impact of flooding will be minimised through:

(a) Directing new development to areas with the lowest probability of flooding; and

(b) Ensuring that all new development addresses the effective management of all sources of flood risk; and

(c) Ensuring that development does not increase the risk of flooding elsewhere; and

(d) Ensuring wider environmental benefits of development in relation to flood risk.

5.39 Part 2 of the policy indicates that proposed development will be supported where:

(a) It is located in an area that is not at risk of flooding with reference to the Environment Agency ('EA') flood risk maps and the Council's Strategic Flood Risk Assessment ('SFRA'), unless a Sequential Test, and if necessary an Exception Test, as set out in the National Planning Practice Guidance ('NPPG') on flood risk, proves the development is acceptable;

(b) Site-specific Flood Risk Assessments ('FRAs') consider the issues of flooding from sewers, canal infrastructure failure, groundwater rising from former coal mining areas, and watercourses;

(c) Suitable flood protection / mitigation measures can be agreed as appropriate to the level and nature of flood risk and satisfactorily implemented and maintained; and

(d) There will be no increase in the risk of flooding for properties elsewhere. For previously undeveloped sites, the rate of runoff from the development sites should be no greater than the existing (greenfield) rate of runoff from the site. For developments on PDL, the rate of runoff should not exceed the runoff of the site in its previously developed condition.

Policy Cc3 – Sustainable Drainage Systems

5.40 Part 1 of Policy Cc3 specifies that, when assessing development proposals where it is necessary to manage surface water drainage, SuDS should be incorporated into

developments in accordance with national and local standards unless it can be clearly demonstrated that:

(a) the SuDS are not technically, operationally or financially deliverable or viable and that surface water drainage issues from the development can be appropriately mitigated; or

(b) the SuDS scheme will itself adversely affect the environment or safety.

5.41 Part 2 of the policy indicates that, where appropriate, every effort should be made to link into wider initiatives to enhance green infrastructure, improve water quality and benefit wildlife or contribute to the provision of the ecosystem service.

5.42 Part 3 of the policy requires arrangements in accordance with national policy to be put in place for the management and maintenance of the SuDS over the whole period during which they are needed.

Policies Applicable to EMGRFI MCO Only

Policy Ec1 – Employment Provision: Permissions

5.43 Policy Ec1 outlines that permission has been granted for a Strategic Rail Freight Interchange on land north of EMA / west of Junction 24 of the M1 with the site being recognised as Ec1(d) on the Policies Map associated with the adopted Local Plan. It is outlined that if the permission lapses the Council will support its renewal through the NSIP process (or any equivalent replacement process) subject to the policies of the adopted Local Plan and any other material planning considerations including any evidence in respect of deliverability.

5.44 Because the EMGRFI DCO has been implemented, the terms of this particular policy are not directly relevant to the consideration of the EMGRFI MCO application.

Policy Ec6 – East Midlands Airport Public Safety Zones – Potentially

5.45 Part 1 of Policy Ec6 specifies that there will be a general presumption against new or replacement development or changes of use of existing buildings within the designated EMA Public Safety Zone ('PSZ') as identified on the Policies Map associated with the adopted NWLLP. Criteria (a) to (d) specifies the type of developments which may be permitted within those areas of the PSZ which lie outside the identified 1 in 10,000 risk contours.

5.46 Criteria (a) to (c) of Part 2 of Policy Ec6 specify the types of development which would involve a very low density of people coming and going and which may therefore be permitted as exceptions to the general presumption within the identified 1 in 10,000 risk contours.

Emerging North West Leicestershire Local Plan (Appendix 2)

5.47 Work on the Substantive Review of the adopted NWLLP, which eventually became known as the emerging NWLLP, has progressed through the following stages:

(i) Development Strategy Options and Policy Options (Regulation 18 consultation) – 17th January to the 14th March 2022.

(ii) Draft Local Plan Consultation (Regulation 18 consultation) – 5th February to the 17th March 2024.

(iii) Draft Local Plan: Additional Proposed Housing and Employment Allocations (Regulation 18 consultation) – 21st March to the 2nd May 2025.

5.48 A Local Development Scheme ('LDS') was published in February 2025. However, a more up-to-date position was presented to NWLDC's Local Plan Committee on 18th March 2026 as shown in the below table.

Date / Month	Stage
22nd April 2026 – Local Plan Committee	Report on outstanding policy areas.
April 2026 (Date to be confirmed)	Member briefing on Local Plan.
20th May 2026 – Local Plan Committee *June / July – Cabinet and Council*	Seek approval to consult on the Regulation 19 Local Plan and to submit the plan following consultation.
July – September 2026	Regulation 19 consultation (minimum of 6 weeks but intend to extend to account for summer / school holidays).
October 2026	Process representations received and collate all the documentation for submission.
November / December 2026	Formal submission of the Local Plan.

5.49 As is outlined in the Relevant Representation ('RR') from NWLDC [*RR-003*], on 19th November 2025, NWLDC's Local Plan Committee agreed in principle to the allocation of land identified as EMP 90 (i.e. the EMG2 site) for strategic-scale warehousing in the Regulation 19 version of NWLDC's emerging NWLLP (2023 – 2042) subject to the outcome of traffic modelling, viability and infrastructure requirements. Prior to this, on 18th December 2024, the Local Plan Committee agreed that land identified as EMP90 be allocated for an element of 'general needs' industry in the Regulation 19 version of NWLDC's emerging NWLLP.

5.50 The plan identifying EMP 90, as well as the relevant supporting text, is outlined in the 'Proposed Housing and Employment Allocations' document included with Appendix 2 (see page 79 onwards).

5.51 The starting point for the determination of the application(s) will be the adopted NWLLP. Additionally, the direction of travel of the emerging NWLLP would 'in principle' be supportive of the EMG2 DCO, but any weight to be attached to the emerging NWLLP would be limited at this stage. Any such support would also be subject to matters of 'disagreement' and / or mitigation being satisfactorily addressed / secured as part of the consideration and determination of the EMG2 DCO.

5.52 NWLDC will inform the Examining Panel ('ExP') of any updates in relation to the emerging NWLLP.

Leicestershire Minerals and Waste Local Plan (Appendix 3)

5.53 LCC is responsible for minerals and waste planning in the administrative area of Leicestershire. The Leicestershire Minerals and Waste Local Plan ('LMWLP') was adopted on 25th September 2019. The following policy is relevant to the determination of the EMG2 DCO.

Providing for Minerals - Policy M11: Safeguarding of Mineral Resources

5.54 Policy M11 indicates that sand and gravel, limestone, igneous rock, surface coal, fireclay, brickclay and gypsum resources within the Minerals Safeguarding Areas ('MSAs'), 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 MSA if:

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

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

(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;

(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.

5.55 The policy also states that planning applications for non-mineral development within a MSA should be accompanied by a Mineral Assessment of the effect of the proposed development on the mineral resource beneath or adjacent to it.

5.56 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.

Lockington and Hemington Neighbourhood Plan (Appendix 4)

5.57 On 19th February 2024, NWLDC 'made' the LHNP. The LHNP therefore forms part of the development plan and applies to planning applications in Lockington and Hemington. Its policies are relevant to the determination of the EMGRFI MCO.

Policy H2: Design Quality

5.58 Policy H2 specifies that 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. It also states that any new development application should make specific reference to how the design guide and codes (as detailed at Appendix 3 of the made LHNP) have been taken into account in the design proposals, and how the development seeks to contribute to and enhance the existing character.

Policy ENV 1: Sustainable Development

5.59 Policy ENV 1 requires development to help deliver the objectives for sustainability as set out in Section 2 of the NPPF and that, 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 adopted NWLLP.

Policy ENV 3: Important Open Spaces

5.60 Policy ENV 3 identifies (in Figure 5 and details contained within Appendix 4 of the made LHNP) open spaces which are of a high local value for recreation, beauty, amenity, or tranquillity, within or close to the built-up-area. Development proposals that result in the loss of such spaces, 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 it can be demonstrated that the open space is no longer required by the community.

5.61 For the purposes of the EMGRFI MCO, the Dumps Woodland Plantation is recognised as 'informal countryside / nature conservation' for the purposes of Policy ENV 3 of the made LHNP.

Community Action 1: Maintenance and Management of Important Open Spaces

5.62 This community action point associated with Policy ENV 3 of the made LHNP 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.

Policy ENV 4: Sites and Features of Natural Environment Significance

5.63 Policy ENV 4 identifies that the sites and features mapped in Figure 6 of the made LHNP 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 ('BNG') at a minimum of 10%.

5.64 It also states that if significant harm resulting from 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.

Policy ENV 5: Biodiversity and Habitat Connectivity

5.65 Policy ENV 5 expects new development to safeguard habitats and species, of at least local significance, and to deliver a minimum of 10% BNG. If significant harm to biodiversity features 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.

5.66 The policy also states that where BNG involves the planting of trees and hedgerows, compensatory planting should be of native or suitable exotic / ornamental species and should take appropriate account of plant disease control and aftercare.

Policy ENV 6: Sites of Historic Environment Significance

5.67 Policy ENV 6 specifies that the sites mapped in Figure 8 of the made LHNP (and detailed within Appendix 4) have been identified as being of local or wider significance throughout history. Such 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.

Policy ENV 9: Important Views

5.68 Policy ENV 9 identifies views which are important to the setting and character of the villages (and are as detailed in Figure 15 and Appendix 7 of the made LHNP). Development proposals should respect and whenever possible protect the identified views within the

boundary of the LHNP. Development which would have an adverse impact on the identified views will not be supported.

5.69 For the purposes of the EMGRFI MCO, Important View 2 would be of relevance which is identified as a 360 degree panorama east from the earth bund between The Dumps and King Street Plantation 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.

Policy ENV 10: Footpaths and Other Walking Routes

5.70 Policy ENV 10 specifies that development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths (as identified in Figure 16 within the made LNNP) 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.

Policy ENV 11: Flood Risk Resilience, Watercourses and Climate Change

5.71 Policy ENV 11 requires all development proposals to demonstrate the following:

(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 study, 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: (i) the proposed drainage scheme, and the site layout and design, will prevent properties from flooding from surface water, allowing for climate change effects; (ii) flood risk elsewhere will not be exacerbated by increased levels of surface water runoff; and (iii) that the surface water drainage strategy will not threaten other natural habitats and water systems.

(d) All surface water discharges accord 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, 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.

(i) It explicitly takes the future effects of climate change on flood risk into account.

(j) It remains safe for occupants / users of the site in times of flood in accordance with the NPPF and NPPG.

Policy BE2: Active Encouragement for New Businesses and Employment

5.72 Policy BE2 supports additional employment opportunities with new development being 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;

(b) Where possible, be sited in existing buildings or on areas of PDL;

(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;

(d) Provide sufficient on-site parking;

(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.

Community Action 3: East Midlands Freeport

5.73 This community action point specifies that Lockington cum Hemington Parish Council ('LHPC') 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.

Policy T1: Traffic Management

5.74 Policy T1 requires development to have particular regard to the rural highway network of the Parish and the need to minimise any increase in vehicular traffic. Therefore all development must:

(a) Be designed to minimise additional traffic generation and movement through the village;

(b) Incorporate sufficient off-road parking;

(c) Not remove or compromise the use of any existing off-road parking areas, including garages, unless a suitable equivalent alternative is provided;

(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

5.75 This community action point specifies that LHPC will work with service providers to raise community awareness of public transport options available.

Long Whatton and Diseworth Neighbourhood Plan (Appendix 5)

5.76 The 'submission' version of the Long Whatton and Diseworth Neighbourhood Plan ('LWDNP') was submitted to NWLDC in autumn 2025 and was subject to consultation, in line with Section 16 of the Neighbourhood Plan (General) Regulations 2012 (as amended), between 20th October 2025 and 1st December 2025.

5.77 The submission LWDNP was then sent for examination on 4th February 2026 and is currently subject to the Legal Compliance and Basic Conditions Consultation which commenced on 23rd March 2026 and finishes on 6th April 2026.

5.78 NWLDC will inform the ExP of any updates in relation to the submission LWDNP.

5.79 The following policies are relevant to the consideration of the EMG2 DCO but, in light of the status of the submission LWDNP, attract only limited weight at this time.

Policy LW&D1: Countryside

5.80 Policy LW&D1 specifies that the countryside (being land outside of Long Whatton and Diseworth Limits to Development, EMA, 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 is therefore controlled in line with Policy S3 of the adopted NWLLP.

Policy LW&D2: Landscape Sensitivity

5.81 Policy LW&D2 states that 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 when having regard to landscape sensitivity (see Appendix 1 of the submission LWDNP).

Policy LW&D3: Locally Important Views

5.82 Policy LW&D3 specifies that where a development proposal within the neighbourhood area would have a significant visual impact on the representative and key viewpoints (identified at Appendix 2 of the submission LWDNP), a landscape and visual impact assessment ('LVIA') 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 of the submission LWDNP).

Policy LW&D4: Countryside Access

5.83 Policy LW&D4 outlines that development should protect PRoWs or reinstate or replace with enhanced provision and, wherever possible, create new links to the network including footpath and cycleways. An improved off-road footpath / cycle link between Long Whatton and Diseworth is encouraged.

Policy LW&D5: Ecology and Biodiversity

5.84 Policy LW&D5 requires development to conserve, restore and enhance the network of local ecological features and habitats which include (as shown on Map 7 of the submission LWDNP) Local Wildlife Sites (including historical sites) and Wildlife Corridors within the Neighbourhood Area. New development will also be expected to provide BNG consistent with prevailing national policy.

5.85 The local priorities for securing mandatory BNG under Policy LW&D5 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.

Policy LW&D6: Trees and Hedgerows

5.86 Policy LW&D6 requires existing trees and hedgerows to be retained, where possible, and integrated into new developments. Development which 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 also be accompanied by a trees survey that establishes the health and longevity of any affected trees and hedgerows, indicating replanting where appropriate.

Policy LW&D8: Non-Designated Heritage Assets

5.87 Policy LW&D8 outlines that development proposals which affect locally valued heritage assets or their setting (as identified within Policy LW&D8) will be assessed having regard to the scale of any harm or loss and the significance of the heritage asset. The features of local heritage interest are identified on Maps 12 and 13 and Appendix 5 of the submission LWDNP.

Policy LW&D9: Design

5.88 Policy LW&D9 specifies that to support the creation of high quality, beautiful and sustainable buildings and places, development should reflect the Long Whatton and Diseworth Design Code ('LWDDC') (contained at Appendix 7 of the submission LWDNP). Development that is not well designed will not be supported, especially where it fails to reflect the LWDDC and government and local guidance on design.

Policy LW&D10: Water Management

5.89 Policy LW&D10 outlines that 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.

5.90 In addition, Policy LW&D10 states that 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.

5.91 Developments sites should be designed to manage surface water sustainably and utilise resources sustainably during use. All new developments where the construction area is of 100 square metres or more should incorporate:

(a) SuDS (unless demonstrated to be inappropriate). All schemes for the inclusion of SuDS should demonstrate that they have considered all four aspects of good SuDS design, being Quantity, Quality, Amenity and Biodiversity, and that 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 drainage 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) Water efficient design and technology;

(d) Protection of existing drainage systems. No development should 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.

Policy LW&D13: Infrastructure

5.92 Policy LW&D13 specifies that new development will be supported by the provision of new or improved infrastructure, together with financial contributions for 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; and

(f) Community infrastructure improvements including the provision of parish notice boards, seats, children's play area equipment, bus shelters, litter bins.

Policy LW&D16: Noise Impact

5.93 Policy LW&D16 requires a noise impact assessment ('NIA') to be submitted in support of development proposals that have the potential to raise issues of disturbance or comprise noise sensitive developments. In particular, a NIA is required for the following types of development:

(a) New buildings, including change of use: within use classes E and F;

(b) New dwellings, including conversion and changes of use;

(c) New employment development (use classes B2 and B8); and

(d) Energy generation development including wind turbine development.

5.94 Policy LW&D16 requires that 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.

Policy LW&D17: Construction Method Statements

5.95 Policy LW&D17 requires the submission and approval of a construction method statement ('CMS'), prior to the commencement of major development, which should address:

(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 the recycling / disposing of waste resulting from demolition and construction works; and

(j) Access and haul routes for construction vehicles, deliveries, waste vehicles, etc.

Policy LW&D30: Employment Development in the Countryside

5.96 Policy LW&D30 specifies that major commercial, business and service, general industrial, and storage or distribution developments (classes E, B2 and B8) will only be supported where the proposal meets the requirements of Policy Ec2 of the adopted NWLLP and, in the case of the environmental component of 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 7 metres and / or greater than 2 hectares in size, lies outside areas of medium-high sensitivity to employment development (as outlined in Appendix 1 of the submission LWDNP). 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 PRoW in accordance with Policy LW&D4;

(d) does not significantly 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. The effect of development on the significance of non-designated heritage assets identified by Policy LW&D8 should be taken into account;

(f) runoff volumes and flow rates from hard surfaces 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 in accordance with Policy LW&D15;

(h) noise impact assessment and mitigates adverse noise impacts 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. This shall include the expansion plans of EMA, the proposed new settlement at Isley Woodhouse and the developments proposed by the neighbourhood plan.

Air Quality Supplementary Planning Document (Appendix 6)

5.97 The Air Quality Supplementary Planning Document ('Air Quality SPD') was adopted on 18th October 2023.

5.98 The adopted Air Quality SPD sets out the circumstances in which NWLDC will require planning applications to be supported by an air quality assessment. It also provides information on the scope of the assessment required, depending on the type, scale and location of development.

Good Design for North West Leicestershire Supplementary Planning Document (Appendix 7)

5.99 The Good Design for North West Leicestershire Supplementary Planning Document ('adopted Good Design SPD') was adopted on 25th April 2017.

5.100 The adopted Good Design SPD details NWLDC's policies for good design which are based on a series of place making principles. The policies apply to all development within NWL and will also apply to any land disposed of or developed by NWLDC.

North West Leicestershire Good Design Guide Supplementary Planning Document (Appendix 8)

5.101 The emerging North West Leicestershire Good Design Guide Supplementary Planning Document ('emerging Good Design SPD') was approved by NWLDC's Cabinet on 24th

March 2026 and is to be presented to NWLDC's Local Plan Committee on 22nd April 2026 for formal adoption.

5.102 The emerging Good Design SPD seeks to build upon the foundations of the adopted Good Design SPD, whilst responding to challenges identified by stakeholders, as well as evidence of what has been built across the District and what is seen as best practice nationally.

5.103 The emerging Good Design SPD also explains how good design is measured locally and provides applicants with clarity and certainty. It therefore represents the next step for design quality across NWL, creating places that people and businesses are proud to call home.

Diseworth Village Design Statement Supplementary Planning Document (Appendix 9)

5.104 The Diseworth Village Design Statement ('DVDS') was adopted by NWLDC on 27th January 2021.

5.105 The purpose of the DVDS is to inform planning proposals and decisions so as to ensure the effective and successful management of changes in Diseworth Village on whatever scale. 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.

East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document (Appendix 10)

5.106 NWLDC is currently consulting on the draft East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document ('draft EMFSIC SPD') from 23rd March to 27th April 2026.

5.107 The draft EMFSIC SPD has been prepared by consultants on behalf of the Freeport and has been published for consultation by NWLDC, Rushcliffe Borough Council ('RBC') and South Derbyshire District Council. RBC are running the consultation on behalf of the three local authorities.

5.108 As drafted, the EMFSIC SPD provides planning guidance on how contributions will be secured for necessary strategic infrastructure to support development at the EMF sites comprising:

(i) East Midlands Airport and Gateway Industrial Cluster (EMAGIC) within NWL;

(ii) Former Ratcliffe-on-Soar Power Station within Rushcliffe; and

(iii) East Midlands Intermodal Park within South Derbyshire.

5.109 It is intended that the draft EMFSIC SPD will help ensure the coordinated and collaborative delivery and funding of necessary transport, energy, power and utility infrastructure for these sites. In addition, the draft EMFSIC SPD will help ensure that strategic allocations in the adopted NWLLP and emerging NWLLP, which are not within the EMF sites, make appropriate and proportionate contributions towards this strategic infrastructure where they will benefit from it.

6.0 Local Area Characteristics Designations and Landscape Character

6.1 The Statement of Common Ground ('SoCG') on 'Landscape and Visual Impact' that is currently being negotiated between the applicants and NWLDC establishes that there are no national or local landscape designations within or in close proximity to both the EMG2 site and the MCO site.

6.2 At a national level, the Natural England National Character Areas ('NCAs') identify that both the EMG2 and the MCO sites lie within the *'Melbourne Parklands'* NCA (NCA 70) and *'Trent Valley Washlands'* NCA (NCA 69).

6.3 The East Midlands Regional Landscape Character Assessment ('EMRLCA') identifies that both the EMG2 and the MCO sites are within the *'Wooded Village Farmlands'* landscape type as well as the *'Floodplain Valleys'* landscape type.

6.4 For the purposes of the Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire ('LSGIS'), the EMG2 site would be within the *'Trent Valley'* landscape character area ('LCA'), with the MCO site being within both the *'Trent Valley'* LCA and *'Langley Lowlands'* LCA.

6.5 The North West Leicestershire Landscape Sensitivity Study ('NWLLSS') of July 2019 (Appendix 11) forms part of the evidence base of the emerging NWLLP and was used to assess the sensitivity, in landscape terms, of different parts of the District to new development (principally residential and employment development).

6.6 Site 13DIS-A within the NWLLSS relates to land which surrounds the northern and eastern extents of Diseworth. Whilst incorporating land associated with the EMG2 DCO, on the basis of the parameters plan submitted, the elements of the EMG2 DCO which lie within 13DIS-A are the community park and structural landscaping.

6.7 In terms of landscape sensitivity, the NWLLSS indicates that site 13DIS-A comprises a rural landscape of pastoral fields of varied scale, with a more distinctive landscape close to the edge of Diseworth. The NWLLSS therefore determined that the change arising from new employment development would be medium to high.

6.8 With regards to visual sensitivity, the NWLLSS concludes that there are some scenic rural views as well as long-distance views from within the eastern portion of the land associated with DIS13-A. It is also the case that DIS13-A forms the setting for the Diseworth Conservation Area ('DCA'), although the level of recreational access is considered to be moderate. In these circumstances, the change arising from employment development is assessed to be medium.

6.9 The North West Leicestershire Further Landscape Sensitivity Study ('NWLFLSS') of August 2021 (Appendix 12) also forms part of the evidence base to the emerging NWLLP

and made a specific assessment for employment development on site 13DIS-C which comprises land associated with the EMG2 DCO.

6.10 In terms of visual sensitivity, the NWLFLSS indicates that site 13DIS-C comprises a rural landscape, with a relationship to the edge of Diseworth and that a number of PRoWs cross the land. It serves an important function in separating the development and infrastructure to the north and east from the village of Diseworth, However, sensitivity is reduced by the landscape having relatively few natural features and the presence of both the Moto Donington Park Services and M1 / A42 road network. On this basis, landscape sensitivity is assessed to be medium.

6.11 With regards to visual sensitivity, the NWLFLSS determines that there are some scenic long distance views to the south of the parcel and beyond. However, views to the north and east are relatively contained and include detractors such as the control tower at EMA. The level of access within 13DIS-C is considered to be relatively high, due to the network of PRoWs, and therefore the overall visual sensitivity is assessed to be medium.

6.12 The NWLFLSS also suggests, as a mitigation consideration for 13DIS-C, increased tree coverage and boundary vegetation to the boundaries with the A453 and the A42 / M1. It also identifies that the western boundary has a higher landscape sensitivity due to its steep topography, with the south-western corner having a higher landscape and visual sensitivity given its proximity to the DCA and the settlement edge of Diseworth. In addition, a higher landscape sensitivity is also identified with an area of the site associated with a watercourse and an undulating topography within the south-eastern part of 13DIS-C.

6.13 The parameters for the assessment of employment development within the NWLLSS and NWLFLSS were a site size of a minimum of 1 hectare and maximum of 2 hectares, a density of approximately 40% of the site being developed, and a maximum building height of 7 metres.

6.14 From the NWLFLSS, it is determined that the land associated with the EMG2 DCO has variations in topography but consistency in scale and land cover, with an overall rural character that is influenced by EMA and road infrastructure (including the strategic highway network). Large arable fields form much of the parcel of land which separates the EMG2 site from EMA, the Moto Donington Park Services, the M1 / A42 junction and the settlement of Diseworth. A few of the characteristics of the NCA 70 *'Melbourne Parklands'* are exhibited, including an undulating landform, soils suitable for agriculture, and low well-maintained hedgerows.

6.15 In addition to the studies undertaken by NWLDC, it is noted that a Landscape Sensitivity Report ('LSR') associated with the submission LWDNP (Appendix 5) includes an assessment of a site identified as DisW02. The parameters for an employment

development on DisW02 were the same as those used for the NWLLSS and NWLFLSS (as outlined at Paragraph 6.13).

6.16 The LSR determines that the landscape sensitivity for DisW02 is medium to high with those characteristics of the landscape identified as sensitive to change being:

1) Long open views with degrees of intervisibility illustrate the setting of Diseworth in the wider rural landscape;

3) Large scale field patterns create a buffer between the settlement edge and the industrial uses to the north and east;

4) PRoWs and Cross Britain Way follow historic approaches into Diseworth, with the Conservation Area extending into the parcel; and

5) Diseworth Brook runs through 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.

6.17 It is noted that the parcel of land assessed for the purposes of DisW02 comprises a greater land area then that associated with the EMG2 DCO.

6.18 The LSR comprises Appendix 1 to the submission LWDNP and is referenced in both Policies LW&D2 and LW&D30. The wording of these policies is as outlined in Section 5.0.

6.19 The Landscape and Visual Impact SoCG being negotiated between the applicants also outlines that the MCO site and its immediate context is dominated by the existing development comprising the EMGRFI DCO, including the rail terminal and buildings, as well adjoining major road infrastructure. The MCO site does, however, include open grassland and drainage attenuation features as well as significant mounding formed as part of the original EMGRFI DCO. It is determined that the landscape value of the MCO site and its immediate context is low to medium.

7.0 Consideration of Local Impacts

7.1 The submitted ES and supporting documentation sets out a wide-ranging assessment of the development proposals, its impacts and proposed mitigation measures. NWLDC accepts that the chapters of the ES address the range of issues that are of a local concern to NWLDC (albeit, and as outlined below, certain chapters of the ES may be required to be updated following, amongst other things, further transport modelling). The following sections sets out NWLDC's view of the local impacts of the development in relation to:

(i) Air Quality;

(ii) Built Heritage;

(iii) Energy and Climate Change;

(iv) Geology and Soils (specifically Land Contamination);

(v) Health and Wellbeing;

(vi) Landscape and Visual;

(vii) Lighting;

(viii) Lorry Parking;

(ix) Noise and Vibration; and

(x) Socio-Economic.

7.2 Consideration of mitigation measures which could address the negative impacts identified in the relevant sections will be outlined in Section 8.0 (Mitigation Measures).

Air Quality

7.3 The applicants' assessment of the impact of the EMG2 DCO and EMGRFI MCO to air quality is as set out in Chapter 8 of the ES [*AS-037*] and supported by the following appendices:

A Model Verification [*APP-098*];

B Dust Risk Assessment Methodology [*APP-099*];

C Modelled Human Receptor Locations [*APP-100*];

D Modelled Ecological Receptor Locations [*APP-101*];

E Diffusion Tube Monitoring Programme [*APP-102*];

F Traffic Data [*APP-103*];

G Human Receptor Concentrations and Impacts [*APP-104*];

H Ecological Receptor Impacts [*APP-105*]; and

I Mitigation [*APP-106*].

7.4 A draft SoCG has been prepared by the applicants and NWLDC in relation to 'Air Quality' which sets out the matters agreed relating to air quality. In particular, the baseline nitrogen dioxide ('NO2') diffusion tube monitoring locations and air quality prediction methodologies have been agreed.

7.5 An AQMA exists along High Street / Bondgate within Castle Donington.

7.6 NWLDC has assessed the air quality impacts arising to human receptors. Air quality impacts to ecological receptors are to be addressed by LCC within their LIR as they are ecological advisors to NWLDC.

Potential Positive Air Quality Impacts

7.7 The wider use of electric vehicles in order to respond to the challenges of climate change will reduce vehicle emissions associated with employee vehicles and HGVs, which utilise both the EMG2 and MCO sites, thereby reducing NO2 levels. It is, however, recognised within Paragraph 8.2.45 of Chapter 8 of the ES that nationally such NO2 levels are not reducing as quickly as anticipated and thereby any positive impacts associated with this shift may be limited.

7.8 The securing and delivery of public transport to the EMG2 site, as well as the provision of walking and cycling connectivity between the EMG2 site and MCO site, will improve the use of sustainable forms of transport which in turn can assist in reducing the air quality impacts.

7.9 The use of electric or ultra-low emission alternatives near to sensitive receptors, instead of non-road mobile machinery ('NNRM'), would assist in reducing emissions in connection with the construction phase of the both the EMG2 DCO and EMGRFI MCO. In this respect Paragraph 8.5.64 of Chapter 8 of the ES identifies that the EA has specified that any NNRM to be used should have a power rating between 37 kilowatts and 560 kilowatts to meet emissions based on the NRMM Low Emission Zone ('LEZ') which, whilst primarily a London-based initiative, does influence construction sites.

7.10 The construction of buildings which are adaptive to climate change, and which meet significant targets in relation to environmental efficiency (e.g. Energy Performance Certificate ('EPC') rating of A+, Building Research Establishment Environmental Assessment Methods ('BREEAM') of *'Outstanding'* and Leadership in Energy and Environmental Design ('LEED') certification), would also reduce operational emissions which in turn assist in improving air quality.

Potential Negative Air Quality Impacts

7.11 Construction on the EMG2 site, in particular, will generate significant levels of dust given the substantial earthworks which would be undertaken to form development plateaus along with the formation of the landscape bunds. Given the proximity of residential receptors on Clements Gate, Langley Close, Old Hall Court and Grimes Gate in Diseworth, such dust would result in adverse impacts if not appropriately mitigated.

7.12 A full impact assessment of construction traffic has not been undertaken within Chapter 8 of the ES with the use of a Construction Traffic Management Plan ('CTMP') (which is included within the Construction Environmental Management Plan ('CEMP') [*AS-027D*] being the means of detailing the routing and traffic control measures specific to that stage of work. Whilst a key mitigation measure within the CTMP will be the designation of pre-agreed vehicular routes, it is unclear whether such routes are agreed with both LCC and National Highways ('NH') and what the means of enforcing the movement of such construction vehicles would be to prevent them using local roads within Diseworth (e.g. via Hyam's Lane or Clements Gate / Long Holden) in order to access the part of the EMG2 site to the south of Hyam's Lane.

7.13 Interim Particulate Matter ('PM') 2.5 targets are taken from the 'Environmental Improvement Plans' ('EIP') of both 2023 and 2025 published by the Department for the Environment, Food and Rural Affairs ('Defra')

7.14 Whilst it is understood by NWLDC that the targets outlined with the EIPs are not statutory targets, it is reasonable to classify the exceedance of the interim targets as an indicator of an "unacceptable level of air pollution" when having regard to criterion (e) of Paragraph 187 of the NPPF.

7.15 Appendix 8G of Chapter 8 of the ES has assessed the impacts of PM2.5 against the 2020 air quality standard (as outlined on pages 60 to 67) and establishes that only one receptor modelled (being within the High Street / Bondgate AQMA) would have a slight negative air quality impact.

7.16 If the impacts were assessed against the EIP 2023 target (of 12μg·m^{-3} by 2028), then:

(i) 26 receptors have a *slight negative impact*;

(ii) 4 receptors have a *moderate impact*; and

(iii) 9 receptors have a *substantial negative impact*.

7.17 This would require some form of mitigation to be implemented to reduce the impact.

7.18 If the impacts are assessed against the EIP 2025 target (of 10μg·m^{-3} by 2030), then:

(i) 13 receptors have a *slight negative impact*;

(ii) 19 have a moderate *negative impact*; and

(iii) 14 have a *substantial negative impact*.

7.19 This again would require some form of mitigation to be implemented to reduce the impact.

7.20 To an extent, NWLDC considers that traffic data collected in Castle Donington as a basis on which to project future air quality models may also be unreliable due to the fact that various highway works have been undertaken within this settlement (including the delivery of the Castle Donington bypass and traffic calming measures on the main thoroughfare within the settlement). Therefore, the nature of vehicle movements in and around the settlement following such works is not yet fully understood.

Built Heritage

The EMG2 DCO

7.21 The applicants' assessment of the impact of the EMG2 site on built heritage is as set out in Chapter 12 of the ES [*AS-051*] and supported by the following appendices:

A Built Heritage Statement [*AS-053*]; and

G Heritage Receptors [*AS-055*].

7.22 These are cross referenced with visuals prepared for the Landscape and Visual Impact Assessment ('LVIA') which comprises Appendix 10B *[AS-044; AS-045; AS-046; and AS-047*] of Chapter 10 of the ES.

7.23 A draft SoCG has been prepared by the applicants and NWLDC in relation to 'Built Heritage' which sets out the matters agreed and matters still under discussion.

Archaeology

7.24 The applicant has undertaken a programme of archaeological desk-based assessment and evaluation. The results are summarised in Chapter 12 of the ES and supported by the following appendices:

B Archaeological Desk-Based Assessment [*AS-054*];

C Geophysical Survey Report [*APP-136*];

D Geoarchaeological Report [*APP-137*];

E Fieldwalking Report [*APP-138*]; and

F Trial Trenching Report [*APP-139*].

7.25 Archaeological matters are being dealt with by LCC, as LCC's Archaeologist advises NWLDC on such matters. Any comments provided in relation to archaeology by NWLDC are summary comments only.

Negative Heritage Impacts

7.26 It is agreed within the draft SoCG that the EMG2 DCO will potentially have a negative impact on the setting and significance of the following designated heritage assets:

(i) Diseworth Conservation Area; and

(ii) Church of St Michael and All Angels, Diseworth (Grade II listed – NHLE 1068865).

7.27 The draft SoCG also identifies a potential impact on:

(i) The Bulwarks Earthworks (Scheduled Monument – NHLE 1003606); and

(ii) Church of St Mary and St Hardulph, Breedon on the Hill (Grade I listed – NHLE 1361364).

7.28 There is agreement on the level of heritage impact to the Church of St Michael, the Bulwarks Scheduled Monument and the Church of St Hardulph. In relation to Diseworth CA, discussion is ongoing in relation to the level of less than substantial harm that the proposals would cause to the designated area.

Impact on Church of St Michael and All Angels, Diseworth

7.29 The Church of St Michael and All Angels, Diseworth, is a Grade II* listed church within Diseworth CA. The church has a high heritage significance due to its historical and architectural value. The building is set within a cemetery in the centre of the village, which provides the immediate setting from which these values can be appreciated.

7.30 The spire of the church is a landmark feature within the landscape, visible above the rooftops of the village of Diseworth. Some of these views are obtained from the EMG2 site, and some views towards the church include the EMG2 site as a backdrop.

7.31 The EMG2 DCO would result in the alteration or loss of these views, and a change in the perceived setting of the church within a rural landscape. It is agreed that this this would represent a medium level of less than substantial harm to the listed church.

7.32 This harm has been assessed in the ES as resulting in a moderate to minor significance of effect following the maturing of embedded landscape mitigation, which is agreed by NWLDC in the draft Built Heritage SoCG.

Impact on the Diseworth Conservation Area

7.33 The Diseworth Conservation Area ('DCA') includes this historic core of the village, which originated as medieval agricultural settlement, and retains a large number of historic buildings, including 23 listed buildings, one locally listed building and around 50 unlisted buildings of architectural or historic merit. Diseworth is surrounded by agricultural land, the historic character of which has been changed by EMA and the A42 / M1 to the east.

7.34 It is acknowledged that the village occupies a low-lying location in the landscape and is not highly visible from the surrounding area. Views of the village are limited to views of the spire of the Church of St Michal and All Angels, with some of the roofscape of the

village visible in longer distance views. Views into and out of the village are restricted by topography and the curvature of the streets.

7.35 The applicants' heritage assessment maintains that the EMG2 site forms a small part of the setting of the DCA, and makes a low level of contribution to the significance of the DCA. This is not currently agreed by NWLDC in the draft Built Heritage SoCG.

7.36 NWLDC's assessment is that the EMG2 site makes a greater contribution to the setting, character and significance of the DCA as a historic, agricultural settlement. The EMG2 site retains evidence of historic field patterns, and Hyam's Lane (within the EMG2 site) and Long Holden (to the south of the EMG2 site) are historic routes which connected Diseworth with its surrounding agricultural landscape.

7.37 The EMG2 site forms a sizeable part of the agricultural landscape associated with Diseworth, representing most of one quadrant of the immediate hinterland, and a large area when compared to the size of the DCA itself.

7.38 Although direct views between the DCA and the EMG2 site are restricted, the approach to the village along Hyam's Lane and Long Holden, and longer distance views of the village which include the EMG2 site, allow the compact nature of the village as a standalone, agricultural settlement within a rural landscape to be appreciated and understood.

7.39 The EMG2 DCO would result in the loss of a sizeable tract of agricultural land. The scale of the development would affect the perception of the DCA as a standalone agricultural settlement and would affect setting as seen in longer distance views across the landscape.

7.40 It is acknowledged by NWLDC that the key attributes of the DCA (the historic street pattern and historic buildings) would not be harmed, and the impact is considered to be less than substantial. Given the scale of the development, the potential effect is considered to represent a moderate / less than substantial impact. While the embedded mitigation would result in the screening and a buffer between the EMG2 and DCA, there would be a permanent loss of the agricultural setting.

Impact on the Bulwarks Scheduled Monument, Breedon on the Hill

7.41 The Bulwarks Scheduled Monument is an Iron Age hillfort that lies circa five kilometres from the EMG2 site. The hillfort occupies a prominent location in the landscape and is visible from a large part of the surrounding landscape, which allows its strategic location to be appreciated. The Scheduled Monument has a degree of intervisibility with the EMG2 site, which therefore contributes in a small way to the following aspects of the setting of the Scheduled Monument:

(i) views of the monument (i.e. ability to appreciate the form and location of the hillfort); and

(ii) views from the monument (which illustrate strategic location and the extensive views across the landscape).

7.42 The glimpsed views from the EMG2 site represent a small number of the many views of the Scheduled Monument, and their loss would have a negligible impact on ability to appreciate its heritage significance. The EMG2 site would form a very small part of the landscape when viewed from the Scheduled Monument. This impact is considered to be low, decreasing to negligible, as the embedded mitigation measures mature. This matter is agreed within the draft Built Heritage SoCG.

Impact on the Church of St Hardulph, Breedon on the Hill

7.43 The Church of St Hardulph, Breedon on the Hill is a Grade I listed church. The church is situated within the Iron Age hillfort that is designated as the Bulwarks but is excluded from this designation as a Scheduled Monument. The church has a prominent location in the landscape and is a recognisable landmark. There are glimpsed views of the church from the EMG2 site, but these are limited and the church was initially scoped out of the Built Heritage statement. During consultation, the applicants provided clarification on the reasons for initially including the Bulwarks in the assessment but excluding the Church of St Hardulph.

7.44 The small number of views that would be affected, when compared to those achieved from the wider landscape, would result in a negligible effect on significance and setting. This matter is agreed within the draft Built Heritage SoCG.

Impact on Archaeological Remains

7.45 Development of the EMG2 site and the highway works would result in the loss of below ground archaeological remains, which evaluation has shown to include remains of Iron Age, Roman, post-medieval and unknown data. Unmitigated, this would represent an adverse impact on the finite archaeological resource of the area.

Impact on Long Whatton Conservation Area

7.46 Long Whatton CA ('LWCA') lies to the east of the M1 / A42. The LWCA encompasses the linear village and has an enclosed character. The setting of Long Whatton is provided by the agricultural land surrounding the village. The presence of the embankments and vegetation of the M1 / A42 means that the EMG2 site does not currently make a meaningful contribution to the setting of the LWCA.

7.47 The LVIA figures in Appendix 10B of the ES indicate that the EMG2 DCO would be visible above the embankment of the M1 / A42, from just outside the LWCA. This would not encroach beyond the existing intrusion represented by the M1 / A42 and would not affect the ability to appreciate the historic character of the LWCA, its layout, or the agricultural context of the immediate area.

The EMGRFI MCO

Built Heritage

7.48 The applicants' assessment of impact of the EMGRFI MCO on built heritage is contained within the documents as referred to in Paragraphs 7.21 and 7.22 above.

7.49 The draft Built Heritage SoCG sets out the matters agreed and matters still under discussion in relation to the built heritage impacts of the EMGRFI MCO.

Archaeology

7.50 The applicants' assessment in relation to archaeology is as outlined in Paragraph 7.24 above. As indicated, archaeological matters are being dealt with by LCC, and any comments provided by NWLDC in relation to archaeology are summary comments only.

Neutral Impacts of the EMGRFI MCO

7.51 The applicants' Built Heritage statement, and Chapter 12 of the ES, conclude that the main heritage asset that would be affected by the EMGRFI MCO would be the Church of St Andrew, Kegworth (Grade II* listed). The Built Heritage assessment considers and scopes out nearby CAs, including nearby Lockington, on the basis of screening from existing bunds and woodland.

Impact on the Church of St Andrew, Kegworth

7.52 The Church of St Andrew, Kegworth is a Grade II* listed building within the settlement of Kegworth. The Built Heritage assessment identifies that views towards the church are achieved only from landscape bunding north-west of the MCO site, which has no historical association, and therefore makes no meaningful contribution to setting. There may be some limited visual intrusion during construction, but no operational impacts are anticipated.

Potential Negative Impacts of the EMGRFI MCO

7.53 Development of the MCO site would result in the loss of below-ground archaeological remains, which evaluation has shown to include remains of Iron Age to Roman date. other remains would be left in situ.

Energy and Climate Change

7.54 The applicants' assessment of the energy and climate change impacts of the EMG2 DCO and the EMGRFI MCO are set out in Chapter 19 of the ES [*AS-069*] supported by the following appendices:

A Climate Change Policy Review [*APP-192*];

B Greenhouse Gas Assessment [*APP-193*];

C Climate Change Risk Assessment [*APP-194*];

D Energy Report [*APP-195*]; and

E Carbon Management Plan [*APP-196*].

7.55 Appendix 19A outlines a list of climate change policies and refers, in particular, to the NWLDC Zero Carbon Roadmap ('ZCR') and NWLDC Roadmap Action Plan ('RAP'). The NWLDC ZCR outlines that NWLDC declared a climate change emergency in June 2019 and has an aim to achieve carbon neutrality in its own operations by 2030. The NWLDC RAP builds upon the NWLDC ZCR and provides recommended actions for NWLDC to achieve zero carbon emissions by 2030 and a zero carbon District by 2050.

7.56 Key targets of the NWLDC ZCR to reach net zero greenhouse gas ('GHG') emissions include:

(i) A 2030 interim target for all new construction to be net zero;

(ii) A 2050 target for 10% of buildings to be heated from low carbon sources;

(iii) All new build warehouses and business units are required to have solar PV systems from 2021; and

(iv) For trials on decarbonisation of HGVs in the district to take place in 2020 – 2025 with the 2050 target for all heavy goods vehicles ('HGVs') to be electrified or using hydrogen.

7.57 In terms of the NWLDC RAP, this included key actions such as:

(i) All new non-domestic buildings to be constructed in line with the Zero Carbon Target;

(ii) Prevention of installation of new fossil fuel heating systems from 2020;

(iii) Implementation of a carbon offset fund;

(iv) Construction waste requirements for new-build projects;

(v) Increase woodland cover by at least a factor of two;

(vi) Minimum standards for green space in new development;

(vii) Large scale photovoltaic ('PV') arrays to be implemented in warehouse developments;

(viii) Encourage electric charge point provision; and

(ix) Encourage replacement of vans and HGVs with alternatives.

Potential Positive Energy and Climate Change Impacts

7.58 It is intended that the buildings associated with both the EMG2 DCO and EMGRFI MCO will be designed such that they have the ability for occupiers to be net zero in operation, which will be achieved through wide ranging energy efficiency measures including the targeting of an Energy Performance Certification ('EPC') rating of 'A' and a minimum Building Research Establishment Environmental Assessment Method ('BREEAM') rating of Excellent. This would include the installation of solar PV generating renewable energy for occupiers on-site.

7.59 In addition, Appendix 19D details the means by which the emissions associated with the operational energy demand of the buildings will be reduced by following the energy hierarchy: be lean (reducing building energy consumption), be clean (supply the energy required in an efficient manner) and be green (supply remaining energy from low carbon and renewable energy sources). 'Be lean' mitigation measures would include:

(i) Building fabric elements and glazing specifications significantly improved in comparison to Building Regulation requirements;

(ii) Reduced air permeability compared to maximum required standards;

(iii) Specification of efficient heating services and control systems; and

(iv) Energy efficient lighting throughout the development.

7.60 The installation of the above measures would result in a carbon dioxide ('CO2') emission saving of 68.61 tonnes per year across the EMG2 DCO and the EMGRFI MCO and an energy saving of 505 megawatts ('MWh') per year. In both cases, the percentage saving would be 11%.

7.61 In terms of 'be green' mitigation, it is intended that solar PV panels will be installed on 20% of the available roof areas of the units to provide renewable energy supply for the remaining demand after energy efficiency measures are applied. Additionally, the structural design of the buildings would allow for up to 100% of the available roof space of a unit to be covered by solar PV panels which would 'future proof' the buildings should additional demand for renewable energy arise.

7.62 The installation of the above measures would result in CO2 emission savings of 769.32 tonnes per year across the EMG2 DCO and the EMGRFI MCO and a percentage saving of 140%. The energy savings associated with the solar PV panels would be 5,656 tonnes per year.

7.63 In addition, the buildings would also be designed to meet the requirements of the Future Building Standard ('FBS').

7.64 As part of the approach to the landscaping design to be provided on site, woodland planting would be provided which would assist in reducing the carbon emissions associated with the EMG2 DCO and the EMGRFI MCO over the lifetime of the development once the woodland matures.

7.65 A Sustainable Transport Strategy ('STS') (Appendix 6B associated with Chapter 6 of the ES) sets out how sustainable transport would be enhanced and proposed as part of the EMG2 DCO and the EMGRFI MCO and which seeks to build on the sustainable travel offer developed at the EMGFRI. Key targets and measures incorporated into the STS include:

(i) 18% of employees should car share to site within 5 years of full occupation.

(ii) 9% of employees should arrive by public transport within 5 years of full occupation;

(iii) 6% of employees should arrive by walking or cycling within 5 years of full occupation;

(iv) Provision of new Active Travel Link ('ATL') throughout and between the EMG2 DCO and EMGRFI, alongside wider connectivity enhancements to facilitate pedestrian and cycling movements within and beyond the site;

(v) Existing bus services will be routed to serve the proposed bus interchange on the EMG2 DCO, in addition to the provision of a new site electric shuttle bus service. Additional capacity for local bus services will also be funded and secured as part of the EMG2 DCO;

(vi) Expansion of the existing car share platform at the EMGRFI to encompass the EMG2 DCO;

(vii) Provision of electric vehicle ('EV') charging capacity for at least 20% of all car parking spaces;

(viii) Provide sustainable transport options from first occupation of the site; and

(ix) Work with local stakeholders, transport authorities and operators to jointly deliver strategies, and reporting annually on the effectiveness of the implemented initiatives.

7.66 In addition, the applicants intend to engage further with future tenants to reduce emissions from HGVs and to provide electric HGV charging points.

Neutral Energy and Climate Change Impacts

7.67 Paragraph 5.1.8 of Appendix 19D states that the EMG2 DCO and the EMGRFI MCO is currently predicted to displace approximately 5,656 MWh of grid electricity. When applied over the development this would be equal to 18.6 kilowatts per hour per metre squared (kWh / m2) of building footprint area which would not meet the target of 65 kWh/m2 building footprint per year outlined within the pilot version of the UK Net Zero Carbon Building Standard ('NZCBS'). This, however, is based on the development not utilising all of the roof space. If 100% of the available roof space is covered by solar PV, the ratio would increase to 93 kWh/m2 and the development would be compliant.

7.68 Table 19.12 of Chapter 19 of the ES indicates that the total magnitude of the CO2 emissions associated with the operational phase would be 126,686 tonnes (associated with refurbishment and maintenance, energy use, transport and land use change). The magnitude of these emissions would represent 0.007% and 0.066% of the Fifth and Sixth UK Carbon Budgets respectively. Given that the sensitivity of the receptor (global climate) is high, the overall operation and maintenance of the EMG2 DCO and EMGRFI MCO would result in GHG emissions which, without mitigation, would be considered minor adverse. Notwithstanding the minor adverse impact arising, this would be compatible with the UK's 1.5 degrees Celsius trajectory based on the Institute of Environmental Management and Assessment ('IEMA') guidance even if mitigation is not secured.

Negative Energy and Climate Change Impacts

7.69 Table 19.9 of Chapter 17 of the ES outlines that the total magnitude of the CO2 emissions associated with the construction phase would be 147,582 tonnes (associated with the buildings, infrastructure and construction transport and site activities). The magnitude of these emissions would comprise 0.002% and 0.007% of the Fourth and Fifth UK Carbon Budgets, respectively. Given that the sensitivity of the receptor (global climate) is high the overall construction of the EMG2 DCO and EMGRFI MCO would result in GHG emissions which, without mitigation, would be considered *moderate adverse*. This is not compatible with the UK's net zero trajectory based on the IEMA guidance.

7.70 In respect of climate resilience, moderate adverse consequences have been identified in relation to the following:

(i) Increased precipitation during the wettest season causing instability of embankments;

(ii) Structural damage to buildings and pavement resulting from subsidence caused by drought (shrinking and swelling of soils due to excessive rainfall and drought); and

(iii) Structural damage to buildings resulting from extreme weather events (storms or snow loads).

7.71 The likelihood of such consequences is considered to be low, and embedded mitigation would be incorporated into the design of the buildings and the drainage infrastructure being designed to adequately manage rainfall and runoff.

7.72 Also in relation to climate resilience, large adverse consequences have been identified in relation to the following:

(i) Structural damage to bridge structure resulting from subsidence caused by drought (shrinking and swelling of soils due to excessive rainfall and drought); and

(ii) Structural damage / increased loading of bridge structure caused by extreme weather events and storms.

7.73 Whilst the large adverse consequences are acknowledged, the likelihood of such consequences is very low, and embedded mitigation includes the bridge designs being in accordance with NH design standards.

7.74 Overall, and with suitable mitigation, the operation and maintenance of the EMG2 DCO and the EMGRFI MCO would result in negligible impacts in relation to climate resilience.

Health and Wellbeing

7.75 The applicants' assessment of the impact of the EMG2 DCO and the EMGRFI MCO in relation to Health and Wellbeing is set out in Chapter 17 of the ES [*AS-065*] supported by the following appendices:

A Informal Scoping Exercise with LCC [*APP-181*];

B Population and Human Health Baseline [*APP-182*];

C Equality Statement [*APP-183*]; and

D Baseline Study Area [*APP-184*].

7.76 It is noted that Appendix 17A relates to a scoping exercise which was agreed with LCC and thereby the contents of Chapter 17 of the ES have been influenced by this scoping exercise.

7.77 Appendix 17B is referenced within Paragraphs 17.5.4 to 17.5.7 of Chapter 17 of the ES and establish that the population living within the study ward area (being as outlined at Paragraph 17.2.3 of Chapter 17 of the ES) have the following characteristics:

(i) the population is more elderly than the national average;

(ii) life expectancy is comparable for males but higher for females than the national average;

(iii) mortality rates in the study ward and district study area are comparable to or lower than the regional and national averages;

(iv) District-level hospital admissions for coronary heart disease are lower than the national average;

(v) hospital admissions for respiratory disease are higher than the national average (based on NHS data for the region);

(vi) at ward level, hospital admissions are also either comparable to or better than the regional and national averages;

(vii) mental health is comparable to the regional and national averages;

(viii) dementia diagnosis is comparatively low compared to the regional and national averages;

(ix) alcohol specific conditions (under 18s) and adult seeking prevalence in the district study area are better than regional and national averages, but alcohol related admissions in the adult population have increased to a level which is worse than those regionally and nationally; and

(x) physical activity in adults has fluctuated over the years but recently an increase has been demonstrated which is higher than all relevant comparators. Although this is the case, the percentage of adults classified as overweight or obese in the District study area has been consistently higher than the regional and national averages and has increased over time. The prevalence of obesity in children has also increased in the district study area, but this is consistent with regional and national trends and remains consistently lower than all relevant comparators.

7.78 Based on the above, Chapter 17 of the ES determines that the population living within the study area is not considerably more or less sensitive to changes in environmental and / or socio-economic conditions.

7.79 For the purposes of the assessment within Chapter 17 of the ES, present-day statistics have been utilised because, whilst the health of the population is likely to improve over the lifetime of the EMG2 DCO and the EMGRFI MCO (which would be the case with or without the schemes), any improvement is challenging to predict.

7.80 NWLDC notes that LCC intends to incorporate a section on 'Population and Human Health' within their LIR and, as such, NWLDC defers to the assessment undertaken by LCC. NWLDC nevertheless notes the findings of the 'Leicestershire 2022 – 2032 Joint Health and Wellbeing Strategy' ('JHWS') and the 'Health Inequalities - Leicestershire Joint Strategic Needs Assessment' ('JSNA 2023').

7.81 The JHWS provides a comprehensive assessment of health and wellbeing in the County, establishes an overall vision for health as well as outlining the strategic priorities for health within Leicestershire. It recognises that the health and wellbeing of residents is generally good compared with England. however, there are significant inequalities and challenges in certain communities. In particular, it is noted:

(i) Inequalities in life expectancy are widening, with increases in life expectancy growing at a faster rate in least deprived compared to most deprived deciles;

(ii) Even though Leicestershire is a relatively affluent county, pockets of significant deprivation exist, with some neighbourhoods falling into the 10% most deprived neighbourhoods in England;

(iii) Data around education, skills and training and barriers to housing and services for Leicestershire indicate a higher number of neighbourhoods in the top 10% deprived nationally compared to other deprivation domains;

(iv) Leicestershire performs significantly worse than England for the adults walking for travel 3 x per week (%), access to travel (disabilities or no car); and

(v) Leicestershire performs significantly worse than England for the gap in the employment rate for those in contact with secondary mental health services and the overall employment rate.

7.82 The JSNA 2023 provides context and evidence on current health inequality priorities within the County. It identifies current groups at risk of facing health inequalities in Leicestershire, including (but not limited to) people with a disability, (including people with a learning disability), people living in poverty / deprivation, and Bangladeshi, Pakistani or Gypsy or Irish Traveller groups.

Potential Positive Health and Wellbeing Impacts

7.83 The EMG2 site does not currently comprise any publicly accessible open space. NWLDC agrees that there are likely health and wellbeing benefits associated with providing opportunities for physical activity, leisure / play and recreation.

7.84 Paragraphs 17.5.96 to 17.5.99 of Chapter 17 of the ES note that the EMG2 DCO will include the provision of an informal publicly accessible community park (of approximately 14.3 hectares) which connects to the eastern extent of the settlement of Diseworth. This comprises the four field parcels closest to Diseworth, and will remain open and reserved for informal public access, biodiversity enhancements and surface water drainage attenuation.

7.85 Further, the proposed community park is informal in nature, and the provision would be larger than the existing publicly accessible open spaces in Diseworth, while being conveniently located to the east of the village, balancing out the existing provision.

7.86 The community park will also be available in perpetuity, and NWLDC consider that this will support physical activity, leisure / play and recreation, for both existing residents of Diseworth and future employees of the EMG2 site.

7.87 The proposed PRoW to the A453 through the community park also includes an uncontrolled crossing of the A453 which will enhance the ability of residents of Diseworth and future employees to access services within the confines of EMA (including employment opportunities). It is, however, acknowledged by LCC that the appropriateness of this crossing should be determined via an assessment based on Chapter 6 of Traffic Signs Manual ('TSM') guidance, and a design subjected to a Road Safety Audit ('RSA').

7.88 Matters associated with ecology are to be addressed in the LIR to be submitted by LCC. It is nevertheless understood by NWLDC that, in terms of biodiversity enhancements, the community park will include comprehensive and integrated landscaping which in part forms embedded mitigation to help minimise likely residual impacts with regard to landscape, visual, and ecological receptors. Moreover, as the existing location of the community park contains no ecological designations, the EMG2 DCO will result in beneficial effects on biodiversity which exceed the 10% level of BNG required by policy.

7.89 It is noted that the statutory requirement of 10% BNG does not currently apply to NSIPs. Whilst the requirement is expected to apply to NSIPs from May 2026, it is unclear but unlikely to apply retrospectively to those NSIPs already under consideration prior to this date, noting that the requirement has not had retrospective effect for any other form of development. In either case, the potential achievement of over 10% BNG is considered to be very positive.

7.90 The delivery of pedestrian and cycle connectivity between the EMG2 site and the EMGRFI, along with the provision of a public transport interchange, would also have the potential to be positive to the health and wellbeing of residents within the settlements around the EMG2 DCO and the EMGRFI by improving not only the ability for residents to access job opportunities at either the EMG2 DCO and the EMGRFI, as well as those within EMA, but also the ease of connectivity between the settlements themselves (particularly from Diseworth towards Kegworth and Castle Donington).

Potential Negative Health and Wellbeing Impacts

7.91 A draft SoCG in relation to 'Population and Human Health' is being negotiated between the applicants and LCC. NWLDC understands that the two main outstanding areas of concern relate to the transport modelling assumptions that have been used to inform the assessments of the ES, which are yet to be agreed, and the fact that the agreement to remove the standalone 'Health Impact Assessment' ('HIA') appendix was conditional upon all of the HIA content being fully and transparently embedded within Chapter 17 of the ES.

7.92 The transport modelling assumptions were not complete or agreed at the time of the consultation. NWLDC understand that further detail relating to this will be referred to within the 'Highway Impacts' section of the LIR prepared and submitted by LCC. As a consequence of this, the assessment undertaken and reported on within Chapter 17 of the ES is not considered robust as the factors assessed including:

(i) severance and access;

(ii) active travel;

(iii) road safety;

(iv) traffic related air quality and noise;

are all directly impacted by the amount of traffic that would be generated and the infrastructure and mitigation measures proposed.

7.93 Until such time as this work is completed, the true impacts of the proposal in relation to population and human health cannot be determined.

7.94 It is also concluded at Paragraph 7.128 of this LIR below, that PRoWs along Hyam's Lane (L45 and L46) and Cross Britain Way (L48) would experience the greatest visual effects as a result of development on the EMG2 site due to the dominance of the buildings. Therefore, the impact to the health and wellbeing of users of these PRoWs would be negative with this being the case even with the proposed mitigation at Year 15.

Geology and Soils (specifically Land Contamination)

7.95 The applicants' assessment of the impact of the EMG2 DCO and the EMGRFI MCO in relation to Ground Conditions is set out in Chapter 14 of the ES [*AS-059*] supported by the following appendices:

A Geotechnical Preliminary Risk Assessment EMG2 Parts 1 to 2 [*APP-153*] and [*APP-154*];

B Fairhurst Ground Investigation Report EMG2 [*APP-155*];

C Fairhurst Minerals Safeguarding Assessment [*APP-156*];

D EMG2 Technical Note Surface Water Sampling [*APP-157*];

E EMG2 Preliminary Sources Study Affecting LCC Parts 1 to 3 [*APP-158*], [*APP-159*] and [*APP-160*];

F EMG2 Preliminary Sources Study Affecting National Highways Parts 1 to 6 [*APP-161*], [*APP-162*], [*APP-163*], [*APP-164*], [*APP-165*] and [*APP-166*];

G Geotechnical Statement of Intent for Works Affecting National Highways [*APP-167*];

H Addendum Minerals Safeguarding Assessment [*APP-168*];

I EMG1 Factual Ground Investigation Report [*APP-169*];

J EMG1 Factual Preliminary Ground Investigation Interpretative Report [*APP-170*];

K Minerals Scope Out Correspondence [*APP-171*];

L Mining Remediation Authority Email Correspondence [*APP-172*]; and

M Figures [*APP-173*].

The EMG2 DCO

Construction

7.96 Chapter 14 of the ES identifies the following potential effects as part of the construction phase of the EMG2 DCO.

(i) Construction / Maintenance Workers

7.97 The potential for contamination to be present is low, with the duration of the construction works being short to medium. This combined with the moderate sensitivity of construction / maintenance workers and the negligible magnitude of impact results in an overall negligible significance of effect.

(ii) Off-Site Users (Residential)

7.98 It is unlikely that there are any potentially complete human health contaminant linkages and therefore the magnitude of impact is considered to be negligible. Whilst of a high sensitivity, the distance of residential receptors (associated with the risk of human health from inhalation pathways) results in an overall negligible significance of effect.

(iii) Off-Site Users (Commercial – EMA, Lockington, Hemington)

7.99 Chapter 14 of the ES specifies that it is unlikely that there are any potentially complete human health contaminant linkages and therefore the magnitude of impact is considered to be negligible. As off-site commercial users would be of low sensitivity, and more distant from the site, there would be a negligible significance of effect.

(iv) Controlled Waters and Surface Waters

7.100 One Naphthalene exceedance is noted within Chapter 14 of the ES which was within a water sample obtained from approximately 380 metres to the west of the EMG2 site. Provided that all Naphthalene exceedances noted within the groundwater were recorded within the deeper groundwater body, and that no exceedances were recorded within the upstream sample or within the supplementary surface water samples obtained within 2024, the magnitude of impact is likely to be negligible. The surface water exceedance is likely from an off-site source and, should this be the case, the moderate sensitivity of surface waters and the short to medium duration of the construction phase would result in a negligible significance of effect.

(v) Controlled Waters – Principal Aquifer

7.101 The northern part of the Junction 24 improvement highway works is underlain by a principal aquifer supported by the Helsby Sandstone Formation, which is considered to be of high sensitivity. Such formation is present in the centre of the site in an area of minimal highway amendments and therefore the associated risk is assessed to be low. On this basis, the effect of construction to groundwater within the Principal Aquifer is likely to be negligible.

7.102 The potential contaminative risks from piling to controlled waters is considered to be low and a full Foundation Works Risk Assessment will be produced once intrusive boreholes have been excavated at bridge abutment locations prior to the detailed design.

(vi) Controlled Waters – Secondary Aquifer

7.103 On the basis that Polycyclic Aromatic Hydrocarbons ('PAH') exceedances within the deeper groundwater samples obtained from the EMG2 DCO were noted to decrease in concentration from the northern extent to the southern extent, it is probable that the impact is not mobile (due to the low permeability on site). Only one PAH exceedance was noted within the shallow groundwater and therefore this impact is considered to be localised. On this basis, and when considering the moderate sensitivity of non-potable aquifers and the short to medium duration of the construction phase, the potential significance of the effect of the construction to groundwater is considered to be negligible.

Operation

7.104 Chapter 14 of the ES identifies the following potential effects as part of the operational phase of the EMG2 DCO.

(i) Future Site Users / Maintenance Workers

7.105 The findings of the Ground Investigation and subsequent Geo-Environmental Assessments for the EMG2 DCO have concluded that a potentially complete contaminant linkage with reference to human health is unlikely. The PSSRs for the EMG2 DCO highway works have not identified any potential sources of contamination. Therefore, the magnitude of impact is considered to be negligible. This negligible magnitude of impact, combined with the moderate sensitivity of future commercial users, results in what is considered to be of negligible significance of effect.

(ii) Off-Site Users

7.106 Considering the low potential for contamination across the EMG2 DCO, and the limited dust generation potential, the magnitude of impact is considered to be negligible. This, when combined with the low / high sensitivity of users (respectively off-site commercial users / residential users), and the pathway distance, results in what would be assessed to be of negligible significance of effect.

(iii) Controlled Waters

7.107 It is considered that the overall risk to groundwater and surrounding surface waters at the site would not change following the proposed development of the EMG2 DCO, and therefore the magnitude of impact is considered negligible. This, combined with the moderate / low sensitivity of controlled waters relating to non-potable water aquifers and surface waters, respectively, results in an overall negligible significance of effect.

The EMGRFI MCO

Construction

7.108 Chapter 14 of the ES identifies the following potential effects as part of the construction phase of the EMGRFI MCO.

(i) Construction / Maintenance Workers

7.109 The potential for contamination to be present on the MCO site is considered to be low, and the likely duration of construction is considered to be short to medium. This, when combined with the moderate sensitivity of construction / maintenance works, and the negligible magnitude of impact, results in an overall negligible significance of effect. This does not account for any potential contamination which has not been identified to date as part of the EMGRFI DCO.

(ii) Off-Site Users – Commercial (EMA, Lockington and Hemington)

7.110 It is unlikely that there are potentially complete human health contaminant linkages at the MCO site and therefore the magnitude of impact is considered to be negligible. Whilst commercial off-site users are located within a closer distance of the EMGRFI MCO, the low sensitivity of the receptor (associated with the risk to human health from inhalation pathways throughout construction) results in an overall negligible significance of effect.

(iii) Controlled Waters – Aquifers

7.111 The geo-environmental laboratory results pertaining to the groundwater samples obtained from the EMGRFI MCO during the ground investigation did not reveal any exceedances of the relevant generic assessment criteria (Drinking Water Standards ('DWS') and Environmental Quality Standards ('EQS')). One sample returned a minor exceedance of the freshwater EQS threshold associated with phenol concentration. However, this sample was obtained from an exploratory hole location which is located outside of the MCO site, with there being no known sources of phenols on-site. On this basis and considering the moderate sensitivity of the non-potable aquifers underlying the EMGRFI MCO, as well as the short to medium duration of the construction phase, the potential of the effect to groundwater is considered to be a negligible significance of effect.

Operation

7.112 Chapter 14 of the ES identifies the following potential effects as part of the operational phase of the EMGRFI MCO.

(i) Future Site Users / Maintenance Workers

7.113 The findings of the ground investigation and subsequent geo-environmental assessments for the EMGRFI MCO concluded that a potentially complete contaminant

linkage with reference to human health is unlikely. The ground gas monitoring completed as part of the ground investigation concluded Characteristic Situation ('CS'), as defined by BS 8485, requiring a gas resistant membrane within the watercourse area associated with plot 16. Provided that the remediation measures are confirmed and implemented, the magnitude of impact is considered to be negligible. The negligible magnitude of impact combined with the moderate sensitivity of future commercial site users results in a negligible significance of effect.

(ii) Off-Site Users

7.114 Considering the low potential for contamination across the EMGRFI MCO, the magnitude of the impact is considered to be negligible. This, combined with the low / high sensitivity of users (respectively off-site commercial users / off-site residential users), and the pathway distance, is considered to result in a negligible significance of effect.

(iii) Controlled Waters

7.115 The overall risk to groundwater and surrounding surface waters will not change following development or throughout the operational phase of the EMGRFI MCO and therefore the magnitude is considered to be negligible. This, combined with the moderate sensitivity of controlled waters relating to non-potable aquifers (secondary A and B and Undifferentiated) beneath the EMGRFI MCO, results in an overall negligible significance of effect.

Landscape and Visual

7.116 The applicants' assessment of the landscape and visual impacts of the EMG2 DCO and the EMGRFI MCO are set out in Chapter 10 (Landscape and Visual) of the ES [*AS-041*] and associated appendices and figures, including the following in particular:

(i) An Illustrative Landscape Strategy (as contained within Appendix 10D (Illustrative Landscape Masterplan and Cross Sections') [*AS-048*];

(ii) Photomontages (as contained within Appendix 10B (Landscape and Visual Impact Assessment ('LVIA') Figures) [*AS-044; AS-045; AS-046 and AS-047*]; and

(iii) Lighting strategy (as contained within Chapter 11 (Lighting) of the ES [*AS-049*] and Appendix 11A (Lighting Strategy) [*APP-128*].

7.117 A draft SoCG has been prepared by the applicants and NWLDC in relation to the 'Landscape and Visual Impact' which sets out the matters agreed and matters still under discussion. The assessment presented in the Appendix 10F (Visual Effects Table) [*APP-126*] and viewpoint locations were agreed with NWLDC, as reflected in the draft SoCG. This is notwithstanding the comments relating to nighttime effects as reflected in Paragraphs 7.129 to 7.131 below.

The EMG2 DCO

Neutral Landscape and Visual Impacts

7.118 NWLDC agrees with the applicants' assessment that there would be no significant landscape and visual impacts associated with the EMG2 DCO highway works.

Negative Landscape and Visual Impacts

7.119 Development of the EMG2 site would give rise to significant effects on the landscape character of the following after Year 15 when mitigation planting is maturing:

(i) the landscape of the site and its immediate context.

7.120 Development of the EMG2 site would also give rise to the following significant effects on visual receptors after Year 15 when mitigation planting is maturing:

(i) residents of Bleak House to the north of Diseworth;

(ii) users of Hyam's Lane (public right of way ('PRoW') L45 / L46);

(iii) users of PRoW L47 / L49 / L50 on the north-eastern edge of Diseworth; and

(iv) users of PRoW L48 to the south of the site which includes Cross Britain Way.

Landscape Character

7.121 The development associated with the EMG2 site will have a negative impact on the landscape character of the surrounding area. Paragraphs 10.5.3 to 10.5.4 of Chapter 10 of the ES provide an overview of the key landscape characteristics at national, regional and local level. A number of landscape and sensitivity studies have also been undertaken for the EMG2 site which are also summarised within Chapter 10 of the ES. Paragraphs 10.5.66 to 10.5.71 of Chapter 10 of the ES consider the EMG2 site and its immediate context, in more detail, which NWLDC considers to be accurate.

7.122 Paragraphs 10.5.120 and 10.5.166 of Chapter 10 of the ES, note that there would be significant adverse landscape effects (major adverse) during construction and at Year 1 for the landscape of the EMG2 site and its immediate context. Although the landscape character impacts reduce in time (by Year 15), they would remain significant (moderate to major adverse) in the long term, as outlined at Paragraph 10.5.230 of Chapter 10 of the ES.

7.123 Development of the EMG2 site will replace the existing farmed rural landscape with the introduction of the new large scale industrial buildings and related infrastructure, including earthworks. The EMG2 site will form a dominant feature within the local landscape, and it is acknowledged within the LVIA that this includes the local landscape beyond the site to the south, west and south-east. The influence of the EMG2 site would be more limited to the north, north-west and east by the nature of the landform combined with the presence of other existing major development and infrastructure, including EMA, 1the Moto Donington Park Services, and the M1 / A42 road corridors.

7.124 It is agreed by NWLDC that the long-term significant landscape impacts will be limited to the EMG2 site and its immediate context which includes land to the west, south and south-east as identified in the LVIA.

Visual Impact

7.125 Development on the EMG2 site will have a negative visual impact on a range of local receptors. Paragraph 10.5.103 provides an overview of the visual receptors that may be affected, with more information provided within the Appendix 10F Visual Effects Table [*APP-126*]. NWLDC agrees with the list identified.

7.126 The elevated topography affords longer distance views south. Views north are contained by woodland belts around EMA and to the east are filtered and screened by the vegetation within the Moto Donington Park Service area and vegetation along the motorway. Visual receptors include the community at the edge of Diseworth, and recreational users on PRoWs. This is illustrated in the Zone of Theoretical Visibility ('ZTV') (Figure 7 within Appendix 10B (LVIA Figures (Part 1 of 4) (Revision 1)) [*AS-044*], which shows potential views of the EMG2 site are limited to the north but extending to the south.

7.127 Paragraphs 10.5.134 and 10.5.175 of Chapter 10 of the ES note that there would be significant adverse visual effects (major adverse and moderate to major adverse) during construction and at Year 1 for the EMG2 site for residents on the north-east side of Diseworth, where views are most open towards the proposed development. It is noted that the significant effects identified at Year 1 will be present until mitigation planting has matured. Although the effects reduce by Year 15 for most properties, a *significant (moderate to major adverse)* remains for Bleak House in the long term (as identified at Paragraph 10.5.236).

7.128 Similarly, PRoWs adjacent to the EMG2 site and to the north-east of Diseworth would see the greatest effects from the proposed development. This includes Hyam's Lane (PRoW L45 / L46), which will pass through the centre of the EMG2 site, and for the Cross Britain Way (PRoW L48), which passes to the south of the EMG2 site. For both of these PRoWs, the scale of the new buildings and bunding will have a dominant visual presence even with the mitigation proposed.

7.129 NWLDC notes that nighttime photomontages have now been prepared to support the application (Appendix 10B LVIA Figures (Part 4 of 4) (Revision 1)) [*AS-047*], but NWLDC has requested that the applicants provide this additional information in the Appendix 10F (Visual Effects Table) [*APP-126*] on nighttime effects so that this is adequately assessed.

7.130 In addition to the above, NWLDC has requested additional assurances on the lighting strategy and the lighting of external building facades, particularly in relation to the southern and western building facades where lighting could have additional landscape and visual effects to those described within the LVIA. If lighting of these facades is appropriately controlled by a Requirement, NWLDC considers that this could be suitable

mitigation. Whilst NWLDC would have some control over decision making for the individual plots that come forward in future years, a Requirement would help to secure the principle and lend support to future decision making.

7.131 **In the above circumstances, NWLDC reserves the right to comment further on the nighttime effects and their potential landscape and visual local impact once such information is provided by the applicants. It is noted that Q12.0.7 of the First Written Questions of the ExP requires the applicants to provide a response in relation to the nighttime visual effects.**

7.132 The comments of NWLDC in relation to lighting from an environmental protection perspective are addressed in the 'Lighting' section below.

Potential Negative Landscape and Visual Impacts

7.133 In Q2.0.6 and Q19.0.6 of the First Written Questions of the ExP, which are associated with the 'Fence on northern edge of EMG2 site' (Q2.0.6) and 'Dualling of A453, west of Finger Farm Roundabout' (Q.19.0.6), the ExP has raised concerns that, should the A453 be 'dualled', there would be implications for the landscaping along the northern boundary of the EMG2 site. This would not only have the potential to 'open up' views of the EMG2 site along the northern boundary, and thereby make the buildings more pronounced, but also have the potential to 'expose' a proposed 3-metre-high acoustic fence to this boundary.

7.134 **As above (at Paragraph 7.131), NWLDC reserves the right to comment further on this aspect of the development on the EMG2 site once such information is provided by the applicants in response to Q2.0.6 and Q19.0.6.**

The EMGRFI MCO

Neutral Landscape and Visual Impacts

7.135 NWLDC agrees with the applicants' assessment that there would be no significant landscape and visual impacts associated with the EMGRFI MCO.

Lighting

7.136 The applicants' assessment of the impact of the EMG2 DCO and the EMGRFI MCO in relation to lighting is set out in Chapter 11 of the ES [*AS-049*] supported by the following appendices:

A Lighting Strategy [*APP-128*];

B Lighting Baseline Assessment [*APP-129*];

C Lighting Receptor Locations [*APP-130*];

D Obtrusive Light Calculation [*APP-131*]; and

E Highways Lighting Strategy [*APP-132*].

7.137 A draft SoCG has been prepared by the applicants and NWLDC in relation to 'Lighting' which sets out the matters agreed and matters still under discussion.

7.138 Within the draft Lighting SoCG, it is recorded that the EMG2 site and surrounding area, as well as the MCO site and surrounding area, is an E2 Environmental Zone, which is generally categorised (by the 'Institution of Lighting Professionals' ('ILP')) as *"Sparsely inhabited rural areas, villages or relatively dark outer suburban locations."* This assessment of the environmental zone is based on an on-site lighting survey and desktop assessment, using guidance from ILP GN01:2021 and PLG04:2013, which includes:

(i) On-site illuminance measurements (to measure the levels of lighting within both the EMG2 site and the MCO site);

(ii) Nighttime photography (to provide visual context to the illuminance measurements and to evidence the existing lighting); and

(iii) A review of third-party sources, including NWLDC's maps, Campaign for the Protection of Rural England ('CPRE') mapping and satellite imagery (to assist in assessing the character of the areas against the environmental zone definitions from ILP GN01:2021).

Negative Lighting Impacts

7.139 Operations on both the EMG2 site and the MCO site would be undertaken on a 24-hour basis and therefore there would be a need for lighting to be provided which would increase the amount of unnatural light emitted towards neighbouring settlements, given their proximity to the sites as well as the fact that the land associated with the EMG2 DCO is undeveloped. The land on which the additional building would be provided within the confines of the EMGRFI is also undeveloped, but lighting associated with the MCO site would be associated with the principal development (and associated lighting) consented as part of the EMGRFI DCO.

7.140 The provision of lighting for a development of the scale of the EMG2 DCO, as well as the EMGRFI MCO, may also result in issues for aviation safety given the proximity to EMA. As such, the views of EMA, as well as the Civil Aviation Authority ('CAA'), will be important in satisfactorily concluding that the lighting sources would not be detrimental to aviation. It is, however, acknowledged that the assessment undertaken as part of Chapter 11 concludes that for receptor PSR 001 (being EMA (Air Traffic)) the impact would be no change for the construction phase of the EMG2 DCO and negligible adverse for the operation phases of both the EMG2 DCO and the EMGRFI MCO, as well as the construction phase of the EMGRFI MCO.

7.141 For the purposes of the construction phase associated with EMG2 DCO, Chapter 11 determines that the magnitude of change would be minor adverse at 7 of the 17 receptors

identified, with 2 of the 7 receptors having a high sensitivity of change being ecological receptors (green space within the EMG2 site – PSER 001; and existing green space to the east of the EMG2 site – PSER 002).

7.142 4 of the 7 receptors would be at a medium sensitivity of change, which would include human amenity receptors (Dwellings in Diseworth – PHAR 001; The Birches – PHAR 002; Farmhouse off The Green – PHAR 004; and the Night Sky – PHAR 009). The other receptor at a medium sensitivity of change would be human amenity receptor PHAR007 (Dwellings in Lockington) where the specific impact would be from the EMG2 DCO highway works.

7.143 For the purposes of the operational phase associated with the EMG2 DCO, Chapter 11 determines that the magnitude of change would be minor adverse at 7 of the 17 receptors, with 5 of these receptors being the same as those impacted by construction lighting (PHAR 001, PHAR 002, PHAR 004, PHAR 009 and PSER 001). The two additional receptors impacted by lighting associated with the operational phase of the EMG2 DCO would be an ecology receptor with a high sensitivity to change (Woodland Adjacent to Plot 16 – PSER 004) and a human amenity receptor with a medium sensitivity to change (Dwellings in Kegworth – PHAR 008), both of which are impacted by the EMG2 DCO highway works.

7.144 In terms of the EMGRFI MCO, Chapter 11 determines that, for the construction phase, the magnitude of change would be minor adverse at 3 of the 10 receptors identified, with 1 of the 7 receptors at a high sensitivity of change, being ecological receptor PSER 004 (Woodland Adjacent to Plot 16), and another being at a medium sensitivity to change (Dwellings in Lockington – PHAR 007). The other receptor, being PHAR 009 (Night Sky), would be at a low sensitivity to change.

7.145 With regards to the operational phase of the EMGRFI MCO, Chapter 11 determines that the operational phase would result in a minor adverse impact at 4 of the 10 receptors identified which includes PSER 004, PHAR 007 and PHAR 009. In addition, PHAR 008 (Dwellings in Kegworth), which is at a medium sensitivity to change, would also be impacted.

7.146 It is concluded in Paragraphs 11.5.28 (and associated Table 11.27) and 11.6.29 (and associated Table 11.39) of Chapter 11 that residually the effects identified for the construction and operation phases for both the EMG2 DCO and EMGRFI MCO would be minor adverse at the identified receptors even after mitigation, with the impacts associated with the operational phase being long term.

7.147 In terms of cumulative impacts, Chapter 11 of the ES determines that a moderate adverse impact would be experienced at receptor PHAR 001 (Dwellings in Diseworth) when the EMG2 DCO works are assessed cumulatively with Isley Woodhouse (Site No. 12).

7.148 It is also the case that minor adverse impacts are identified at PHAR 009 (Night Sky) when assessed cumulatively with:

(i) Land at Sawley Interchange adjacent to Aldi Distribution Centre, Tamworth Road, Sawley (Site No. 1b);

(ii) Land at Netherfields Lane, Sawley (Site No. 3);

(iii) Land South of Junction 1 of the A50, Castle Donington (Site No. 4);

(iv) Land North and South of Park Lane, Castle Donington (Site No. 7);

(v) Land West of Hilltop Farm, Castle Donington (Site No. 12);

(vi) Site No. 13, Land North of Derby Road (A6) (Site No. 14); and

(vii) Land North of Remembrance Way (Site No. 15)).

7.149 In addition, cumulative minor adverse impacts are also identified at PHAR 001 (when assessed cumulatively with EMAGIC, excluding EMG1 and EMG2 (Site No. 16)) and PHAR 008 (when assessed cumulatively with Site Nos. 14 and 15).

Lorry Parking

7.150 Paragraph 3.2.23 of Chapter 3 ('Project Description') of the ES [*AS-026*] states that:

"The proposals include the provision of an HGV parking area (of approximately 95 spaces) within Zone 7 in the north-east of the EMG2 Main Site which will also include the construction of an amenity building for HGV drivers (DCO, Works No. 4). This is provided to ensure the development meets the needs of HGVs visiting the EMG2 Main Site."

7.151 The same indication is given in Paragraph 3.27 of the Planning Statement ('PS') [*AS-018*].

Neutral Lorry Parking Impacts

7.152 As part of the statutory and non-statutory consultation, as well as within the RR [*RR-003*], NWLDC has advised the applicants that the East Midlands Region has the greatest number of HGV parking in less suitable off-site locations and the highest freight crime rate in the National Survey of Lorry Parking (2018). It has also been advised to the applicants that the National Highways 'Lorry Parking Demand Assessment' (2024) ('NH LPDA') establishes that NWL has the most severe lorry parking issues of local authorities in England. On this basis, the applicants were informed that the proposed development should meet its own needs in terms of facilities and overnight lorry parking as a minimum.

7.153 Paragraph 5.1.73 of the PS indicates that the new HGV parking facility is a complementary measure alongside 'on-plot' parking across the EMG2 site and responds to the recognised shortage of HGV overnight parking in general. It is also outlined that the HGV parking facility would ensure that the EMG2 DCO and the EMGRFI MCO do not add to concerns relating to parking on nearby roads or laybys, and would create a safe, secure and pleasant working environment drivers. This is as supported by Paragraph 114 of the NPPF.

7.154 Whilst NWLDC welcomes the delivery of the lorry park, the impact is considered to be neutral given that it would only meet the needs of the developments and consequently is neither exacerbating nor improving the existing situation. This position is subject to LCC, as the Highways Authority, determining that the number of lorry parking spaces are sufficient to serve the needs of the development. Regard should therefore be had to the contents of the LIR to be produced by LCC.

Potential Negative Lorry Parking Impacts

7.155 Notwithstanding that NWLDC welcomes the delivery of the lorry park, NWLDC has previously encouraged the applicant to use the lorry park as a means of contributing towards the need within the District for additional HGV services including overnight parking. It is acknowledged, however, that if lorry parking was made available for use by non-EMG2 DCO / EMGRFI MCO vehicles, then this would need to be factored into the transport modelling and adequately controlled to avoid overloading of the facility (which in turn may cause highway safety issues).

7.156 It has also been advised by NWLDC that if the lorry park was not to contribute towards the needs of the District, this should be clearly justified. At this time, neither the PS, nor Chapter 6 (Traffic and Transportation) of the ES [*AS-032*], nor Appendix 6A (Transport Assessment) [*APP-080; APP-081; APP-082 and APP-083*], provides any form of justification as to why the lorry park cannot contribute towards meeting the needs of the District, particularly given the relationship between the EMG2 site and the Moto Donington Park Services.

7.157 NWLDC considers that this is an issue which should be expanded on in light of the potential District-wide benefit that a lorry park for all users could provide, as well as to accounting for the findings of the NH LPDA.

7.158 In addition, there appears to be no reason why direct linkages could not be achieved between the proposed lorry park and the Moto Donington Park Services so as to ease the movement of HGV drivers, and others, between the lorry park (and associated amenity area) and the services and facilities available at the Moto Donington Park Services. The lack of any direct link in this respect should also be justified by the applicants.

Noise and Vibration

7.159 The applicants' assessment of the EMG2 DCO and the EMGRFI MCO in relation to the impacts of noise and vibration are set out in Chapter 7 of the ES [*AS-035*] supported by the following appendices:

A Glossary of Noise and Vibration Terms [*APP-090*];

B Construction Data [*APP-091*];

C Operational Data [*APP-092*];

D Receptor Plans [*APP-093*];

E Monitoring Plans [*APP-094*];

F Monitoring Equipment [*APP-095*]; and

G Monitoring Results and Weather Data [*APP-096*].

7.160 A draft SoCG has been prepared by the applicants and NWLDC in relation to *'Noise and Vibration'* which sets out the matters agreed. In particular, the following is agreed within the draft SoCG:

(i) The locations where baseline noise monitoring has been undertaken are appropriate for the purposes of the assessment included in Chapter 7 of the ES;

(ii) The results of the baseline noise monitoring undertaken are representative of the sound environment where the monitoring was undertaken and are appropriate for the purposes of the assessment included in Chapter 7 of the ES;

(iii) The outcome of the determination of representative background sound levels at the sensitive receptor locations are derived from the baseline noise monitoring as undertaken;

(iv) The sources of noise and vibration that have been included in the scope of the assessment included in Chapter 7 of the ES, and those that have been scoped out of the assessment included in Chapter 7 of the ES;

(v) The selection / extent of sensitive receptors identified for inclusion in the assessment included in Chapter 7 of the ES;

(vi) The noise and vibration prediction methodologies adapted for the assessment included in Chapter 7 of the ES;

(vii) The results of the noise and vibration predictions undertaken for the assessment included in Chapter 7 of the ES; and

(viii) The thresholds identified to assess whether adverse effects or significant adverse effects are predicted (referred to as the Lowest Observed Adverse Effect Level ('LOAEL') or Significant Observed Adverse Effect Level ('SOAEL')) from the identified sources of noise and vibration at the identified sensitive receptors.

7.161 It is recognised by NWLDC that the area surrounding both the EMG2 DCO and EMGRFI MCO includes significant sources of road noise (the M1, A50, A42 and A453) and aircraft and operational noise (from EMA). In addition, noise associated with the existing EMGRFI would also be associated with the EMGRFI MCO.

The EMG2 DCO

Neutral Noise and Vibration Impacts

7.162 Paragraph 7.5.29 of Chapter 7 of the ES, and in particular the results within Table 7.18, indicate that the predicted levels of vibration at the two nearest relevant receptors to the EMG2 DCO and the EMG2 DCO highway works (being receptors R03 Premier Inn and R04 Radisson Blu), when using the peak particle velocity ('PPV') metric (for potential damage), would be below the conservative threshold of 3 millimetres per second. In these circumstances, no significant effects are expected in terms of potential damage as a result of construction vibration.

7.163 In terms of disturbance from vibration works associated with the EMG2 DCO highway works, Paragraph 7.5.30 of Chapter 7 of the ES outlines that the vibration dose value ('VDV') level due to vibratory compaction would be below the LOAEL for the day period and therefore no significant or otherwise adverse effects are expected.

7.164 Paragraph 7.5.39 of Chapter 7, and in particular the results within Tables 7.19 and 7.20, indicate that the predicted operational noise levels at the majority of the relevant receptors would not result in any significant adverse impacts given that the background sound level is not exceeded by 10 decibels ('dB'). It is outlined within Paragraph 7.5.40 of Chapter 7 of the ES that one of the receptors where operational noise levels may result in impacts is receptor R02 (Leonardo Hotel) which is within the confines of EMA. It is concluded that the internal noise level at receptor R02 would be below the LOAEL and therefore would not result in adverse effects.

Potential Negative Noise and Vibration Impacts

7.165 Works associated with development at the EMG2 site have a predicted VDV level above the day period LOAEL but below the SOAEL and therefore no significant effects are expected. It is, however, outlined at Paragraph 7.5.30 of Chapter 7 of the ES that some short-term temporary adverse effects may occur at relevant receptors when vibratory compaction is taking place at the closest point to them.

7.166 Paragraph 7.5.41 of Chapter 7 of the ES outlines that, at receptor R03 (Premier Inn), the predicted daytime rating level would exceed the typical background sound level by 2dB, while the predicted individual noise event levels exceed the LOAEL by 6dB. This would indicate a long-term permanent adverse effect, although Chapter 7 of the ES assesses this to not be significant and the impact is based on a worst-case scenario whereby units in Zones 5 and 6 based on the EMG2 DCO Parameters Plan [*AS-006D*] are rotated so that the service yards are north facing towards the hotel.

7.167 Paragraph 7.5.25 of Chapter 7 of the ES outlines that it is likely that some of the EMG2 DCO highway works will need to take place outside of core hours due to highway constraints (i.e. the ability to acquire a permit to undertake works on the highway) and therefore the noise impacts associated with the construction of the highway works cannot be predicted. Consequently, there may be a circumstance that the LOAEL and

SOAEL are exceeded at relevant receptors within the proximity of such highway works. This may result in short-term, temporary adverse effects.

7.168 It is also outlined at Paragraph 7.5.31 of Chapter 7 of the ES that the construction of the EMG2 DCO highway works may also result in the relevant LOAEL threshold for vibration being exceeded.

7.169 Construction road traffic noise would have a minor impact in certain areas, with a calculated increase of up to 1.6dB, but this is assessed to not have a significant effect given the temporary nature of the construction road traffic.

7.170 Chapter 7 of the ES does not undertake a formal assessment of fixed plant and substations and therefore the noise and vibration impacts of such aspects of the proposed development to the relevant receptors is unknown at this time.

Negative Noise and Vibration Impacts

7.171 Operational traffic noise will have a significant effect on receptor R04 during the day and night-time period. In addition, receptor R11 (14 Grimes Gate) would also experience a significant effect from operational traffic noise in the night-time period in the 2028 scenario with no local allocations. Such impacts are assessed to be minor adverse within Chapter 7 of the ES.

7.172 At Paragraph 7.5.23, and in particular Table 7.17, of Chapter 7 of the ES, it is outlined that the predicted construction noise levels would not exceed the SOAEL but would exceed the LOAEL, which may result in short-term, temporary adverse effects at the relevant receptors (being receptors R01 (The Birches); R02; R03; R04; R05 (Travelodge); R07 (4 Langley Close); R08 (17 Clements Gate); R09 (2 Old Hall Court) and R14 (Hilton West)). Such impacts would also be experienced at other residential receptors within the vicinity of those residential properties identified on Langley Close, Clements Gate, and Old Hall Court given the nature of the built-up environment on these streets.

7.173 Furthermore, sound levels above 70dB would also be experienced at receptors R02, R03, R04, R05, R07 and R14 as a result of the bulk earthworks activity.

The EMGRFI MCO

Neutral Noise and Vibration Impacts

7.174 Paragraph 7.6.20, and in particular Table 7.26, of Chapter 7 of the ES predicts that noise levels associated with the construction of the EMGRFI MCO would not exceed the LOAEL and therefore no significant or otherwise adverse effects are expected. Primarily this would be due to the scale of works associated with the EMGRFI MCO and their distance from the relevant receptors assessed.

7.175 Operational road traffic noise would not result in any adverse impacts given that, in the context of the overall development (i.e. the combination of the EMG2 DCO and the

EMGRFI MCO), such operational road traffic would equate to between 5.7% and 6.3% of the total traffic associated with the overall development. The noise impact in this respect would therefore be negligible.

7.176 Paragraphs 7.6.27, 7.6.28 and 7.6.29, and in particular Tables 7.27, 7.28, 7.29 and 7.30, of Chapter 7 of the ES conclude that none of the predicted rating levels would indicate an adverse impact to the assessed receptors (i.e. where the rating level exceeds the background sound level by 5dB) with no individual noise event being predicted to have a noise level which exceeds the LOAEL of 60dB. On this basis, no significant or otherwise adverse effects would be expected from operational noise.

7.177 It is also assessed that, in a worst-case scenario (when considering operational noise from the EMGRFI MCO in the context of existing noise levels and current operations at the EMGRFI), any increase above the lowest existing noise level would be 1dB during both the day and night (the worst increase being 0.4db during the day and 0.8dB during the night both at receptor R13 (Hill Farm House, Lockington)) and would not be perceptible.

Potential Negative Noise and Vibration Impacts

7.178 Construction road traffic noise would have a minor impact in certain areas, with a calculated increase of up to 1.6dB, but this is assessed to not have a significant effect given the temporary nature of the construction road traffic.

7.179 Chapter 7 of the ES does not undertake a formal assessment of fixed plant and substations and therefore the noise and vibration impacts of such aspects of the proposed development to the relevant receptors is unknown at this time.

Socio-Economic

7.180 The applicants' assessment of the EMG2 DCO and the EMGRFI MCO in relation to socio-economic impacts is set out in Chapter 5 of the ES [*AS-030*] supported by Appendix A (Industrial and Logistics Need Assessment) [*APP-078*].

7.181 The study area for the purposes of the assessment within Chapter 5 of the ES is based on the evidence of residence workers employed at the EMGRFI given that it is assumed that future workers at the EMG2 and the MCO sites will follow a comparable pattern. NWLDC consider this to be a reasonable assumption.

Potential Positive Socio-Economic Impacts

7.182 It is expected that there will be 390 Full-Time Equivalent ('FTE') jobs on-site per annum during the estimated 4.25-year construction phase of the EMG2 DCO which would run from approximately July 2027 to September 2031. This would have a construction gross value when added of £90.7 million and would be a beneficial moderate effect of the development.

7.183 For the purposes of the EMGRFI MCO, the total number of FTE jobs on-site per annum during the 11 month construction phase (February 2028 to January 2029) would be 130. This would have a construction gross value when added of £7 million and would be a beneficial minor negligible effect of the development.

7.184 The construction process would include a range of occupational levels including unskilled or labouring jobs to more senior positions, as well as across a range of professional disciplines.

7.185 It is expected that there will be 3,700 FTE jobs on-site for the purposes of the operational phase of the EMG2 DCO, with the total number of FTE jobs on-site and off-site being 5,720. This is estimated to have an operational gross value when added of £137 million and would be a beneficial moderate to major effect of the development.

7.186 For the purposes of the EMGRFI MCO, a total of 300 FTE jobs would be created on site during the operational phase, with the total number of FTE jobs on-site and off-site being 465. This is estimated to have an operational gross value when added of £11 million and would be a beneficial moderate minor effect of the development.

7.187 The business rates generated as a result of the EMG2 DCO would be £8.5 million, with those associated within the EMGRFI MCO being £750,000 and therefore a combined £9.3 million for both the EMG2 DCO and EMGRFI MCO.

7.188 Notwithstanding the sentiments at Paragraph 7.187 above, it is recognised that as the EMG2 site is located within the EMAGIC of the EMF any businesses would not be required to pay business rates for a period of five years. However, under Section 47 of the Local Government Finance Act 1988 (as amended), local billing authorities can use their discretionary powers to grant business rate relief in relation to the EMF to those ratepayers who are eligible. Where relief is granted correctly, the government will fully reimburse billing authorities for the actual cost to them under the rates retention scheme for the local share of the discretionary relief (being a grant under Section 31 of the Local Government Act 2003).

7.189 As is outlined in NWLDC's response to Q15.0.7 (*East Midlands Freeport Rates Relief*) of the First Written Questions of the ExP, NWLDC has set up a local business rates relief scheme and would be seeking reimbursements from the government. This would ensue that any positive socio-economic benefits in relation to business rates are realised.

Potential Negative Socio-Economic Impacts

7.190 The Transport and Storage Standard Industrial Classification ('SIC') code used in Figure 5.7 of Chapter 5 of the ES includes activities such as air, transport, cargo handling and the operation of rail terminals in addition to more generalised warehousing and storage. It encompasses a wider range of activities than its title may suggest. NWL is home to EMA ('the UK's busiest 'pure' cargo airport and second in the country in terms of total cargo')

and the only SRFI in Leicestershire, whilst also being served by three major trunk roads (M1, A / M42 and A50). In these circumstances, it is inevitable that NWL employment levels in this broad sector are significantly higher than the comparator areas shown in Figure 5.7.

7.191 If there was to be downturn in the transport and storage sector, then the District would be disproportionately affected compared to other areas of the UK. An action that NWLDC could take to ensure that sectors are supported would be to make appropriate site allocations in the emerging Local Plan.

7.192 NWLDC notes that the proposed application includes advanced manufacturing as part of the proposed mix of uses, which would assist in diversifying the job opportunities available as part of the EMG2 DCO.

Negative Socio-Economic Impacts

7.193 Chapter 5 of the ES does not appear to provide any assessment of the economic impacts on the services within the neighbouring settlements, with it being probable that any employees during the construction phases and operational phases of both the EMG2 DCO and the EMGRFI MCO are likely to utilise convenience facilities at either EMA or Moto Donington Park Services given their proximity to the sites (and in particular the EMG2 DCO). The 'health' of the shopping centres in Castle Donington and Kegworth may therefore be impacted on as 'passing trade' from employees is not actively encouraged.

7.194 Whilst it is proposed as part of the EMG2 DCO that improved pedestrian and cycle connectivity would be provided between the EMGRFI and the EMG2 site, this may also serve to increase the use of convenience facilities at both EMA or Moto Donington Park Services given the ease of access and the lack of such facilities within Diseworth.

7.195 The development of the EMG2 DCO would also result in the loss of 2 hectares of Grade 1, 6.4 hectares of Grade 2, and 26.8 hectares of Sub-Grade 3A BMV agricultural land (35.2 hectares total). It is identified in Chapter 15 (Agriculture and Soils) of the ES (at Paragraph 15.5.16) that there would be no mitigation for the loss of this land, with Paragraph 15.7.3 of Chapter 15 of the ES outlining that this would be a permanent significant major adverse effect of the EMG2 DCO. In these circumstances, due consideration should be given to the loss of this agricultural land on the rural economy.

7.196 In the absence of any information to address this impact, it is considered that it would be a negative impact of the EMG2 DCO which should be addressed accordingly.

Leicestershire County Council and Other Consultees

7.197 It is understood from LCC that their LIR will address the following matters:

1) Archaeology;

2) Ecology;

3) Flood Risk and Drainage (as the Lead Local Flood Authority ('LLFA'));

4) Materials and Waste;

5) Population and Human Health Impacts; and

6) Traffic and Transport, including effects on the Public Right of Way ('PRoW') network.

7.198 This is due to LCC being technical advisors to NWLDC in relation to such matters.

7.199 NWLDC defer to LCC on any local impacts identified as well as associated mitigation measures proposed. The LIR to be submitted by LCC should be accounted for by the ExP and the SoST in the overall determination of the EMG2 DCO and the EMGRFI MCO.

7.200 Whilst specifically for LCC, as the LLFA, and the EA to comment on, NWLDC is aware of flooding issues within Diseworth as identified by Protect Diseworth ('PD') within their RR [*RR-025D*]. It is considered that the ExP and SoST should have due regard to the concerns raised as part of their determination of the EMG2 DCO when accounting for any advice provided by the LLFA and EA.

7.201 NWLDC also consider that any views of NH in relation to the impacts of the EMG2 DCO and the EMGRFI MCO to the strategic highway network will be important in the overall determination of the applications by the ExP and SoST, particularly given the congestion and delay which can be experienced on the strategic highway network in addition to the local highway network (to be commented on by LCC).

7.202 **NWLDC would stress, in particular, that concerns raised by either LCC or NH, or both, would need to be appropriately addressed by the applicants and information provided which demonstrates that no adverse impacts arise as a result of the delivery of the EMG2 DCO and the EMGRFI MCO on the local and strategic highway networks. This is of critical importance to NWLDC in order to ensure that the delivery of the proposed allocations within the emerging NWLLP are not stifled or prevented**.

8.0 Consideration of Mitigation Measures

8.1 The following sections of the LIR consider in general the proposed mitigation measures in respect of the above impacts having regard to the provisions of the ES, the draft EMG2 DCO (and in particular the draft Requirements) [*PDA-004D*], and the draft EMGRFI MCO [*PDA-006M*].

8.2 Within the RR of NWLDC [*RR-003*], it is stated that the applicants have advised NWLDC that any development associated with the EMGRFI MCO would be duly bound by the Requirements within the EMGRFI DCO, but this has not yet been confirmed to be the case by either the applicants or the ExP. On this basis, comments associated with the draft EMGRFI MCO make an assumption that the terms of the EMGRFI DCO will apply unless a Requirement is specifically stated to be amended within the draft EMGRFI MCO.

Air Quality

8.3 Mitigation in relation to the air quality impacts of the EMG2 DCO and EMGRFI MCO are as outlined in Appendix I (Mitigation) [*APP-106*] of Chapter 8 of the ES.

8.4 In particular, Appendix I of Chapter 8 of the ES outlines that recommended and desirable best practice measures have been taken from the IAQM (2024) *'Guidance on the Assessment of Dust from Demolition and Construction'* document. In this respect, it is advised that developers should implement appropriate dust and pollution control measures to ensure that air quality impacts associated with construction are minimised and any mitigation measures employed are effective.

8.5 It is advised further in Appendix I of Chapter 8 of the ES that a dust management plan ('DMP') should incorporate the above measures which should be submitted to and approved by the local planning authority. For major sites, the DMP may be integrated into a Code of Construction Practice or the CEMP and be subject to compliance monitoring.

8.6 Table 8i.1 (Mitigation Measures) within Appendix I of Chapter 8 of the ES specifies a list of mitigation measures associated with development on the EMG2 site, the implementation of the EMG2 DCO highway works and the EMGRFI MCO specific to the following matters:

(i) Communications;

(ii) Site management;

(iii) Monitoring;

(iv) Preparing and Maintaining the Site;

(v) Operating Vehicles / Machinery and Sustainable Travel;

(vi) Operations;

(vii) Waste Management;

(viii) Demolition;

(ix) Earthworks;

(x) Construction; and

(xi) Trackout.

8.7 Q4.0.7 of the First Written Questions from the ExP requires NWLDC to comment as to whether the mitigation measures identified within Appendix I of Chapter 8 of the ES are appropriately secured within the draft EMG2 DCO. The response to this question should be considered by the ExP, but in relation to air quality it is considered that the details outlined in Table 8i.1 of Appendix I of Chapter 8 of the ES should be incorporated into the overarching CEMP [*AS-027D*] to demonstrate that they are appropriately secured as part of Requirement 10 of the EMG2 DCO, which makes specific reference to the CEMP. It should also be the case that the word 'overarching' is used within 11(2), to make the Requirement clear that the submitted CEMP is not finalised CEMP, along with reference to the relevant appendix number (i.e. DCO 6.3A Appendix A). Any remedies should it be demonstrated that the CEMP has been breached should also be incorporated into the overarching CEMP.

8.8 It is noted that the draft EMGRFI MCO does not propose any amendments to Requirement 11 of the EMGRFI DCO associated with the 'Construction Environmental Management Plan' and NWLDC is satisfied with the wording of this Requirement for the purposes of securing the relevant mitigation in relation to air quality. NWLDC assumes that this will need to be complied with as part of the EMGRFI MCO.

8.9 The current assessment in Chapter 8 of the ES does not propose any specific mitigation for the operational phase of the EMG2 DCO or the EMGRFI MCO. Whilst this is the case, NWLDC considers that operational air quality mitigation would generally be associated with the encouragement of the use of sustainable forms of transport for employees and the delivery of EV charging infrastructure which would promote the use of such vehicle types (including the use of electric HGVs).

8.10 Specific comments on the suitability of Requirement 4 (Sustainable Transport) of the draft EMG2 DCO will be provided by LCC, as the Highways Authority. The comments from both LCC and NWLDC to Q8.3.3 and Q9.0.3 of the First Written Questions of the ExP should also be taken into account in this respect.

8.11 Requirement 3 (Sustainable Transport) requires development consented by the EMGRFI DCO to be compliant with a site wide travel plan, with a STWG established as part of a DCO Ob. The draft dMCO does not propose any amendments to Requirement 3, or the DCO Ob, and therefore NWLDC would again assume that any occupant of plot 16 would be required to be compliant with the terms of Requirement 3 of the EMGRFI DCO and associated DCO Ob.

8.12 Notwithstanding the above, the ExP should have regard to the response of NWLDC to Q4.0.9 of the First Written Questions of the ExP which relates to 'Statutory Targets.' In this respect, NWLDC understands that the interim PM 2.5 targets are taken from DEFRA's EIPs of both 2023 and 2025 but are not statutory targets.

8.13 However, given their status as targets in documents approved by the Government, it seems reasonable to classify the interim targets as an indicator of an *'unacceptable level of air pollution'* if they are exceeded when having regard to the terms of criterion (e) of Paragraph 187 of the NPPF which specifies that new development should be prevented from contributing to unacceptable levels of air pollution, amongst other things, and that development should, wherever possible, help to improve local environmental conditions such as air quality.

8.14 Appendix 8G (*Human Receptor Concentrations and Impacts*) [*APP-104*] of Chapter 8 of the ES has assessed the impacts of PM2.5 against the 2020 air quality standard (this being outlined in pages 60 to 67) and establishes that only one receptor modelled would have a *slight negative* air quality impact.

8.15 If the impacts are assessed against the EIP 2023 target (of $12\mu g \cdot m^{-3}$ by 2028), then:

(i) 26 receptors have a *slight negative impact*;

(ii) 4 receptors have a *moderate negative impact*; and

(iii) 9 receptors have a *substantial negative impact*.

8.16 This would require some form of mitigation to be implemented to reduce the impact.

8.17 If the impacts are assessed against the EIP 2025 target (of $10\mu g \cdot m^{-3}$ by 2030), then:

(i) 13 receptors have a *slight negative impact*;

(ii) 19 receptors have a *moderate negative impact*; and

(iii) 14 receptors have a *substantial negative impact*.

8.18 This again would require some form of mitigation to be implemented to reduce the impact.

8.19 The spreadsheet attached as part of the response of NWLDC to Q4.0.9 should also be considered by the ExP, and which provides an assessment against each receptor as outlined within Appendix 8G of Chapter 8 of the ES.

8.20 It would be for the ExP to appropriately consider the terms of the guidance within EIP 2023 and EIP 2025 and apply that to the terms of criterion (e) of Paragraph 187 of the NPPF. In these circumstances, the ExP may consider it appropriate for further work(s) / assessment(s) to be undertaken by the applicants to establish the potential mitigation of PM2.5 on the receptors identified within Appendix 8G of Chapter 8 of the ES.

8.21 To assist the ExP in this matter, interim guidance on PM2.5 was published by Defra in 2024 tilted *'PM2.5 Targets: Interim Planning Guidance'* which does not reference the values of the EIP 2023 or EIP 2025 but does reference a 2040 air quality target of 10µg·m^{-3} as outlined in the *'Environmental Targets (Fine Particulate Matter) (England) Regulations 2023'*. The 'Interim Planning Guidance' also does not provide definitive guidance on how PM2.5 should be addressed, it does, however, state that:

The new approach moves away from a requirement to assess solely whether a scheme is likely to lead to an exceedance of a legal limit and instead ensures that appropriate mitigation measures are implemented from the design stage, streamlining the process for planning and ensuring the minimum amount of pollution is emitted and that exposure is minimised.

Applicants are advised to provide evidence in their planning applications that they have identified key sources of air pollution within their schemes and taken appropriate action to minimise emissions of PM2.5 and its precursors as far as is reasonably practicable.

8.22 It is accepted by NWLDC that modelling of PM2.5 can be inherently flawed and inaccurate due to the chemistry, particle size, and vast range of sources of PM2.5 with differences in concentrations that are significantly less than the margin of error on the model. Therefore, further modelling is unlikely to provide any greater clarity on the impacts. To an extent, NWLDC would also consider that traffic data collected in Castle Donington as a base on which to project future models may also be unreliable due to the traffic situation within this settlement being significantly altered due to the implementation of various highway works (including the delivery of the Castle Donington bypass and traffic calming measures on the main thoroughfare within the settlement).

8.23 **In these circumstances, the position of NWLDC in relation to air quality is reserved pending either the response to be provided by the applicants to Q4.0.9 of the First Written Questions of the ExP and / or the ExP determining whether or not further work(s) / assessment(s) are required to address PM2.5.**

8.24 The RR from NWLDC also specifies that it is understood that further transport modelling is being undertaken in accordance with LCC's 2023 PRTM to account for a post-Covid highway situation and such further modelling work may therefore require the air quality assessment to be updated.

8.25 **The position of NWLDC is therefore also further reserved in relation to air quality as the relevant conclusions arising from the PRTM work may subsequently alter the current conclusions of the air quality assessment and the mitigation to be delivered.**

8.26 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO and the EMGRFI MCO are appropriate in mitigating the air quality impacts arising from the proposed development.

Built Heritage

8.27 Embedded mitigation would include the provision of the proposed community park which will provide a green buffer between Diseworth and the edge of the EMG2 DCO, as shown on the submitted plans and within Appendix 10B of the LVIA [*AS-044, AS-045, AS-046 and AS-047*] of Chapter 10 of the ES [*AS-041*]. It is important that this park is protected and maintained long term as a green, open space, with a rural character.

8.28 In addition, the retention of hedgerow trees along Hyam's Lane is proposed, which would reflect the former character of the lane, although the presence of development would alter the experience of moving along this route.

8.29 The proposed embedded mitigation will soften the impact, but NWLDC does not agree that it will mitigate the impact on the DCA to the level as assessed in Chapter 12 of the ES [*AS-051*], as recorded in the draft Built Heritage SoCG.

8.30 With regard to the above, the proposed mitigation would screen the development of the EMG2 DCO to a degree, and provide a buffer of green space, but there will remain a permanent loss of associated agricultural land and erosion of rural character, and it is this impact that the ExP must weigh against any public benefit.

8.31 Requirement 9 of the draft EMG2 DCO relates to the 'Provision of Landscaping', which will require the submission of a scheme of landscaping to be submitted for the approval by NWLDC. Part (1)(c) of this Requirement also requires details of the trees to be retained, along with measures for their protection, to be approved by NWLDC. This would be prior to commencement.

8.32 As outlined at Paragraph 8.27 above, the community park would be important as part of the embedded mitigation associated with development on the EMG2 site. However, as outlined in NWLDC's RR, the current wording of Requirement 28 of the draft EMG2 DCO specifies, under Part (1), that the community park will be 'substantially' complete prior to the occupation of any building.

8.33 The word 'substantially' is not defined and therefore NWLDC consider that Requirement 28 is imprecise and ambiguous and provides no clarity on the extent of the community park which must be delivered. It has previously been suggested to the applicants that a version of the Community Park Plan [*APP-058D*] should be referred to within Requirement 28 which is specifically annotated to define the extent of the community park that would be delivered before first occupation, for the avoidance of doubt, and which therefore precludes the need for the word 'substantially' to be defined.

8.34 In addition, NWLDC considers that Requirement 28 needs to specify when the community park will be completed. There is no definitive timescale in the Requirement as it is currently worded, and therefore there is no commitment from the applicants for the community park to be delivered in its entirety.

8.35 NWLDC offers the following suggested wording to account for the above:

(1) *Prior to occupation of any of the authorised buildings on the main site but excluding any ancillary buildings, the extent of the community park* ***as defined on the community park plan shall be provided in full****.*

(2) No more than two of the authorised buildings on the main site but excluding ancillary buildings, shall be occupied until such time as the community park has been provided in its entirety in accordance with the community park plan.

(3) Following provision of the entirety of the community park, the undertake must-

(a) make the community park available for use by the general public for the purposes of recreation and play in perpetuity; and

(b) manage and maintain the community park or secure the management and maintenance of the community park in accordance with a management and maintenance scheme approved by the local planning authority.

Additional text ***emphasised****.*

8.36 When accounting for the wording of Requirement 28 in the draft EMG2 DCO, as well as that suggested by NWLDC above, a definition of 'ancillary buildings' will also need to be provided.

8.37 In terms of archaeology, this is a matter which will be addressed by LCC within their LIR. NWLDC notes that it is specified in Chapter 12 of the ES that an appropriate scheme of archaeological work would be implemented in order to mitigate the impacts to archaeology, which would include pre-commencement archaeological investigations to be approved within a Written Scheme of Investigation ('WSI').

8.38 The implementation of an appropriate scheme of archaeological mitigation would allow archaeological features to be preserved by record, contingent on the completion of appropriate post-excavation assessment and analysis, archiving and if appropriate, publication. This would mitigate the impact of both the EMG2 DCO and the EMGRFI MCO on the archaeological resource.

8.39 Requirement 13 of the draft EMG2 DCO relates to 'Archaeology and Built Heritage' and subject to the wording of this Requirement being acceptable to LCC, then NWLDC would have no comment to make.

8.40 In terms of the draft EMGRFI MCO, it is advised by the applicants that Requirement 8 of the EMGRFI DCO (associated with 'Provision of Landscaping and Ecological Mitigation') is amended to reference the fact that landscaping associated with plot 16 would accord

with Chapter 10 of the ES and Appendix 10D (*Illustrative Landscape Masterplan*) [*AS-048*]. This is considered by NWLDC to be appropriate.

8.41 Requirement 13 of the EMGRFI DCO relates to 'Archaeology' and the draft EMGRFI MCO does not propose any amendments to this Requirement. Any comments from LCC should be accounted for in relation to this Requirement.

8.42 **Overall, the position of NWLDC is reserved in relation to the built heritage impacts arising as a result of development on the EMG2 site given the need for the applicants and the ExP to consider the proposed amendment to Requirement 28 and appropriately address this within any subsequent amendment to the draft EMG2 DCO.**

8.43 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO are appropriate in mitigating, as far as possible, the built heritage impacts arising from the proposed development on the EMG2 site. This would also be the case notwithstanding that the ExP will be required to assess the level of heritage harmed identified against any public benefits.

8.44 Built heritage impacts associated with the EMGRFI MCO would be appropriately mitigated by the Requirements associated with the EMGRFI DCO, assuming that these Requirements will need to be complied with as part of the EMGRFI MCO.

Energy and Climate Change

8.45 It is outlined in Chapter 19 of the ES [*AS-069*] that the proposed buildings to be constructed as part of the EMG2 DCO and the EMGRFI MCO would seek to achieve an EPC rating of *'A'* and a minimum BREEAM rating of *'Excellent'*.

8.46 This however, conflicts with the sentiments of Paragraphs 4.5 and 5.40 of the Design Approach Document ('DAD') [*APP-220*] which specifies that an EPC rating of *'A+'* and BREEAM rating of *'Outstanding'* would be targeted. The latter is then subsequently contradicted in Key Design Objective ('KDO') 5 (Renewable Energy) of the DAD where reference is made to a BREEAM rating of *'Excellent'*.

8.47 Requirement 15 of the draft EMG2 DCO relates to 'Building Sustainability' and at Part (1) requires the submission of a BREEAM pre-assessment rating which demonstrates that any building to be constructed (excluding ancillary buildings) is expected to achieve at least a BREEAM rating of *'Excellent'*.

8.48 NWLDC considers that the Proposed Development has the potential to be at the forefront of innovative and green logistics and advanced manufacturing and should be setting an example as an industry leader. On this basis, a BREEAM rating of *'Outstanding'* should be targeted. Whilst it is recognised that the achievement of such a rating would be challenging, considering the scale and expected lifetime of the development this would be a proportionate challenge. Similarly, a target EPC rating of *'A+'* should be explored,

and an achievement of an improved EPC rating should be attainable given that a *'fabric first'* approach would be applied.

8.49 The scope to achieve a LEED rating of *'Gold'* should also be explored further by the applicants and justification provided as to why this has not been considered.

8.50 When accounting for the above, NWLDC considers that Requirement 15 of the draft EMG2 DCO should be amended in wording to the following:

*(1) No construction of an authorised building but excluding any ancillary buildings must start until a BREEAM Pre-Assessment Report based upon the BREEAM 2023 method (or equivalent) has been submitted to and approved in writing by the local planning authority demonstrating that the authorised building concerned is excepted to achieve at least a BREEAM 2023 "**Outstanding**" rating.*

*(2) The construction of each of the authorised buildings but excluding any ancillary buildings must be carried out in accordance with the details in the BREEAM Pre-Assessment Report (or equivalent) for that warehouse and a **post construction review** and certificate must be provided to the local planning authority within three months of completion or occupation (whichever is the sooner) of the relevant authorised building confirming that the measures in respect of that authorised building committed to within the Pre-Assessment Report have been implemented.*

(3) In addition, no construction of an authorised building but excluding any ancillary buildings, must start until details are provided to demonstrate that the construction of the authorised building will achieve a minimum EPC rating of A+ as well as a minimum LEED rating of Gold.

(4) The construction of each of the authorised buildings but excluding any ancillary buildings must be carried out in accordance with the details approved pursuant to (3) and within three months of the completion or occupation (whichever is the sooner) of the relevant authorised building it shall be demonstrated to the local planning authority that a minimum EPC rating of A+ has been achieved as well as a minimum LEED rating of Gold.

Additional text **emphasised**.

8.51 When accounting for the wording of Requirement 15 within the draft EMG2 DCO, as well as that suggested by NWLDC above, a definition of 'ancillary buildings' will also need to be provided.

8.52 Requirement 7 of the draft EMG2 DCO is associated with the 'Detailed Design Approval' which includes (under Part (2)(e)) the need for the built design and layout to be submitted for approval by NWLDC, including sustainable energy measures. The wording of this Requirement would allow NWLDC to consider the range of measures which may be

incorporated into the building design to ensure a level of sustainability which would meet relevant policies applicable at the time a decision is made. Part (1) of Requirement 7 also refers to the development being undertaken in accordance with the DAD.

8.53 Whilst NWLDC deem the wording of Requirement 7 to be appropriate, it is considered that the proposed amendment to the wording of Requirement 15 would offer greater security in the applicants' commitment to deliver a development which responds to the challenges associated with energy and climate change. The applicants should also respond to as to why a LEED rating would not be pursued.

8.54 Specific comments on the DAD are provided within the 'Design Approach Document' sub-section below and which should also be taken into account by the applicants and ExP if the DAD is to comprise an approved document of the EMG2 DCO and the EMGRFI MCO.

8.55 Notwithstanding the above, NWLDC notes that the primary component of the Proposed Development relied upon to achieve the energy and climate change objectives would be the installed solar PVs. Given the proximity of both the EMG2 DCO and the EMGRFI MCO to EMA, there is concern that the objectives will not be met given the potential impact of the installation of the solar PVs on aviation safety associated with glint and glare. On this basis, the views of both EMA (as the safeguarding authority) and the CAA will be important in determining whether the objectives are realistic. It is, however, noted by NWLDC that solar PVs have been installed on some of the buildings associated with the EMGRFI through an approval process with the safeguarding authority at EMA (set out in Schedule 16 (For the Protection of the Airport Operator) of the EMGRFI DCO). Part 6 of Schedule 13 (Protective Provisions) to the EMG2 DCO makes similar provision to Schedule 16 to the EMGRFI DCO.

8.56 Requirement 11 of the EMG2 DCO relates to the CEMP and it is considered that, in approving a phase specific CEMP under the terms of this Requirement, NWLDC can ensure that it incorporates the appropriate measures to address the energy and climate change mitigation associated with the construction phase.

8.57 Requirement 4 of the draft EMG2 DCO relates to 'Sustainable Travel' and incorporates the establishment of a STWG under Part (5). It is noted that, for the purposes of the EMGRFI DCO, such a STWG was secured within a DCO Ob rather than a Requirement.

8.58 LCC, as the Highways Authority, will take the lead in responding on the suitability of the STS [*APP-084*] and Framework Travel Plan ('FTP') [*APP-085*] and the precise wording of Requirement 4 within their LIR. The responses provided by LCC and NWLDC to Q8.3.3, Q9.0.3 and Q19.025 of the First Written Questions of the ExP should also be taken into account.

8.59 In terms of the draft EMGRFI MCO, it is specified that a new Requirement would be inserted, referred to as 6(1A), which would require the building on plot 16 to be in

accordance with the DAD along with a new Requirement, referred to as 27, which would secure a Travel Plan for the building at plot 16. The proposed securing of the DAD within Requirement 6(1A) (subject to amendments being made to this document – see the *'Design Approach Document'* sub-section below) is considered acceptable to NWLDC, with the securing of a travel plan also being welcomed, subject to the wording being acceptable to LCC. Requirement 11 of the EMGRFI DCO would secure a CEMP for the purposes of development associated with the EMGRFI MCO and it is assumed that this Requirement is required to be complied with.

8.60 Notwithstanding this, the EMGRFI MCO proposes no amendments to Requirement 15 (Building Sustainability) of the EMGRFI DCO in relation to plot 16 despite the relevant assessments undertaken within Chapter 19 of the ES also being specific to the EMGRFI MCO. On this basis, NWLDC considers that amendments to the draft EMGRFI MCO which commit to the building on plot 16 being consistent with Requirement 15 of the draft EMG2 DCO (and which accounts for the amended wording of this Requirement as required by NWLDC above) should be made.

8.61 It is assumed that any future occupant of plot 16 will be required to become part of the STWG in accordance with the DCO Ob secured as part of the EMGRFI DCO.

8.62 NWDLC also understand from LCC that the further transport modelling which is required to be undertaken may impact on the active travel options and subsequently alter the conclusions around the STS and FTP.

8.63 **Overall, the position of NWLDC is reserved in relation to the energy and climate change impacts, as the relevant conclusions arising from the transport modelling may subsequently alter the current conclusions of the STS and FTP, which in turn impact upon the current conclusions in relation to climate change within the ES and the mitigation to be delivered. In addition, the wording of Requirement 15 of the draft EMG2 DCO needs to be reconsidered along with the DAD, and the wording of Requirement 15 of the EMGRFI DCO should be amended by the draft EMGRFI MCO. This is notwithstanding the requirement for the applicants to provide further justification in relation to the EPC and BREEAM ratings and why the pursuit of a LEED rating is not achievable.**

8.64 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO and the EMGRFI MCO are appropriate in mitigating the energy and climate change impacts arising from the proposed development.

Geology and Soils

8.65 Paragraph 14.9.3 of Chapter 14 of the ES [*AS-059*] outlines that the mitigation measures to be incorporated during the construction phase of the EMG2 DCO would include the following:

(i) General Construction phase mitigation, to mitigate the potential exposure to construction workers during the progression of the development which are as detailed within the CEMP;

(ii) Mitigation measures presented within the CEMP intend to limit the volume of potential silt laden run-off throughout the earthworks. This includes the management of machinery and material movement, control of stockpiled materials, the use of temporary plot drainage and the completion of monitoring procedures and records;

(iii) Managed cut and fill operations, to ensure that earthworks are planned and phased throughout to limit exposed surfaces and reduce erosion risk;

(iv) Selection of appropriate materials for buried water supply pipes;

(v) Appropriate dewatering measures incorporated during the construction phase, due to the shallow groundwater levels, which should be directed through the temporary drainage system(s);

(vi) Soils which have the potential to be re-used on the site are tested for geo-environmental and geotechnical suitability, comprising part of the site materials and waste management plan;

(vii) Made ground which may be re-used as part of the earthworks, subject to appropriate sorting, segregation and classification testing and controlled placement in accordance with the earthworks specification which will be prepared once the design is finalised;

(viii) Any soils which are to be imported would be required to have certification of their chemical concentrations to ensure that the imported soils are not introducing additional contaminants. This may be confirmed by soil chemical testing by the contractor and the associated earthworks to be controlled by engineering site specific specification. Detailed geotechnical characterisation will confirm suitability of all imported materials for their intended purpose.

8.66 Paragraph 14.9.4 of Chapter 14 of the ES states that the mitigation measures to be incorporated during the construction phase of the EMGRFI MCO would include the following:

(i) The construction phase mitigation measures identified for the EMG2 DCO above, although it is noted that the mitigation measures for the construction of the EMGRFI MCO would be as set out in the Construction Management Framework Plan ('CMFP') which was approved as part of the EMGRFI DCO.

8.67 Paragraph 14.9.5 of Chapter 14 of the ES outlines that the mitigation measures to be incorporated during the operation phase of both the EMG2 DCO and the EMGRFI MCO would include the following:

(i) Good housekeeping – ensuring all developments are kept clean and tidy and free of any debris (reducing the potential for leachate);

(ii) Any fuels, lubricants, solvents, chemicals etc. should be stored in appropriately bunded areas / with drip trays beneath and appropriate pollution prevention measures should be put in place and adhered to, including on-site spill kits;

(iii) Any hazardous materials which are to be stored across the EMG2 DCO and EMGRFI MCO should be clearly labelled, segregated and stored in designated impermeable areas; and

(iv) Where there is any evidence of damage / degradation to the hardstanding surfaces across the EMG2 DCO and EMGRFI MCO, the damage should be repaired and reinstated promptly and as necessary.

8.68 The specific focus of NWLDC would be in relation to land contamination issues, and therefore the comments of the EA to the proposed Requirements will be important in ensuring that matters assessed by the EA are appropriately addressed.

8.69 Notwithstanding this, whilst it is noted that Requirement 11 of the draft EMG2 DCO would require the submission of a CEMP, there does not appear to be a Requirement which addresses the mitigation associated with the operation of the EMG2 DCO (in particular). The ExP should therefore consider whether such a Requirement would be necessary to make the EMG2 DCO acceptable and perhaps account for advice provided by the EA.

8.70 The RR from NWLDC has made reference to the wording of Requirement 22 within the draft EMG2 DCO and that it should be amended to include reference to the following:

(i) *British Standard (BS) 10175:2011+A2:2017 – "Investigation of Potentially Contaminated Sites Code of Practice"; and*

(ii) BS 8576:2013 – "Guidance on Investigation for Ground Gas – Permanent Gases and Volatile Organic Compounds (VOCs)."

8.71 Part (2) of Requirement 22 of the draft EMG2 DCO should also be altered to include reference to the following:

(i) *Evidence Report on the "Verification of Remediation of Land Contamination Report SC030114/R1 published by the Environment Agency 2010";*

(ii) BS 8485:2015+A1:2019 – "Code of Practice for the Design of Protective Measures for Methane and Carbon Dioxide Ground Gases for New Buildings"; and

(iii) CIRIA C735 – "Good Practice on the Testing and Verification of Protection Systems for Buildings against Hazardous Ground Gases" CIRIA 2014.

8.72 The applicants have not provided a clear justification as to why the above documents have not been referred to within Requirement 22, with such documents being consistent

with the standard condition which NWLDC would impose on planning permissions where land contamination issues arise. Such wording would also ensure consistency with the wording of Requirement 24 (Contamination Risk) in the EMGRFI DCO.

8.73 NWLDC does not have specific comments on Requirement 23 (Verification) within the draft EMG2 DCO.

8.74 NWLDC considers that Requirements 24 and 25 (Contamination Risk) in the EMGRFI DCO are appropriately worded and assumes that these will be required to be complied with as part of the EMGRFI MCO.

8.75 Overall, the imposition of the above Requirements (following amendments and consideration of any advice from the EA) would enable NWLDC to ensure that the land contamination risks associated with the EMG2 DCO and the EMGRFI MCO are mitigated to an appropriate standard.

8.76 At this time, however, and in the absence of any comments of the EA, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO are appropriate in mitigating the geology and soil impacts arising from the proposed development.

Health and Wellbeing

8.77 When accounting for the comments of NWLDC within Paragraphs 7.91 to 7.93 of Section 7.0, as the transport modelling assumptions are not complete or agreed at this time, the assessment undertaken within Chapter 17 of the ES [*AS-065*] is not considered robust as the factors assessed including severance and access, active travel, road safety, and traffic-related air quality and noise are all directly impacted by the amount of traffic that would be generated and the infrastructure and mitigation measures proposed.

8.78 The community park would be a potentially positive health and wellbeing benefit of the proposed development associated with the EMG2 DCO. However, as outlined in the RR from NWLDC, the current wording of Requirement 28 of the draft EMG2 DCO specifies, under Part (1), that the community park need only be 'substantially' complete prior to the occupation of any building.

8.79 NWLDC has commented on the need for the wording of Requirement 28 to be amended within Paragraphs 8.33 to 8.36 of the 'Built Heritage' sub-section above and these comments will equally apply here.

8.80 **The position of NWLDC is therefore reserved in relation to the health and wellbeing impacts as the relevant conclusions arising from the transport modelling may subsequently alter the current conclusions of the air quality and noise and vibration assessments and the mitigation to be delivered. In addition, the wording of Requirement 28 needs to be reconsidered.**

8.81 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO and the EMGRFI MCO are appropriate in mitigating the health and wellbeing impacts arising from the proposed development.

Landscape and Visual

8.82 The scale of the proposed development associated with the EMG2 site means that the Illustrative Landscape Strategy (Figure 6.10) [*AS-048*] does not fully mitigate landscape and visual effects but does seek to reduce the effects. As proposed, mounding and buffer planting and screening to the edge of the EMG2 site would be delivered, and a community park would be created to the west. The extent of the building plots, along with the mitigation areas, have been discussed with NWLDC during the design process.

8.83 In this respect, improvements have been made by pushing the proposed development on the EMG2 site further east and increasing areas available for soft landscaping, with there being a distance of approximately 150 metres between the closest properties in Diseworth and the edge of the proposed development plots.

8.84 The creation of a new community park is also welcomed by NWLDC. It is noted that land associated with the community park can already be appreciated as an undeveloped rural farmed landscape as it exists (albeit without public access). The proposed orchards, native tree and shrub planting proposed as part of the community park will be effective in filtering localised views from some of the PRoWs to the north-east of Diseworth, but the main form of mitigation for visual effects would be the bunding and associated screen planting. The community park would also still represent a change in landscape character.

8.85 Within the EMG2 site itself, the proposed landscape planting (based on the Illustrative Landscape Strategy) would be what is expected as part of any landscaping scheme associated with the type and scale of the development proposed.

8.86 The corridor along the retained Hyam's Lane (PRoWs L45 and L46) through the centre of the EMG2 site is relatively narrow and would be located between the development plots, thereby affecting the rural amenity provided by the existing PRoWs. Retention of the hedgerows and new planting either side of Hyam's Lane would help to maintain some sense of separation from the development by ensuring that users do not have to utilise the pavements within the EMG2 site itself. However, users of Hyam's Lane (PRoWs L45 and L46) would still be affected by the proposed development.

8.87 Planting also builds on the existing vegetation along the M1 and around the Moto Donington Park Services.

8.88 Even with the proposed mitigation, for most views, as illustrated by the photomontages, the size and scale of the development means that it remains above the treeline at Year 15 and in the longer term.

8.89 It is acknowledged that development associated with the EMG2 DCO road works and the EMGRFI MCO would not result in any significant landscape and visual impacts.

8.90 Requirement 9 of the draft EMG2 DCO relates to the 'Provision of Landscaping' and NWLDC considers that this Requirement is appropriately worded to ensure that details of the landscaping are submitted for approval. This would then enable NWLDC to ensure that appropriate planting (including tree planting) is delivered which would be most effective at providing visual screening of the proposed development to be undertaken as part of the EMG2 DCO. In approving an 'implementation timetable', in accordance with Part (1)(e) of Requirement 9, NWLDC can also consider whether early implementation of any landscaping as a means of visually screening the proposed development would be beneficial in allowing such landscaping to become established before any buildings are constructed.

8.91 Requirement 10 of the draft EMG2 DCO relates to a 'Landscape and Ecological Management Plan' and NWLDC notes that Q12.0.3 of the First Written Questions of the ExP requires NWLDC to critically evaluate the Landscape and Ecological Management Plan ('LEMP'). NWLDC's response to Q12.0.3 should be noted by the ExP in considering the suitability of the current wording of Requirement 10, as well as the contents of the LEMP.

8.92 In summary, however, the following should be noted from NWLDC's response:

(i) The submitted LEMP (DCO 6.9J Appendix J LEMP) [*APP-117*] should be referred to, or called, an 'Outline' or 'Draft' LEMP to make it clear that it is not a final document, and that more detailed information would be added as the development associated with the EMG2 DCO progresses through its detailed design stages; and

(ii) Requirement 10 should be amended to ensure that NWLDC can 'sign off' on the final LEMP once more detailed information is available particularly in relation to final plant schedules (including species and sizes).

8.93 In terms of addressing points (i) and (ii) within Paragraph 8.92 above, NWLDC would suggest the following amended wording for Requirement 10:

(1) The authorised development must be carried out in accordance with the ***outline*** landscape and ecological management plan. The management plan may be subject to alteration by agreement in writing by the local planning authority.

(2) The ongoing management and maintenance of the green infrastructure (as described in the ***outline*** landscape and ecological management plan) following its completion must be agreed in writing with the local planning authority prior to the occupation of any warehouse, such management and maintenance must be in accordance with the principles set out in the landscape and ecological

management plan and must be carried out as approved for the life of the authorised development.

(3) ***Prior to the occupation of the final warehouse to be occupied, a final landscape and ecological management plan, which shall include an update on any landscape and ecological management plan(s) approved pursuant to part 10(2), as well as the landscape and ecological management of the overall site. Compliance with the final landscape and ecological management plan must be carried out as approved for the life of the authorised development.***

(4) Any ecological works carried out under any landscape and ecological management plan approved pursuant to parts 10(2) and 10(3) must be supervised by a suitably qualified person or body.

(5) If within a period of ***15*** years from the date of provision of any landscaping that landscaping, or any landscaping provided in replacement for it, is removed, uprooted or destroyed or dies, replacement planting of the same type as that originally planted shall be provided at the same place, unless the local planning authority gives its written consent to any variation.

Additional / amended wording ***emphasised.***

8.94 The use of the word 'outline' will also need to be incorporated into Requirement 9 of the EMG2 DCO associated with the 'Provision of Landscaping'.

8.95 NWLDC's RR also notes that Part (4) of Requirement 10 of the draft EMG2 DCO specifies that replacement planting would only be provided for a period of 5 years. NWLDC considers this to be wholly inadequate in comparison to Requirement 9 of the EMGRFI DCO (relating to the 'Implementation and Maintenance of Landscaping'), which requires replacement planting to be provided for a period of 10 years.

8.96 Given the importance of landscaping to screening development on the EMG2 site (and which would not fully screen the development by Year 15), as well as the failures in landscaping associated with the EMGRFI DCO, NWLDC considers that Part (4) of Requirement 10 should be updated to increase the time period for replacement landscaping to be provided. As a minimum, NWLDC considers that this should be 15 years when accounting for the assessments undertaken as part of the ES and the fact that landscaping associated with the EMGRFI DCO is still yet to be fully established.

8.97 Such a timeframe would also account for the fact that the establishment of woodland planting on large bunds can be subject to high levels of failure due to compaction issues during construction and drainage issues where plants suffer dry conditions. This may become particularly evident on those bunds which face south, which are required as part of the EMG2 DCO given the location of the site in relation to the settlement of Diseworth.

NWLDC considers that it is not unreasonable to request that replacement plant continues if there are failures after Year 5 if the failure results in the mitigation not fulfilling its purpose to screen views of the development undertaken on the EMG2 site.

8.98 If there is a requirement to be reasonable, then the replacement of planting for 15 years could be deemed essential for screening purposes (e.g. so as not to include the entire community park, and other areas agreed with NWLDC, which would be set out in the final LEMP). The areas where replacement planting would need to be undertaken for 15 years could be identified on a plan which forms part of the final LEMP so that it is clear.

8.99 The community park would also contribute to the landscape and visual mitigation associated with development on the EMG2 site. However, as outlined in NWLDC's RR, the current wording of Requirement 28 of the draft EMG2 DCO specifies, under Part (1), that the community park will be 'substantially' complete prior to the occupation of any building.

8.100 NWLDC has commented on the need for the wording of Requirement 28 to be amended within Paragraphs 8.33 to 8.36 of the 'Built Heritage' sub-section above and these comments will equally apply here.

8.101 As is outlined at Paragraphs 7.129 to 7.131 within Section 7.0, NWLDC considers that the external lighting of the building facades presented to the west and south should be subject to control by a Requirement to ensure that external lighting does not have additional landscape and visual effects over and above those described within the LVIA. A Requirement would allow NWLDC to have some control over this matter when considering external lighting of the individual plots and lend support to such decision making.

8.102 Requirement 14 of the draft EMG2 DCO relates to 'Lighting Details', and as presently worded will require permanent lighting on the EMG2 site to be submitted to NWLDC for approval. It is considered that a stricter control could be placed within Part (1) of this Requirement to specify that external lighting is not installed to western and southern elevations of the building facades, particularly within Zones 1, 2, 4 and 5 as shown on the Parameters Plan associated with the EMG2 DCO [*AS-006D*].

8.103 In this respect suggested wording for Part (1) of Requirement 14 of the draft EMG2 DCO would be as follows:

Prior to the commencement of each component of the authorised development on the main site which includes permanent lighting, details of the proposed permanent external lighting in that component must be submitted to and approved in writing by the local planning authority. The lighting details must accord with the principles established in the lighting strategy contained in appendix 11A of the environmental statement and include the means of operation and the hours of operation. ***Notwithstanding the principles of the lighting strategy contained in appendix 11A of the environmental statement, any***

such external lighting scheme shall demonstrate that the western and southern elevations of the building facades are not externally illuminated within Zones 1, 2, 4 and 5 as defined on the Parameters Plan (EMG2 Works).

Additional wording ***emphasised***.

8.104 In terms of the draft EMGRFI MCO, it is advised by the applicants that Requirement 8 of the EMGRFI DCO (associated with the 'Provision of Landscaping and Ecological Mitigation') would be amended to reference that landscaping associated with plot 16 would accord with Chapter 10 of the ES and Appendix 10D (*Illustrative Landscape Masterplan*) [*AS-048*]. This is considered by NWLDC to be appropriate.

8.105 For the purposes of the implementation and management of landscaping associated with the EMGRFI MCO, NWLDC is satisfied with the wording of Requirement 9 (associated with the 'Implementation and Maintenance of Landscaping') of the EMGRFI DCO and assume that this will be required to be complied with as part of the EMGRFI MCO.

8.106 **Overall, the position of NWLDC is reserved in relation to the landscape and visual impacts arising as a result of development on the EMG2 site given the need for the applicants and the ExP to consider the matters raised above and appropriately address them within the Requirements of the draft EMG2 DCO.**

8.107 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO are appropriate in mitigating the landscape and visual impacts arising from the proposed development on the EMG2 site.

8.108 Landscape and visual impacts associated with the EMGRFI MCO would be appropriately mitigated by the Requirements associated with the EMGRFI DCO on the assumption that they are required to be complied with as part of the EMGRFI MCO.

Lighting

8.109 Negative impacts have been identified in relation to lighting within Paragraphs 7.139 to 7.149 of Section 7.0. However, it is acknowledged that within the conclusions of Chapter 11 of the ES [*AS-049*] the moderate adverse cumulative impacts and minor adverse impacts (including cumulative impacts) for both the EMG2 DCO and the EMGRFI MCO are specified to be slight and therefore not 'significant' in Environmental Impact Assessment ('EIA') terms as the Environmental Zone of the area would not be altered from E2 to E3 (*Suburban*).

8.110 Paragraph 11.9.12 of Chapter 11 of the ES identifies that the embedded mitigation would include the following:

(i) Using the lowest applicable colour temperature of light for the area being lit;

(ii) Using the lowest applicable lighting levels for the tasks and areas;

(iii) Using the minimum practical mounting height;

(iv) Using luminaire optics that fit the area being lit, and only using luminaires where the photometry is available from the manufacture;

(v) Restricting luminaire tilt to 0 degrees;

(vi) Only using luminaires that have a 0% upward lighting output ratio (full cut off luminaires);

(vii) Installing back light shields or using back lighting optics on luminaires;

(viii) Using centralised lighting control systems;

(ix) In relation to the EMG2 DCO Works, the creation of a green buffer to increase the distance of lit areas from the identified receptors; and

(x) In relation to the EMG2 DCO Works, the creation of mitigation mounding to reduce the visibility of lighting from the identified receptors.

8.111 Paragraph 11.9.13 of Chapter 11 of the ES also proposes additional mitigation which includes:

(i) Adherence to the CEMP for the EMG2 DCO scheme [*AS-027D*] which will control construction hours to daytime only to reduce night-time task lighting;

(ii) Adherence to the CMFP approved pursuant to the EMGRFI DCO and a phase specific CEMP for the EMGRFI MCO;

(iii) The use of solid hoarding during the construction phase to contain light spill during construction;

(iv) Phasing construction as set out in the CEMP, so the proposed landscape screen bunding is in place during construction.

8.112 Appendix 11A (Lighting Strategy) of the ES [*APP-128*] has also been submitted which proposes good practice and outlines a suitable approach for the proposed lighting for the purposes of safety, security, wayfinding and amenity. Such a Lighting Strategy is intended to set out a minimally obtrusive approach to the lighting, whilst ensuring it is necessary and considers the sensitivity of nearby human, environmental and ecological receptors.

8.113 Requirement 14 of the draft EMG2 DCO relates to 'Lighting Details' and requires details of the permanent lighting to be submitted for approval for each component of the EMG2 DCO, with part (1) of Requirement 14 referring to the principles established within the Lighting Strategy.

8.114 It is acknowledged that the draft SoCG in relation to *'Lighting'* establishes that the approach to lighting is broadly agreed, and it is therefore considered that the wording of Requirement 14 within the draft EMG2 DCO is appropriate. This, however, would be

notwithstanding the need to consider the comments of NWLDC at Paragraph 8.100 to 8.103 within the 'Landscape and Visual' sub-section above.

8.115 As worded, Requirement 14 is only specific to 'permanent lighting', and it is therefore considered that it would not apply to any lighting installed for the purposes of the construction phase (which would be installed for temporary periods).

8.116 In this respect, the overarching CEMP includes (at Section 13.0) the approach for the use of temporary lighting as part of the construction phase of the development and it is therefore considered that Requirement 11 of the draft EMG2 DCO will secure appropriate details of any temporary construction lighting given the reference to the CEMP within Part (2) of Requirement 11. As outlined at Paragraph 8.7 of the 'Air Quality' sub-section above, the word 'overarching' should be used within 11(2) to make the Requirement clear that the submitted CEMP is not a finalised CEMP, along with reference to the relevant appendix number (i.e. DCO 6.3A Appendix A).

8.117 In addition, it is unclear why the CEMP associated with the highway works, as outlined within Part (3) of Requirement 11, would not be subject to the same level of control as those associated with any other phase of the development given that the environmental impacts are not likely to be significantly different. Notably, Section 13.0 of the overarching CEMP refers to the fact that temporary lighting would likely be required in connection with the highway works (which have the potential to be undertaken in hours of darkness given the timing of road closures), but presently Part (3) does not propose that temporary lighting would be subject to control by any phase specific CEMP.

8.118 NWLDC considers that the applicants should amend the wording of Requirement 11 to factor this in, albeit temporary lighting is unlikely to be the only environmental impact arising as part of the highway construction works which is not covered.

8.119 The above would be necessary notwithstanding any comments provided by LCC Ecology in relation to the lighting impacts as part of the LIR to be prepared by LCC, given that the ecological perspective on lighting will differ from an environmental protection perspective.

8.120 In terms of the draft EMGRFI MCO, it is advised by the applicants that Requirement 14 of the EMGRFI DCO would be amended to make specific reference to external lighting associated with plot 16 which would also accord with the Lighting Strategy at Appendix 11A. This is considered by NWLDC to be appropriate.

8.121 For the purposes of construction lighting associated with the EMGRFI MCO, NWLDC is satisfied with the wording of Requirement 11 (CEMP) of the EMGRFI DCO and assumes that this will be required to be complied with as part of the EMGRFI MCO.

8.122 **Overall, the position of NWLDC is reserved in relation to the lighting impacts arising as a result of development on the EMG2 site given the need for the applicants and**

the ExP to consider the matters raised above and appropriately address them within the Requirements of the draft EMG2 DCO.

8.123 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO are appropriate in mitigating the lighting impacts arising from the proposed development on the EMG2 site.

Lorry Parking

8.124 The NH LPDA has established that NWL has the most severe lorry parking issues of the local authorities in England. On this basis, the applicants have been previously advised that the development proposed as part of the EMG2 DCO and EMGRFI MCO should, as a minimum, meet its own needs in terms of facilities and overnight lorry parking.

8.125 In addition, NWLDC has strongly encouraged the applicants to use the lorry park as a means of contributing towards the need within the District for additional HGV services, including overnight parking.

8.126 Whilst NWLDC welcomes the delivery of the lorry park, it will need to be determined whether the number of spaces to be delivered will be sufficient. The contents of the LIR to be produced by LCC, as the Highways Authority, will therefore be important in making a determination in this respect.

8.127 NWLDC has also previously advised the applicants that, if the lorry park would not contribute to meeting the needs of the District, this should be clearly justified. No such justification has been provided within the documentation which supports the EMG2 DCO or the EMGRFI MCO. NWLDC considers that such justification should be submitted given the potential District-wide benefit a lorry park for all users would provide.

8.128 Notwithstanding the above, if the lorry park will be for vehicles associated with the EMG2 DCO and the EMGRFI MCO only, and a clear justification has been provided for the same, it will be necessary for any Requirement to limit the use of the lorry park and welfare facilities to those vehicles operating out of the EMG2 site and the MCO site. In addition, any phasing of the development should seek to deliver the lorry park prior to first occupation of the first building to be occupied on the EMG2 site so that there is no displacement of HGVs in the early years. The lorry park should also be retained for the lifetime of the development thereafter.

8.129 Requirement 29 of the draft EMG2 DCO relates to the 'HGV Park', with Part (1) advising that the HGV park will be completed and available for use prior to occupation of the authorised buildings (excluding any ancillary buildings) and Part (2) requiring the submission of a management plan for the HGV park prior to the first use of the HGV park.

8.130 It is considered that Part (1) would address the comments of NWLDC in relation to the HGV park being delivered before the first occupation of any of the buildings, although the term 'ancillary buildings' will need to be defined, and that Part (2) would enable NWLDC,

as well as LCC as the Highways Authority, to determine how the use of the HGV park would limited to those vehicles associated with the EMG2 DCO and the EMGRFI MCO (albeit the enforceability of this Requirement should be considered further by the ExP).

8.131 Presently, however, the wording of Requirement 29 within the draft EMG2 DCO does not specify that the HGV park would be retained for the lifetime of the development. On this basis, NWLDC would suggest the following alternative wording:

(1) Prior to occupation of any of the authorised buildings on the main site but excluding any ancillary buildings, the HGV park must be completed and available for use. ***Once provided, the HGV park shall thereafter be so retained for the lifetime of the development with the parking within the HGV park available for use at all times by HGVs.***

(2) Use of the HGV park shall not commence until a management plan for the HGV park has been submitted to and approved in writing by the local planning authority. The HGV park shall be managed in accordance with the approved management plan or any variations to it approved by the local planning authority.

(3) In this requirement, "HGV park" means the HGV park to be provided within the main site for use by HGV traffic to the main site pursuant to Works No. 4 as described in schedule 1 (authorised development).

Additional text ***emphasised***.

8.132 Classification is also required from the applicants in relation to whether the delivery of the HGV park also relates to the delivery of the associated amenity building given the importance this will have to serving those users of the HGV park.

8.133 If it is determined that the lorry park was to be made available for use by non-EMG2 DCO and EMGRFI MCO vehicles, then this would need to be factored into the transport modelling and adequately controlled to avoid overloading of the facility (which in turn may cause highway safety issues).

8.134 **When accounting for the above, the position of NWLDC is reserved in relation to the lorry parking impacts as there is a need for the applicants to provide further justification as to why the proposed lorry parking cannot contribute to the wider needs of the district given the severe shortage of such facilities. In addition, the current wording of Requirement 29 of the draft EMG2 DCO needs to be amended to address the comments of NWLDC as outlined above, with clarification provided on whether the amenity building associated with the HGV park would also be delivered and finalised at the same time as the HGV park.**

8.135 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO and the EMGRFI MCO are appropriate in mitigating the lorry parking impacts arising from the proposed development.

Noise and Vibration

8.136 Paragraph 7.5.46 of Chapter 7 of the ES [*AS-035*] states that, for the construction phase of the EMG2 DCO, a CEMP would be produced which would specify noise and vibration controls, and that the following measures may be appropriate:

(i) Installation of perimeter hoarding to reduce noise at ground level from works taking place;

(ii) Phasing of earthworks to prioritise the construction of any bunding to provide screening of the subsequent works where practicable;

(iii) Selection of appropriate equipment and construction methods, e.g. hydraulic plant will be used in preference to pneumatic plant, and electrically powered rather than internal combustion engine powered, where possible;

(iv) Plant and equipment to be maintained in good working order and fitted with silencers and acoustic panels where appropriate;

(v) All plant will be switched off when not in use or throttled down between periods of use;

(vi) Acoustic enclosures and temporary hoardings / screens around works will be used where required;

(vii) Works will take place during agreed site hours and there will be appropriate management of working hours for noisier tasks;

(viii) *'White noise'* type reversing warning alarms should be used on mobile plant in preference to 'bleepers' to minimise intrusion;

(ix) Site personnel instructed on BPM to reduce noise and vibration as part of their site induction training and as required prior to specific work activities;

(x) Liaison with residents in advance of works commencing and on an ongoing basis to provide information regarding the programme.

(xi) Plant to be located as far as reasonably practicable from noise-sensitive receptors; and

(xii) A noise and vibration monitoring regime may be implemented focusing on the nearest / most exposed receptors and including trigger levels to ensure significant levels of noise and vibration are avoided.

8.137 In terms of the operational aspects of the EMG2 DCO, Chapter 7 of the ES specifies that mitigation would be in the form of ensuring that the details of fixed plant are first submitted to and approved by NWLDC, and that *'white noise'* reversing alarms are used (unless a specific health and safety requirement would prevent this). In terms of the

adverse noise effect to receptor R03 (*Premier Inn*), which only arises should a layout of development within Zone 5 result in the service yard facing north, then it is recommended that a 3-metre high acoustic fence is installed along the northern boundary to ensure that an adverse effect does not arise.

8.138 With regards to noise and vibration associated with the EMGRFI MCO, mitigation would be in the form of the Requirements previously secured as part of the EMGRFI DCO.

8.139 Requirement 11 relates to the 'Construction Environmental Management Plan'. In terms of the submitted CEMP [*AS-027D*], this refers to the measures identified as (i) to (xii) in Paragraph 8.135 above which would therefore be incorporated into the phase-specific CEMP agreed with NWLDC in accordance with the terms of Requirement 11. The wording of Requirement 11 is therefore acceptable to NWLDC.

8.140 Requirement 19 relates to 'Construction Hours' and the wording of this Requirement is acceptable to NWLDC, with it being noted that Part (1)(a) would require NWLDC to be notified of any pre-planned construction activity to highway infrastructure.

8.141 Requirement 20 relates to 'Construction Noise' which would be controlled by the phase-specific CEMP secured against Requirement 11 of the draft EMG2 DCO. This Requirement is acceptable to NWLDC.

8.142 Requirement 21 within the draft EMG2 DCO is associated with 'Noise During the Operational Phase'. As part of its RR, NWLDC indicated that the wording of Requirement 21 did not provide the same level of control over the operational noise proposed as part of the EMG2 DCO as Requirement 22 for the EMGRFI DCO did. This is particularly evident in relation to the wording of Part (1) of Requirement 22 of the EMGRFI DCO which secured a written scheme allowing for the monitoring of noise during the operational phase(s) in order to establish baseline noise conditions and maximum noise levels to be observed.

8.143 The applicants have subsequently approached NWLDC and stated that an alternative approach was adopted in addressing Requirement 22 of the EMGRFI DCO, which involved providing a prior to occupation assessment of noise associated with a particular phase of the development and the details of any mitigation measures required to achieve compliance with the terms of Requirement 22. This alternative approach was agreed with officers within NWLDC's Environmental Protection Team.

8.144 The applicants have also advised that the wording of Requirement 21 of the draft EMG2 DCO is consistent with Requirement 23 of the Northampton Gateway Rail Freight Interchange Order 2019 ('NGRFI DCO') (associated with 'Noise During the Operational Phase'), with the exception of the wording of Part (1). Parts (2) and (3) are associated with the operation of the rail terminal as part of the NGRFI DCO. The NGRFI DCO was made on 9th October 2019.

8.145 In reviewing the amended wording within the draft EMG2 DCO, of February 2026, NWLDC can confirm that its wording is now acceptable.

8.146 NWLDC also commented within its RR that the draft EMG2 DCO did not include a Requirement associated with the 'Monitoring of Complaints' in contrast to Requirement 23 of the EMGRFI DCO.

8.147 Again, NWLDC has been contacted by the applicants in relation to this particular issue and who have proposed the inclusion of a Requirement in relation to the 'Monitoring of Complaints' which would be worded as follows:

In the event that justified complaints regarding alleged noise nuisance are received by the local planning authority during the construction and operational phase(s), the undertaker must, unless otherwise agreed in writing with the local planning authority, at its own expense, employ a consultant approved by the local planning authority to carry out an assessment of the noise which is the subject of the complaint. The assessment must be carried out according to an appropriate methodology agreed with the local planning authority and the results of the assessment must be submitted to the local planning authority within 28 days of the assessment being completed. If it is found that the effect of noise from the authorised development is greater than anticipated and assessed in the environmental statement, recommendations for appropriate remedial measures must be made. Any remedial measures considered necessary must be implemented in accordance with a programme agreed in writing by the local planning authority.

8.148 NWLDC consider the wording of this Requirement to be acceptable, subject to the edit identified in red being incorporated, and that the draft EMG2 DCO should be updated accordingly so that it is included.

8.149 In respect of any potential acoustic fencing, which would specifically address noise impacts at receptor R03 should a particular layout in Zone 5 be progressed, it is noted that this is incorporated within Part (2)(o) of Requirement 7 ('Detailed Design Approval') which specifies that details of fencing (including acoustic fencing) will be agreed with NWLDC and that such fencing (including the acoustic fencing) cannot exceed a height of 3 metres above ground level.

8.150 NWLDC considers that this Requirement is appropriate in seeking to address the delivery of acoustic fencing as mitigation for receptor R03, if required, and could also be utilised should it be determined that the design of development within any other phase of the development has the potential to result in noise impacts not specifically addressed by Chapter 7 of the ES. Any noise impacts in this respect would be addressed by the terms of Requirement 21.

8.151 In terms of the EMGRFI MCO, Requirement 11 addresses a 'Construction Environmental Management Plan', Requirement 20 addresses the 'Construction Hours', Requirement

21 addresses 'Construction Noise', Requirement 22 addresses 'Noise during the Operational Phase' and Requirement 23 addresses the 'Monitoring of Complaints.'

8.152 It is noted that the draft EMGRFI MCO does not propose any amendments to Requirements 11, 20, 21, 22 and 23 and NWLDC is satisfied with the wording of these Requirements. NWLDC assume that these Requirements will be required to be complied with as part of the EMGRFI MCO.

8.153 NWLDC's RR also notes NWLDC's understanding that further transport modelling is being undertaken in accordance with LCC's 2023 PRTM to account for a post-Covid highway situation and such further modelling work may therefore require the noise and vibration assessment to be updated.

8.154 **The above position of NWLDC is therefore reserved in relation to the noise and vibration impacts as the relevant conclusions arising from the PRTM work may subsequently alter the current conclusions of the noise and vibration assessment and the mitigation to be delivered.**

8.155 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO and the EMGRFI MCO are appropriate in mitigating the noise and vibration impacts arising from the proposed development.

Socio-Economic

8.156 The draft SoCG on 'Planning Policy' that is being negotiated with the applicants acknowledges that, in relation to socio-economic impacts, the EMG2 DCO would provide a significant number of jobs and a substantial investment in the local area. The draft SoCG also recognises that additional jobs would be created in relation to the EMGRFI MCO along with investment in the local area.

8.157 Paragraphs 5.5.132 of Chapter 5 of the ES [*AS-030*] specifies that the applicants will commit to the preparation and implementation of a 'Community Investment Plan' ('CIP'), the purpose of which will be to apply the applicants' 'Responsible Framework' across both the construction and operational phases.

8.158 Paragraph 5.5.133 of Chapter 5 of the ES then outlines that the three main priorities of the 'Responsible Framework' are:

(i) *'Championing Low-Carbon Growth'*;

(ii) *'Investing in Local Communities and Environments'*; and

(iii) *'Nurturing Talent.'*

8.159 As part of the 'Responsible Framework', the applicants would ensure that local people are able to take advantage of employment opportunities in the construction and operational phases. This will also include upskilling and training opportunities for local

residents, to ensure they benefit from the increased economic opportunity generated by the EMG2 DCO. In addition, the applicants would support a partnership with 'Career Ready' to deliver workshops and mentor programmes to colleges within the East Midlands.

8.160 In terms of the EMGRFI MCO, Paragraph 5.6.61 of Chapter 5 of the ES specifies that the mitigation measures identified at Paragraph 5.5.133, as outlined above, would also apply to the EMGRFI MCO.

8.161 For the purposes of the draft EMG2 DCO, Requirement 25 is associated with 'Employment' and requires, under Part (1), the submission of an employment scheme for the construction of the development prior to commencement. Part (2) requires the submission of an employment scheme for the occupation of the warehouse(s) prior to the occupation of such warehouse(s). Part (4) then outlines what the 'employment scheme' will comprise.

8.162 NWLDC's RR specifies notes that the employment scheme associated with the EMGRFI DCO was secured within a DCO Ob rather than a Requirement. The preference of NWLDC would be for the employment scheme to be dealt with via a DCO Ob, so as to be consistent with the EMGRFI DCO, unless evidence (such as case law) that can be provided to NWLDC demonstrates that an employment scheme can be secured by a Requirement. Although this evidence was requested from the applicants, no such evidence has been submitted to NWLDC for consideration to date.

8.163 It is also not clear from the draft EMG2 DCO whether or not the referenced employment scheme is supposed to comprise the CIP referred to as the proposed mitigation under Chapter 5 of the ES (Chapter 5 of the ES makes no reference to an employment scheme). If the employment scheme does not comprise the CIP, then the applicants would be requested to clarify how the CIP is to be secured as part of the EMG2 DCO.

8.164 NWLDC's RR also observed that the wording of Requirement 25 needed to be reinforced to include wording in relation to how the staff opportunities would be maximised for the local workforce, and in particular unemployed persons in the locality, as well as how students would be offered workplaces via local colleges. In this respect, NWDLC made reference to the definition of the employment scheme within the DCO Ob.

8.165 It is noted that Part (4) of Requirement 25 of the draft EMG2 DCO now details what the employment scheme would comprise and reflects the definition within the DCO Ob. This is acceptable to NWLDC.

8.166 In addition, NWLDC's RR also indicates that the wording for Part (2) of Requirement 25 of the draft EMG2 DCO should be amended given that the currently proposed wording would suggest that compliance is only applicable to the first warehouse to be occupied, rather than any other warehouse. In addition, 'warehouse' could be interpreted as being

specific to a building used for purposes under use class B8 (storage or distribution) and not applying to any building used for advanced manufacturing purposes.

8.167 It is therefore recommended by NWLDC that the wording of Part (2) of Requirement 25 is altered as follows:

(2) Prior to any warehouse or other buildings within the main site being first brought into use, and any subsequent change in the occupation of any warehouse, an employment scheme, in respect of employees to be employed in that warehouse or other building, must be submitted to and approved in writing by the local planning authority.

8.168 For the purposes of employees associated with the construction and operational phases of the EMGRFI MCO, NWLDC assumes that compliance with the DCO Ob secured as part of the EMGRFI DCO will be required.

8.169 As indicated in NWLDC's response to Q18.0.4 (*Sectoral reliance and socio-economic resilience of North West Leicestershire*) of the First Written Questions of the ExP, if there were a downturn in the transport and storage sector, then NWL would be disproportionately affected compared to other areas of the UK. An action that NWLDC could take to mitigate against this possibility would be to ensure that other sectors are supported through appropriate site allocations within the emerging Local Plan.

8.170 With regards to the EMG2 DCO, it is noted that 'advanced manufacturing' is identified as part of the proposed mix of uses, with it also being understood that advanced manufacturing is one of the requirements for development on the EMAGIC.

8.171 Presently, the draft EMG2 DCO refers to 'advanced manufacturing' within Works No. 1 but there is no Requirement which specifically seeks to deliver a certain quantum of advanced manufacturing floorspace. It is noted that this is a particular focus of Q1.2.8 (*20% Advanced Manufacturing Floorspace*) of the First Written Questions of the ExP and NWLDC will await the applicants' response to this question before considering the matter further.

8.172 At this time, however, a suggested wording for a potential Requirement to address the response of NWLDC to Q18.0.4 would be as follows:

A minimum of 20% of the 300,000 square metres floorspace to be erected shall be used for advanced manufacturing purposes.

8.173 There also does not appear to be any precise definition of 'advanced manufacturing', although it is noted that Q15.0.6 of the First Written Questions of the ExP requires the EMF to provide such a definition. NWLDC will consider any definition provided as part of the response to Q15.0.6.

8.174 The construction of the EMG2 DCO will not mitigate against the permanent loss of BMV agricultural land, and it is considered reasonable for the ExP to properly assess this in the

context of the relevant Paragraphs of the NPPF. Whilst it is acknowledged by NWLDC that the development will result in the loss of BMV agricultural land, it is likely that the financial contribution of the agricultural land to the local economy would be far outweighed by that generated as a result of development associated with the EMG2 DCO.

8.175 **The above position of NWLDC is therefore reserved in relation to the socio-economic impacts given the requirement for clarification to be provided to the wording of Requirement 25 of the draft EMG2 DCO, whether such a Requirement should be secured within a DCO Ob (as was the case for the EMGRFI DCO), the means of securing the CIP, and the requirement to ensure that advanced manufacturing is defined and a percentage of advanced manufacturing floorspace is delivered.**

8.176 At this time, therefore, NWLDC cannot comprehensively conclude that the proposed Requirements for the EMG2 DCO are appropriate in mitigating the socio-economic impacts arising from the proposed development.

Design Approach Document

8.177 The EMG2 DCO and the EMGRFI MCO applications are accompanied by a DAD [*APP-220*] which seeks to explain the design approach that underpins the proposals and explains the key components of the schemes in terms of parameters and illustrative masterplans. It also outlines the detailed design principles which would inform the detailed design post consent, along with a design code to guide the future detailed design of each development plot.

8.178 The DAD is referred to in Part (1) of Requirement 7 (Detailed Design Approval) of the draft EMG2 DCO, as well as a new Requirement 6(1A) (Detailed Design Approval) of the draft EMGRFI MCO.

Overall Design Code

8.179 NWLDC has reviewed the 'terminology' used within the DAD Design Code (Section 7 of the DAD) and considers that it is quite general and non-prescriptive. Whilst it is referred to as a 'Design Code', it uses the term "should" almost without exception, whereas best practice is that Design Codes should use the term "must". This approach means that it is consequently difficult to determine or measure what needs to be done, or to discriminate between the respective importance of different components. Similarly, the diagrams (such as on Page 57) indicate a range of things, but it should be clear what is mandatory to deliver the objective.

8.180 Relevant amendments being made to the DAD will be critical if NWLDC is to support the inclusion of the DAD within Requirement 7 of the draft EMG2 DCO and Requirement 6(1A) of the draft EMGRFI MCO.

8.181 In terms of soft landscaping, NWLDC considers that more could be done to explore how to use landscaping (and trees in particular) to break down the proposed car parking

areas. Presently the indicative images show a green strip, and then there are treed areas within the car park areas. However, this is not reflected in the illustrative layout plans which show no tree planting. NWLDC considers it is important that such landscaping is re-introduced as it would assist in providing shade (to large areas of tarmac) and would contribute to softening, as well as reducing, the extent of hard surfacing. The specification of tree pits and growing mediums (as well as species choice), along with how such landscaping within the car parking would be protected, would also be important to the NWLDC in making this element of the proposals work successfully.

Specific Elements of the Design Code

8.182 The Design Code for the 'Office Elements' of the DAD (Page 60) specifies that detailing *"includes projecting and recessed features that add depth and interest to facades."* However, the accompanying imagery does not provide clarity in this respect given that the office elements shown are integrated into the rectangular nature of the principal warehouse building and are only defined by Briese Soleil features. NWLDC considers that the imagery should be expanded on, or altered, to show office elements which project away from the unit, as is the case with units constructed as part of the EMGRFI DCO, as well as identifying how office elements would 'wrap around' the elevations if presented to address two road locations.

8.183 NWLDC also considers that the 'Colour Study' on Page 61 of the DAD should be renamed as 'Warehouse Colour Study' for the avoidance of doubt given that, whilst there is a need for a muted colour palette to be utilised, due to the physical scale of the warehouses, the office elements, warehouse dock doors and other features at the lower level (i.e. those that do not have substantial visibility from outside the confines of either the EMG2 site or the MCO site) could utilise colour to reflect the individual branding features of the potential future occupiers (e.g. at the EMGRFI, Amazon, XPO, DHL and Maersk have utilised colours which reflect their branding).

8.184 For the bus interchange (Page 63 of the DAD), it is stated that such a bus interchange would *"incorporate a consistent colour and material palette to the other buildings across the site"* but does not specify which 'buildings' this colour palette is derived from. NWLDC considers that if the colour and material palette is to be consistent with the warehouses then this would be wholly inappropriate given the blandness of such colours. In addition, the 'generic elevations' do not provide an appearance of building which is architecturally inspiring. Great care was given by NWLDC to the design of the bus interchange and management suite at the EMGRFI, which was of a more bespoke design in comparison to the warehouses, and therefore NWLDC has previously requested that the applicants develop the design code so that it provides more 'flair' to a building which would be a key marker at a lower level upon arrival into the site. No justification has been provided by the applicants as to why the bus interchange design code cannot be amended to incorporate the request of NWLDC.

8.185 The proposed development associated with the EMG2 DCO would also include an amenity building which would be associated with the lorry parking, but the DAD as currently drafted includes no design code for such an amenity building. The applicants have provided no justification as to why such a design code is not included within the DAD.

8.186 Page 70 of the DAD refers to 'Public Areas' and NWLDC considers that more could be said here about the experiential qualities of the environment that are intended. Wayfinding could be mentioned. In relation to place making, it appears to NWLDC that there is little in relation to where people should meet, whether they can and what they might do.

8.187 NWLDC considers that it would be useful for the applicants to highlight on a plan, and cross reference to it within the Design Code, where public areas are proposed. This is reflective of NWLDC's response to Q2.0.4 of the First Written Questions of the ExP.

8.188 NWLDC is in the process of adopting a new design guide supplementary planning document ('SPD') known as the 'NWL Good Design Guide.' This includes a section (no. 10 'A Mix of Uses') which addresses the design approach to the plots associated with industrial buildings along with the design approach to the industrial buildings themselves (as outlined on Pages 140 to 143). Given that the NWL Good Design Guide is likely to be adopted by NWLDC at the Local Plan Committee meeting on 22nd April 2026, it will have weight in any recommendation to be made by the ExP, as well as the overall decision by the SoST.

8.189 The NWL Good Design Guide SPD includes a checklist which applicants can complete to demonstrate how their proposed development would be compliant. On this basis, NWLDC considers that the applicants should undertake an appraisal of the proposed development against the requirements of the NWL Good Design SPD, which would not simply be limited to the 'A Mix of Uses' section of the document as other sections would also apply. This can then be incorporated into the DAD as a means of demonstrating how the design aspirations of NWLDC would be achieved.

8.190 On this basis of the above, an amended DAD should be provided by the applicants to NWLDC for review which addresses the points raised above. This will then enable NWLDC to provide further comments to the ExP, if requested, and ensure that any DAD formally approved delivers a development which meets the design aspirations of NWLDC.

8.191 **In these circumstances the position of NWLDC is reserved in relation to the acceptability of the DAD given that amendments are required in order for it to be considered acceptable in delivering a design of development which meets the design aspirations of NWLDC and the soon to be adopted NWL Good Design Guide.**

9.0 Compliance with Local Planning Policies

9.1 The relevant policies of the adopted NWLLP are referenced in Paragraphs 5.2 to 5.40 within Section 5.0 above.

9.2 Q1.2.1 (*Planning Statement*) and Q15.0.1 (*Local Need*) of the First Written Questions of the ExP have asked NWLDC to comment in relation to the compliance of the proposed development with the development plan (Q1.2.1) and whether there is a 'need' for the development. NWLDC's responses to such questions should therefore be noted.

9.3 In summary, NWLDC agrees that there is a 'future' need for additional industry and warehousing (including strategic scale warehousing) in the District. However, NWLDC does not agree with the applicants' conclusion about the quantum of that future need.

9.4 NWLDC notes that there is a process in place to address the evidenced need, namely the Local Plan process. The quantum of need identified in the evidence base for the emerging NWLLP covers a period of 18 years; it does not all arise now. Accordingly, the need identified in the evidence base is not 'immediate'.

9.5 There is also a pipeline supply of B2 / B8 floorspace available for 'demand' arising in the shorter term.

9.6 Based on the above, and the response of NWLDC to Q1.2.1 and Q15.0.1, it follows that NWLDC does not consider that the applicants' information demonstrates compliance with the immediate need / demand test of Policy Ec2(2).

9.7 The principle of employment development in the countryside, under criterion (s) of Policy S3, is only supported where compliance with Policy Ec2(2) has been demonstrated. For the reasons outlined above (as well as in NWLDC's responses to Q1.2.1 and Q15.0.1), this is not the case. On this basis, the principle of the development is not acceptable.

9.8 Even if compliance with Policy Ec2(2) were demonstrated, criterion (i) of Policy S3 requires the character and appearance of the countryside to be "safeguarded and enhanced". Section 6.0 indicates that significant landscape effects would arise from the development of the EMG2 site and it is therefore difficult to conclude that criterion (i) of Policy S3 is complied with for the purposes of the EMG2 DCO.

9.9 Additionally, the long-term adverse impact to the visual amenities of the wider environment of the EMG2 DCO would also conflict with criterion (c) of Policy Ec2(2).

9.10 Whilst noting that the emerging NWLLP would seek to allocate the land associated with the EMG2 DCO (allocation reference EMP90) for strategic warehousing and 20% for industrial uses, subject to the outcomes of traffic modelling, viability and infrastructure requirements, only limited weight can be attributed to the emerging NWLLP at this time.

9.11 The proposed allocation does, however, provide a direction of travel which would 'in principle' be supportive of the EMG2 DCO, but this would be subject to any matters of

disagreement and / or mitigation being satisfactorily addressed / secured as part of any positive recommendation of the EMG2 DCO.

9.12 Within Section 5.0, NWLDC further notes that, by the time the ExP has prepared and presented their recommendation to the SoST, a greater level of weight may be attributed to the emerging NWLLP. It is the intention that NWLDC will keep the ExP informed of the status of the emerging NWLLP as the examination progresses.

9.13 In terms of other policies of the adopted NWLLP, it is considered that, with regard to Policies S2, D1, D2, IF1 and En6, there is the potential for the Proposed Development to be compliant with such policies subject to appropriate mitigation being secured as part of the Requirements and / or a DCO Ob. At this time, however, several issues have been identified within Section 8.0 and these would need to be suitably addressed.

9.14 With regards to Policy He1, as harm has been identified to relevant designated heritage assets, the decision maker would need to balance the harm against any public benefits. This is consistent with the test in the NPPF, which lays down an approach which has been found by the courts to correspond with the statutory duties under Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).[1]

9.15 As NWLDC has not reviewed the contents of LCC's LIR, or relevant comments from NH, Natural England ('NE') and the EA, it cannot be determined if compliance with Policies IF4, IF7, En1, Cc1 and Cc2 would be demonstrated at this time.

9.16 NWLDC has not been provided with any correspondence from EMA or the Civil Aviation Authority ('CAA') in respect of the Proposed Development and as such cannot advise on compliance with Policy Ec5. It is unlikely that Policy Ec6 would be of relevance to the determination of the EMGRFI MCO (or the EMG2 DCO) in view of NWLDC's response to Q13.0.16 (*East Midlands Airport Public Safety Zone*) of the First Written Questions of the ExP.

9.17 LCC, as the Minerals and Waste planning authority, would need to comment in relation to the compliance of the EMG2 DCO with Policy M11 of the adopted LMWLP.

9.18 NWLDC hopes that this LIR assists the ExP and SoST in their consideration and determination of the EMG2 DCO and EMGRFI MCO.

[1] 'Jones v Mordue [2016] 1 P&CR 12 at [28]'

NORTH WEST LEICESTERSHIRE LOCAL PLAN

Adopted: March 2021

Addendum: Please note – the reference in policy IF3 (2) to Policy S5 should instead refer to Policy D1.

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1 BACKGROUND

What is planning?

1.1 The purpose of planning is to help achieve sustainable development. This means ensuring that providing for the needs of the current generation does not make life worse for future generations. It requires making decisions on proposals for development from house extensions to large scale housing and employment developments which provide the homes and jobs that people require.

What is the Local Plan?

1.2 Most new development requires planning permission before it can be built. Planning policies are used to help decide whether planning permission should be granted or not. The role of the Local Plan is to set out such policies and to help secure sustainable development by identifying how much new development is required and where it should go.

1.3 The preparation of the Local Plan has included a number of consultations and the plan was the subject of an Examination in early 2017. Following receipt of the Inspector's Report in October 2017, the plan was adopted in November 2017. The plan was then subjected to Partial Review in 2020. This amended Policy S1 and non–policy supporting text only. Policy S1 and supporting text in the Local Plan was superseded by the Partial Review. However, this did not include any review of the need for development in the District or the allocation of land to meet it. Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as Amended by the 2017 amendment) requires that a local plan review must be completed every 5 years, from the date of adoption of the plan. The Partial Review was not a review for this purpose.

1.4 The Council is carrying out a separate Substantive Review to meet those requirements which will result in a replacement Local Plan which will supersede this Local Plan. Further information is given in Policy S1 and its supporting text in Chapter 5. The timetable for the Substantive Review is set out in the Council's Local Development Scheme.

1.5 The adopted Local Plan together with the Minerals and Waste Local Plan prepared by Leicestershire County Council comprise the Development Plan for North West Leicestershire. The Development Plan provides the basis for determining planning applications.

1.6 This Local Plan replaces the 2002 adopted Local Plan.

What other matters have we had regard to in preparing the Local Plan?

1.7 The Local Plan is not prepared in isolation and must be consistent with national policies. These are set out in the National Planning Policy Framework (NPPF) which was published by the Government in 2012. The NPPF is also supplemented by a range

of Planning Practice Guidance (PPG) on a variety of subjects. This provides guidance on the interpretation and implementation of requirements in the NPPF.

1.8 Throughout this document there are various references to the NPPF and the PPG.

1.9 In addition to national policies we have complied with various European level regulations. In particular the plan has been subject to a Strategic Environmental Assessment (SEA) to assess the plan's environmental impacts. We have also undertaken a Habitats Regulations Assessment (HRA) to consider the impact of the policies and proposals of the Local Plan on sites of European significance designated for species and habitats (Special Areas of Conservation (SAC)) or birds (Special Protected Areas (SPA)). The part of the river Mease and its tributaries which lie within North West Leicestershire are designated as a Special Area of Conservation.

1.10 The plan has also been subject to a Sustainability Appraisal (SA) to assess not only the environmental effects of the plan, but also the economic and social effects.

Duty to Cooperate

1.11 The Localism Act 2011 introduced a requirement on local planning authorities to co-operate with neighbouring local authorities and other bodies with a regulatory or strategic interest in Local Plan issues. This is referred to as the "Duty to Cooperate" and includes the need to consider the impact of the strategy as a whole and its proposals for major development on other places close to North West Leicestershire.

1.12 North West Leicestershire lies within the county of Leicestershire which, together with Leicester City, has been identified as a Housing Market Area (HMA) and the Leicester and Leicestershire Enterprise Partnership area (LLEP). We have a close working relationship with the authorities across the HMA/LLEP through a variety of different groups.

1.13 The LLEP is serviced by three different boards (Place, People and Business). The Place Board is itself then serviced by a Strategic Planning Group which consists of high level officers from the various authorities. It is through this group that cooperation at a strategic level is co-ordinated and also provides a direct link in to the work of the LLEP with whom we are required to cooperate. A Member Advisory Group which consists of the appropriate portfolio holders from each authority has also been established to provide a political buy-in to the work of the Strategic Planning Group.

1.14 In terms of this Local Plan we have co-operated with our partners across the HMA/LLEP on a variety of matters including:

- Establishing housing and employment requirements through a Housing and Economic Developments Needs Assessment (HEDNA).

- Planning for Climate Change – a report commissioned by all the HMA authorities (except Charnwood Borough) which considered the potential of different sources of renewable energy across Leicestershire.
- Charnwood Forest - the District Council has worked with Leicestershire County Council, Charnwood Borough Council and Hinckley and Bosworth Borough Council to set up a Charnwood Forest Regional Park Steering Group to oversee the creation of a Regional Park and to agree its long term Vision. This Vision has informed the Charnwood Forest policies of this Local Plan.

1.15 We have worked with the highway authorities (Highways England and Leicestershire County Council) to establish the impact of proposed development on the highway network and to identify new infrastructure requirements resulting from this development.

1.16 The river Mease Special Area of Conservation also covers part of the districts of Lichfield and South Derbyshire. We have worked with the two authorities and Natural England, the Environment Agency and Severn Trent to develop a joint strategy to ensure that there is no detrimental impact on the water quality of the river Mease as a result of development.

1.17 We have worked with the Environment Agency and Leicestershire County Council to prepare an updated Strategic Flood Risk Assessment and with the former in the preparation of a Water Cycle Study.

1.18 Outside of the HMA/LLEP we also adjoin a number of other local authorities (North Warwickshire, Lichfield, South Derbyshire, Erewash and Rushcliffe). In addition to the work on the river Mease outlined above we have agreed a Statement of Common Ground with South Derbyshire. We also have a regular dialogue with each of these authorities, none of whom have asked North West Leicestershire for help in meeting their development needs.

Evidence base

1.19 A wide ranging evidence base was used to inform this Local Plan. This can be viewed on the Council's website (www.nwleics.gov.uk).

Structure of Document

1.20 The Local Plan is divided into a number of themed chapters which then contain a number of policies and supporting text. The policies are shown in grey boxes.

1.21 The Local Plan is also accompanied by a Policies Map which shows the location of proposed allocations of land and other land use related policy information, on an ordnance survey base map. There is one single map which covers the whole district. At a settlement level there are then a series of inset maps which show more details at a suitable scale.

1.22 Alongside the Policies Map are Wind Energy Maps. These identify the areas within the district potentially suitable for both medium-large scale and small scale wind energy development.

1.23 We are aware that planning is full of a lot of technical words and jargon. To help you understand this better we have included a glossary of key terms at Appendix 1 of this document.

IT IS IMPORTANT TO NOTE THAT WHEN USING THE LOCAL PLAN TO FORM A VIEW ON A PROPOSED DEVELOPMENT ALL OF THE POLICIES CONTAINED IN THE PLAN MUST BE CONSIDERED TOGETHER WHEN FORMING A VIEW.

2 NORTH WEST LEICESTERSHIRE CONTEXT

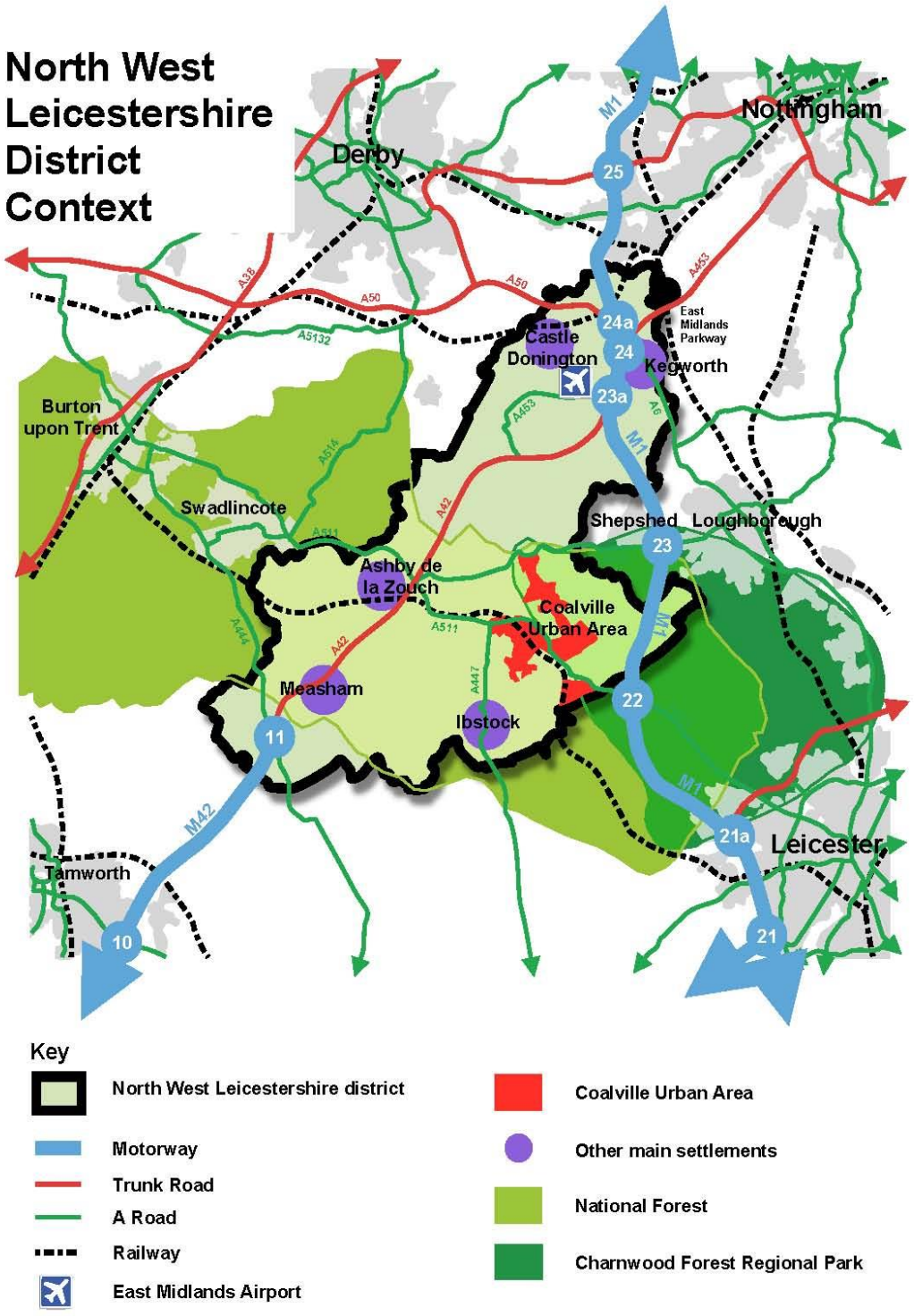
2.1 North West Leicestershire district, as the name suggests, comprises the north-west part of the county of Leicestershire and is a mainly rural district, covering 27,900 hectares (108 square miles). The district shares borders with the counties of Derbyshire, Nottinghamshire, Staffordshire and Warwickshire.

2.2 The district is close to, and has excellent road access with four major cities - Birmingham, Derby, Leicester and Nottingham - using the motorway network (M1 north/south and M42 south-west/north-east). However, there are no passenger rail services in the district. In the north of the district is the East Midlands Airport (EMA)

2.3 Most of the southern part of the district lies within the National Forest which spans three counties in the centre of England - Derbyshire, Leicestershire and Staffordshire, whilst the upland area of the Charnwood Forest lies in the south-east corner.

2.4 The population of the district was about 93,500 as at the 2011 Census. The principal town is Coalville and the other main settlements are Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham.

2.5 The map on the next page shows the location of the district and its wider context.


North West Leicestershire District Context
Derby
Nottingham
M1
25
24a
24
23a
23
22
21a
21
East Midlands Parkway
Castle Donington
Kegworth
Burton upon Trent
Swadlincote
Shepshed
Loughborough
Ashby de la Zouch
Coalville Urban Area
Measham
Ibstock
Leicester
Tamworth
M42
11
10
A38
A50
A5132
A453
A6
A514
A511
A42
A444
A447
Key
North West Leicestershire district
Motorway
Trunk Road
A Road
Railway
East Midlands Airport
Coalville Urban Area
Other main settlements
National Forest
Charnwood Forest Regional Park

3 NORTH WEST LEICESTERSHIRE PROFILE

3.1 The Sustainability Appraisal scoping report sets out a detailed assessment of the district and its characteristics which provides a context for the Local Plan. The following provides a summary of the key characteristics and follows the order of the Scoping Report:

Population

- There were 93,468 people as at the 2011 Census, a growth of about 9,000 from the 2001 Census.
- The population is ageing with a rapid increase in the number of residents aged 40-49 and 60-69 in the last 10 years, whilst the number of 25-39 year olds has decreased.
- According to the 2011 Census the largest population was in Coalville (36,801 people) followed by Ashby-de-la-Zouch (12,385), Castle Donington (6,350), Ibstock (5,961), Measham (5,200) and Kegworth (3,541).
- There are high concentrations of working age people in Coalville and Castle Donington, whilst older people are concentrated in the Measham/Appleby Magna area and younger people in Ashby de la Zouch and Ellistown.
- The district is the 200th most deprived local authority in England (out of 354) but it is the most deprived in Leicestershire (excluding Leicester City) with pockets of deprivation concentrated in Coalville, Greenhill, Ibstock, Measham, Moira, Ashby and Castle Donington.

Housing

- The proportion of 3 bed dwellings is higher than the average in Leicestershire and England, as is the proportion of detached dwellings and terraced properties.
- There has been an increase of 17% in overcrowding between the 2001 Census and the 2011 Census but this is less than that for the East Midlands (36%) and England & Wales (32%).

Employment and the economy

- In terms of competitiveness and growth opportunities, North West Leicestershire enjoys a highly accessible position in the middle of the country, with good road links and a growing international airport. Partly because of its accessibility, the area has proved attractive to inward investors, and has recently seen high levels of employment growth.
- There are significantly more people employed in the transport and logistics sector (19.8%), wholesale/retail (17.3%), construction (5.9%), professional and other private services (17.3%) than nationally.

- Economic forecasts based on the Experian 2013 data for the district indicate that from 2012 to 2031 the sectors predicted most likely to grow by over 1% are transport & storage; professional & other private services; accommodation, food services & recreation; and wholesale & retail. Only three sectors are predicted to decline (one very marginally), the two with the greatest predicted decline are agriculture, forestry & fishing and by a large proportion the greatest decline is predicted in manufacturing.
- The overall job density in NWL (i.e. the number of jobs per head of population aged 16 to 64 so 1 equals one job for one person) was 1.05 in 2012 which indicates in commuting in to the district and is an increase from 2011 when it was 0.92.
- There was a concentration of higher order occupations 'Managers, Directors and Senior Officials' according to the Census 2011 around Appleby (18.1%) and the rural wards of central NWL (Breedon and Valley). In contrast there were concentrations of those with 'Elementary Occupations' in the wards of Coalville (17.4%) and Greenhill, both associated with the settlement of Coalville and also in Measham.
- The proportion of the workforce with NVQ4+ level skills, including university degree, at 25.4%, is lower than the proportion for Great Britain and East Midlands (35.2% and 30.1% respectively).

Transport and Access

- North West Leicestershire benefits from excellent road transport links. It is at the intersections of the M1 and A42 whilst the A50 provides a link from the north of the district to Stoke on Trent and the North West of England and in the south-east to Leicester whilst the A453 provides a direct link to Nottingham.
- No passenger rail services in the district, whilst bus service provision is variable.
- Travel to work is dominated by the use of the car.
- There is a net in-flow of commuters based on the 2011 Census (7,453 persons).
- East Midlands Airport (EMA) is in the north of the district and is one of the UK's major freight airports. It has seen significant growth in both passenger numbers and cargo freight since the mid-1990s, but the economic downturn has resulted in reduced levels of both. As would be expected of a large airport there are environmental issues relating to its operation. These include noise impacts on local residents associated with take-off and landing, and also issues relating to significant carbon emissions from aircraft.

Air quality and noise

- There are five Air Quality Management Areas (AQMA) in the district; M1 Mole Hill Kegworth; High Street Kegworth; Stephenson Way/Bardon Road Coalville; High Street/Bondgate Castle Donington and Copt Oak Road Copt Oak.
- There are noise issues associated with transport, particularly at East Midlands Airport, as well as events at Donington Park.

Climate Change

- A technical review of renewable energy potential for the district for 2020 to 2030 indicates that there is potential for over 255MW of electricity and 217MW of heat in 2020 to be generated from all sources, including small scale generation. The greatest potential is from wind energy (up to 80% of the total), with solar Photovoltaic the other main source. However, the overall potential is less than some other districts in Leicestershire and Rutland, due to limited wind resource.
- Information from the Department of Energy and Climate Change shows at present there is very little opportunity for district heat in the district.
- The tonnes of CO_2 per capita in the district has steadily declined from 2005 to 2011 (commercial and domestic), although this has been less marked for transport. However, per capita emissions are well above that for England; in 2011 this was approximately 8.8 tonnes CO_2 per capita compared to England at 5.6 tonnes CO_2 per capita. This is largely attributable to industrial and commercial sources and transport (1.6 tonnes and 1.5 tonnes more than England respectively) whilst domestic is only marginally higher than England (0.1 tonne difference).
- The district lies wholly within the catchment of the River Trent.
- Fluvial flooding represents the primary source of flood risk with the northern part of the district (Kegworth across to Castle Donington) at the highest risk of fluvial flooding from the rivers Trent and Soar. Other areas at risk of flooding are central Ashby-de-la-Zouch, parts of the wider Coalville Urban Area including Thringstone and Whitwick and the southern edge of Measham.
- Other potential sources of flooding include flooding from sewers and potential canal infrastructure failure, surface water flooding and groundwater rising from former coal mining areas, although the areas at risk are difficult to define.

Biodiversity and geodiversity

- The river Mease (including its tributary the Gilwiskaw Brook) is designated as a Special Area of Conservation (SAC), a European level designation, as well as a Site of Special Scientific Interest. Water quality in the river has deteriorated mainly due to high phosphorus levels. A Restoration Plan and Water Quality

Management Plan have been put in place. These are supported by a Developer Contributions Strategy which seeks to ensure that new development that affects water quality makes a financial contribution towards measures to improve water quality.

- There are 17 Sites of Special Scientific Interest in the district, the majority of which are assessed as being in favourable or unfavourable recovering condition.
- There is one National Nature Reserve and 5 Local Nature Reserves.
- There are two Local Biodiversity Action Plans relevant to North West Leicestershire: Leicester, Leicestershire & Rutland Biodiversity Action Plan (Leicestershire and Rutland Wildlife Trust, 2010) and The National Forest Biodiversity Action Plan (National Forest, 2004). The former consists of 19 Habitat Action Plans and 16 Species Action Plans whilst the latter consists of 18 Habitat Action Plans and 9 Species Action Plans.

Landscape and Land

- There are no nationally designated landscapes within the district. However, the district is covered by 5 National Character Areas, as identified by Natural England. These are: Trent Valley Washlands, Melbourne Parklands, Leicestershire and South Derbyshire Coalfield, Mease/Sence Lowlands, and Charnwood.
- The Charnwood Forest represents the highest land in Leicestershire and has a distinctive landscape character with geology of international importance and a rich biodiversity. The area has been identified as a Regional Park to reflect its importance in landscape terms and as an area for recreation. The Regional Park is a non-statutory designation, led by a steering group of local partners, with specific objectives for environmental, social and economic benefits.
- The National Forest was designated in the early 1990's to transform the landscape and link the ancient forests of Charnwood (to the east) and Needwood (to the west). The National Forest covers about 56% of the district including the larger settlements of Coalville, Ashby de la Zouch, Ibstock and Measham.

Cultural Heritage

- There are 22 Conservation Areas, 23 Scheduled Monuments, 640 Listed Buildings and 3 Registered Parks and Gardens.

Water

- The various rivers that run through the district have Water Abstraction Licensing Strategies in place which generally identify that water is available,

although in some places there may be occasions where water is more limited when flows are at low levels.

- Severn Trent's Water Resource Management Plan identifies that water will be available for use sufficient to meet future demand of customers and it also targets spare headroom capacity.
- The North West Leicestershire Water Cycle Study 2012 highlights known capacity issues at the Snarrows Wastewater Treatment Works that serves the Coalville Urban Area.

Waste and minerals

- There exists supplies of minerals which need to be protected from development which would sterilise them.

4 WHAT ARE THE ISSUES?

4.1 Based on the findings outlined above, the Scoping Report identified a broad range of issues across the district.

4.2 The following list summarises the key issues, in no particular order, from the Scoping Report and concentrates upon those which are most likely to require addressing through the planning system.

Table 1 – summary of key issues

Housing	Ensure provision of housing to meet the needs of all communities, including provision of housing for older people and families as well as affordable housing.
Services and facilities	Need to ensure that the services and facilities in the district are appropriate to meet the needs of a growing and changing population.
Accessibility	Need to ensure that communities have access to services and facilities, including by public transport, walking and cycling. However, current bus service provision is variable which impacts upon some sections of the community more than others, for example the elderly and infirm.
Housing and economic growth	Ensure that growth in housing and the economy complement each other in terms of scale.
Economy	Support for economic growth will require the provision of additional land and premises across the district, including rural areas, and support for tourism and leisure.
Retailing	Health checks of town centres show that performance is variable, with particular issues in Coalville which is the principal town centre in the district. Need to protect and enhance centres.
Pollution	To improve air quality in the 5 Air Quality Management Areas which are largely linked to transport related issues. In addition, need to ensure that new development is not itself detrimentally affected by noise and pollution and deals with any onsite land contamination issues.
Flooding	Some areas at risk of flooding, largely in the northern part of the district along the rivers Trent and Soar.

Nature conservation	River Mease Special Area of Conservation is affected by water quality issues, whilst the condition of some Sites of Special Scientific Interest is a concern.
Landscape	There is a varied landscape in terms of character and appearance. New development needs to reflect this in its design and layout, whilst the National Forest and Charnwood Forest are major assets where enhancement will benefit the district.
Agricultural Land	There are limited areas of best and most versatile agricultural land so it is important to ensure that these areas are protected.
Heritage	The provision of new development needs to be achieved whilst also paying due regard to the protection and enhancement of heritage assets.

4.3 It should be appreciated that not all of the issues identified in the Scoping report are ones which can necessarily be addressed by the planning system, which is largely concerned with new development. For example, issues related to training and skills will largely be addressed through education and other training establishments and possibly involve various training programmes which may be supported by government or the Leicester and Leicestershire Enterprise Partnership. The role of planning is limited to ensuring that new development does not detrimentally affect the ability of education establishments to provide education because of a lack of physical space. Where development would have an adverse impact on capacity then it will be necessary to ensure that new development makes a suitable financial or other contribution towards the enhancement of facilities. Therefore, the issues outlined above and the following objectives are those which can most directly be addressed using the planning system.

4.4 Implementation of the policies as well as the provision of infrastructure will require co-operation and input from a wide range of organisations, including neighbouring authorities, as well as public, voluntary and private sector organisations.

OUR VISION

4.5 The Spatial Vision set out below describes the kind of place that we want North West Leicestershire to be by the end of the Plan period. It picks up on the key issues that are set out in the previous section.

By 2031 North West Leicestershire will have continued its transformation, started in the 1980s, from a former coalfield area characterised by environmental degradation, a struggling economy and poor connections into a place fit for the 21st century. This will be reflected in the maturing of the National Forest as both an environmental and economic asset and in the attractiveness of the towns and villages in North West Leicestershire as places in which to live, work and relax.

Businesses will choose to locate and grow in this area, taking advantage of its excellent location in the centre of the country, close to major road and rail networks and a major international airport. The East Midlands Enterprise Gateway, focussed on East Midlands Airport, Donington Park and the East Midlands Gateway Rail Fright Interchange, will be recognised as a key destination in its own right. This strongly performing economy will be reflected in low unemployment and reduced instances of deprivation.

The district will continue to be a place of choice for people wishing to live here, with lots to see and do, such as the National Forest, Charnwood Forest, Ashby Canal and a plethora of heritage assets, as well as being strong communities built around vibrant, accessible places and award winning housing developments.

As the district's main town, Coalville will have grown significantly and the town will have benefited from major new investment in infrastructure and as a result, the town centre regeneration as a heritage town will be well underway. Elsewhere, the other key centres, including the historic market towns of Ashby de la Zouch and Castle Donington, will be vibrant centres which meet people's day-to-day shopping needs as well as supporting a thriving night time economy.

OBJECTIVES

4.6 Having regard to the issues outlined above, those in the Sustainability Appraisal Scoping Report and to national policies as set out in the National Planning Policy Framework a range of objectives have been prepared to identify what we are seeking to achieve through the Local Plan and new development.

Objective 1 - Promote the health and wellbeing of the district's population.

Objective 2 - Support the delivery of new homes balanced with economic growth to provide a stock of housing that meets the needs of the community, including the need for affordable housing.

Objective 3 - Ensure new development is of a high quality of design and layout whilst having due regard to the need to accommodate national standards in a way that reflects local context and circumstances.

Objective 4 – Ensure regard is had to reducing the need to travel and to maintaining access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks, health and social care.

Objective 5 - Support economic growth throughout the district and the provision of a diverse range of employment opportunities including the development of tourism and leisure.

Objective 6 - Enhance the vitality and viability of the districts town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet the consumer needs.

Objective 7 - Enhance community safety so far as practically possible and in a way which is proportionate to the scale of development proposed whenever allocating sites for development or granting planning permission.

Objective 8 - Prepare for, limit and adapt to climate change.

Objective 9 - New developments need to be designed to use water efficiently, to reduce flood risk and the demand for water within the district, whilst at the same time taking full account of flood risk and ensuring the effective use of sustainable urban drainage systems (SUDs).

Objective 10 - Conserve and enhance the identity, character and diversity and local distinctiveness of the district's built, natural, cultural, industrial and rural heritage and heritage assets.

Objective 11 - Protect and enhance the natural environment including the district's biodiversity, geodiversity and water environment areas identified for their importance.

Objective 12 - Conserve and enhance the quality of the district's landscape character including the National Forest and Charnwood Forest and other valued landscapes.

Objective 13 - Take account of the need to reduce the amount of waste produced.

Objective 14 - Seek to deliver the infrastructure needs of the area, including Green sustainable development.

Objective 15 - Take full account of the need to safeguard mineral resources including sand and gravel, igneous rock and brickclay.

5 STRATEGY

INTRODUCTION

5.1 This chapter sets out the main components of our strategy

HOW MUCH NEW DEVELOPMENT IS REQUIRED?

5.2 People are living longer, birth rates are increasing and more people are moving into the district. As a result we have a growing and changing community who need homes, jobs, shops and services.

5.3 A key aspect of the Local Plan is to identify the amount of new jobs and homes needed in the district and then translating these in to the provision of sufficient land.

Business Needs

5.4 A Housing and Economic Needs Development Assessment (HEDNA) was undertaken for the Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Market Area (FEMA) which identified the future housing and employment needs for the district. The HEDNA, published in January 2017, provided the basis for the Local Plan adopted in November 2017.

5.5 The HEDNA identified a need for 66 hectares of employment land (comprising those uses which fall within (the former) Class B1 (now part of Class E), B2 and B8 of less than9,000sq metres (as defined by the Use Classes Order 2015)). A study[1] in respect of the need for additional provision for distribution uses (Class B8) of more than 9,000sq metres identified a need for both additional road and rail connected sites across the HMA butit did not identify any specific requirements for individual districts/boroughs. Within North West Leicestershire such provision has already been made through a Strategic Rail Freight Interchange (SRFI) near to East Midlands Airport/M1 Junction 24 (referred to as Roxhill), which was approved by the Secretary of State in January 2016.

Housing Needs

5.6 For North West Leicestershire the HEDNA identified an Objectively Assessed Need (OAN) of 481 dwellings each year for the period 2011-2031. This equates to a total of 9,620 dwellings.

5.7 Having regard to this evidence this Local Plan makes provision sufficient to ensure that a minimum of 9,620 dwellings will be delivered over the plan period 2011-31.

[1] Leicester and Leicestershire Strategic Distribution Study

5.8 Policy S1 recognises that there is a need to undertake an early review of the Local Plan. This is because whilst the current total provision of employment land is about 291 hectares, there is a mismatch between the type of land identified as being required in the HEDNA and the actual provision. As noted, the HEDNA required the provision of 66ha of employment land. This excluded land to be used for strategic distribution (i.e. those of more than 9,000sq metres). At the time of the adoption of the Local Plan in November 2017, there was a shortfall of about 29 hectares of employment land when compared to the HEDNA requirement for (the former) Class B1(now part of Class E), B2 and B8 of less than 9,000sq metres. This reflects the fact that the HEDNA was completed towards the end of the process of preparing this plan. In addition, it was apparent that not all of the other HMA authorities would be able to accommodate their housing needs within their boundaries. Therefore, Policy S1 included provision for the local Plan to be subject to an immediate review. This review was undertaken as the Partial Review in 2020 and resultedin an amendment to Policy S1 and the non-policy supporting text only. A Substantive Review of the Local Plan was also begun.

5.9 Since the adoption of this Local Plan in November 2017, the government introduced a new way for the identification of housing requirements. This is referred to as the 'standard method'. The partial review continued to be based on the HEDNA due to the publication by the government of draft proposals to amend the standard method. In addition, the issue of unmet need from Leicester City, for both housing and employment, had not been finally agreed by the HMA/FEMA authorities.

5.10 The Substantive Review which the Council is undertaking, will take account of the requirements arising from the standard method. It will also take account of any unmet need from elsewhere in the HMA/FEMA, particularly Leicester City, which the Council is required to accommodate as a result of working with the other HMA/FEMA authorities to agree how and where this unmet need will be accommodated. This will be done via a Statement of Common Ground (SOCG). For the avoidance of doubt, agreed will be taken to mean that each authority has signed off the SOCG. This is allowed for in Policy S1 which also requires the replacement Local Plan prepared through the Substantive Review to be submitted for Examination within 18 months of the SOCG being agreed.

5.11 The completion of the SOCG is not within the Council's control. However, it is important that the Council continues to progress the Substantive Review to submission. Therefore, Policy S1 also provides for an alternative date for the replacement Local Plan (SubstantiveReview) to be submitted in the event that a SOCG is not agreed. This alternative date requires submission within 18 months of 21 May 2021 (i.e. by 21 November 2022). This date accords with the requirement for local plans to be reviewed every five years.

5.12 The Substantive Review will also have regard to the Leicester and Leicestershire StrategicGrowth Plan which sets out a long-term vision and strategy for growth in Leicestershire. In addition, it will need to have regard to a new strategic

warehousing study[2] commissioned by the HMA/FEMA authorities as well as any other new evidence and studies

Shopping Needs

5.13 As the population grows it is necessary to ensure that as much of the shopping needs of local people as possible can be met within the district.

5.14 A Retail Capacity Study was undertaken in late 2014 which assessed the need for additional shopping provision (both convenience (food) and comparison (non-food) goods). This study took into account projections of population growth, spending projections and non-traditional forms of shopping as well as sites with permission for a retail use or where new shops have been developed.

5.15 A number of scenarios were used to identify future floorspace requirements, using either a static or increased expenditure retention rate. Overall the study recommended that there is a need for 7,300 sqm of additional comparison retail floorspace in the District for the period to 2031, with the need not arising until after 2016. No additional need for convenience retail floorspace was identified.

5.16 Following on from this a further retail study was undertaken in 2016, this time focusing on an assessment of the operator demand for retail property in the town centres of Coalville and Ashby de la Zouch. This has suggested that there is limited demand at this time.

Policy S1 – Future housing and economic development needs

Over the plan period to 2031 provision will be made to meet the housing and employment land needs of the district as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (January 2017).

This means that:

- **provision will be made for the development of a minimum of 9,620 dwellings (481 dwellings per annum) which is the Objectively Assessed Need (OAN) and Housing Requirement for the district;**
- **provision will be made for 66 hectares of land for employment purposes (the former B1 (now part of Class E), B2 and B8 of less than 9,000sq metres)**

Provision will also be made for 7,300sq metres for shopping purposes.

[2] Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change

The Council will continue to work collaboratively with the Leicester & Leicestershire Housing Market Area (HMA) and Functional Economic Market Area (FEMA) authorities to establish the scale and distribution of any additional provision that may be necessary in North West Leicestershire and elsewhere in the HMA/FEMA as a result of the inability of one or more authority to accommodate its own needs. This will be done through a Statement of Common Ground (SOCG) dealing with the redistributionof unmet need arising in Leicester City or elsewhere in the HMA/FEMA.

A replacement Local Plan (the Substantive Review) will be submitted for Examination within 18 months of the date of whichever is the sooner of either:

- **A SOCG being agreed by the HMA/FEMA authorities; or**
- **21 May 2021.**

WHERE SHOULD DEVELOPMENT GO?

5.17 A core principle of the NPPF is to "focus significant development in locations which are or can be made sustainable". To help do this we define a settlement hierarchy to distinguish between the roles and functions of different settlements and to guide the location of future development, although it should be appreciated that the scale and location of most new development that is needed is already committed.

Policy S2 – Settlement Hierarchy

The following Settlement Hierarchy will be used when assessing the suitability of a settlement for new development, with the general principle being that those settlements higher up the hierarchy will take more growth than those lower down and that the type of development proposed is appropriate to the scale and character of the settlement and its place in the hierarchy.

Settlement Classification	Settlement(s)
Principal Town **The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by sustainable transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here, including retail development, to support the regeneration of Coalville Town Centre.**	**Coalville Urban Area which comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.**
Key Service Centre **Smaller than the Principal Town in terms of**	

	population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some sustainable transport. A significant amount of development will take place in these settlements but less than that in the Principal Town.	**Ashby de la Zouch** **Castle Donington**
	Local Service Centre **Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place.**	**Ibstock** **Kegworth** **Measham**
	Sustainable Villages **Settlements which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development.**	**Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Coleorton (the Lower Moor Road area only), Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Worthington.**
	Small Village **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 National Planning Policy Framework) or affordable housing in accordance with Policy H5 (Rural Exceptions Sites for Affordable Housing).**	***Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Osgathorpe, Peggs Green, Sinope, Snarestone, Swepstone, Spring Cottage, Tonge, Wilson.***

	Hamlets **Small groups of dwellings with no services and facilities and where development will be considered in the context of the countryside policy (Policy S3).**	

The re-use of previously developed land (as defined in the National Planning Policy Framework) will be supported where it is compatible with the settlement hierarchy set out above. The redevelopment of previously developed land for housing should be within or well-related to the Principal Town, a Key Service Centre, Local Service Centre, Sustainable Village or Small Village.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

5.18 In considering the sustainability of different settlements this means looking at the range of services and facilities available including accessibility by public transport and non-car modes. Consideration also needs to be given to the role of specific settlements. For example, some settlements will have services and facilities which only serve the immediate population, whilst in other settlements there is a greater range of services and facilities which serve an area wider than the settlement itself.

5.19 Therefore in defining the settlement hierarchy we have assessed the different settlements within the district in terms of the range of services and facilities available. Services looked at include schools, post office, general store, doctors surgery, recreational and community facilities as well as accessibility by public transport and non-car modes. The frequency of public transport services to and from settlements and also the range of destinations of services have also been taken into account. Consideration has also been given to the role of specific settlements. Those settlements with fewer facilities and services are less self-sufficient in their ability to meet the daily requirements of residents.

5.20 In North West Leicestershire the following settlements (in alphabetical order) offer the most comprehensive range of services and facilities and they also, to some extent, serve other settlements as well:

- Ashby de la Zouch;
- Castle Donington;
- Coalville Urban Area;
- Ibstock;
- Kegworth; and
- Measham

5.21 Therefore, these six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development.

5.22 Outside of these settlements there are a number of settlements which have some services and facilities but on a much lesser scale. Some development in these settlements will be appropriate, although there is already a significant level of provision made through planning permissions. Any further development in such settlements will be restricted to either infilling or previously developed land which is well related to the settlement concerned. We term these as Sustainable Villages and they comprise:

Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Coleorton (the Lower Moor Road area only), Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Worthington.

5.23 Beyond these the remaining 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.

Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Normanton le Heath, Osgathorpe, Peggs Green, Sinope, Snarestone, Swepstone, Spring Cottage, Tonge, Wilson.

5.24 There are also small groups of buildings in the countryside that sometimes have a settlement name and may be best described as hamlets and that have no facilities. Development proposals in these settlements will be considered against Policy S3 (Countryside).

COUNTRYSIDE

5.25 The NPPF recognises the need to "take account of the different roles and character of different areas," and that planning should recognise "the intrinsic character and beauty of the countryside."

Policy S3 – Countryside

Land outside the Limits to Development is identified as countryside where those uses listed (a) to (s) below will be supported, subject to those considerations set out in criteria (i) to (vi) below.

- **(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 for appropriate purposes including housing in accordance with the Settlement Hierarchy (Policy S2);

(e) The redevelopment of previously developed land ~~in~~ in accordance with Policy S2;

(f) Flood protection;

(g) Affordable housing in accordance with Policy H5;

(h) The extension and replacement of dwellings;

(i) Expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;

(j) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H7;

(k) Small-scale employment generating development or farm diversification;

(l) Community services and facilities meeting a proven local need;

(m) Development by statutory undertakers or public utility providers;

(n) Recreation and tourism;

(o) Renewable energy;

(p) Development at East Midlands Airport in accordance with Policy Ec5;

(q) Development at Donington Park Racetrack in accordance with Policy Ec8;

(r) Transport infrastructure;

(s) Employment land in accordance with the provisions of Policy Ec2.

Developments in accordance with (a) to (s) above will be supported where:

(i) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced. Decisions in respect of impact on landscape character and appearance will be informed by the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence; and

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

(iii) it does not create or exacerbate ribbon development; and

(iv) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where

appropriate; and

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

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

5.26 North West Leicestershire is a mainly rural district and the area that separates our towns and villages consists of largely undeveloped countryside. Although major infrastructure, urban and industrial influences are rarely far away, there remain substantial areas of open, mainly arable, farmland. We want to maintain, and where possible enhance, the environmental, economic and social value of the countryside.

5.27 We have defined Limits to Development around most of our settlements as a means of distinguishing between areas of potential for new development and areas which can be regarded as countryside where development will be considered having regard to the provisions of Policy S3.

5.28 The uses listed above are those which it is considered would be potentially appropriate in the countryside but it will be necessary to ensure that proposed development does not unduly impact upon the character and appearance of the countryside.

5.29 The landscape of the countryside varies in character and appearance across the district. It is important that account is taken of these differences in considering development proposals in the countryside.

5.30 Whilst policy seeks to facilitate the diversification of the rural economy, there are also benefits to the protection of the best and most versatile agricultural land. Where appropriate we shall seek the use of areas of poorer quality land in preference to that of agricultural land of a higher quality.

5.31 Natural England has defined National Character Areas across the whole country. There are five National Character Areas within North West Leicestershire:

- Trent Valley Washlands (Area 69)
- Melbourne Parklands (Area 70)
- Leicestershire and South Derbyshire Coalfield (Area 71)
- Mease/Sence Lowlands (Area 72)

- Charnwood (Area 73)

5.32 Each of these areas has a profile associated with it which describes in detail the key landscape features and identifies any issues and opportunities. We will have regard to these, along with the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Assessment, National Character Areas, and any subsequent pieces of evidence when considering proposals in a countryside location. Regard will also be had to the potential impact on landscape beyond the district's boundaries, where appropriate, along with supporting evidence.

5.33 In respect of transport infrastructure it is recognised that sometimes these will either pass through the countryside (for example roads) or may be located within a countryside setting (for example, a road side service facility adjoining a main road and which cannot be accommodated in a built up area).

6 DESIGN

6.1 Good design is indivisible from good planning and is central to creating places for people. Well-designed places are those that relate well to their environment, are attractive, safe and offer a better quality of life for those that live and work there. The Council therefore requires all new development to offer, as a minimum, a good standard of design responding positively to the opportunities to make our towns and villages better places.

6.2 National planning policy places a strong emphasis on good design as an important means by which we can make places better for people. Good design is not restricted to how buildings look. It involves carefully considering how new development integrates with its surroundings; how it contributes towards creating cohesive places, rather than a patchwork of disconnected developments that fail to relate to one another and the streets and spaces around them.

6.3 As such, design considerations include but are not restricted to: views into, out of and through development sites, distinctive local characteristics, relationship to topography and other landscape features, habitat creation and the responsible management of surface water. It is therefore essential that a robust opportunities and constraints assessment forms the basis of any development proposal.

6.4 It is important that the Council is objective in assessing the quality of proposed new developments. In order to do this, the Council has considered the qualities and deficiencies of buildings, streets and spaces within the district.

6.5 The Council has identified a series of principles that when followed result in better designed buildings, streets and spaces. These are called our 'Place making principles for North West Leicestershire'. These principles will be used to structure pre-application discussions for proposed new non-residential developments and be used to support decisions on planning applications. For residential developments we will use Building for Life 12 as this would satisfy the Council's Place Making Principles.

6.6 These principles are aligned to: a) the National Planning Policy Framework, b) The National Forest Design Charter, c) Building for Life and d) OPUN's Place Making Checklist.

The principles are:

1. A National Forest or locally inspired identity
2. Street and spaces shaped by buildings
3. A greener footprint
4. Vibrant, mixed use communities
5. Responsive to their context
6. Connected communities
7. Easy to get around
8. Well designed and well managed public spaces

9. Architectural quality

RESIDENTIAL DEVELOPMENT AND BUILDING FOR LIFE 12

6.7 Building for Life 12 is a design quality indicator for new residential developments that is actively supported by the Home Builders Federation and endorsed by government. Building for Life 12 is aligned to the National Planning Policy Framework and its 12 questions are also aligned to our Place Making Principles.

6.8 Building for Life 12 is designed to be used at the start of the design process and as a way to structure pre-application discussions and as a community engagement tool. The 12 questions are divided over three chapters: 1. Integrating into the neighbourhood, 2. Creating a Place, 3. Street and Home.

6.9 The Council has been using Building for Life 12 and its predecessor since 2008. As such, most house builders that build in our district are already well accustomed to the Council using Building for Life 12 as a way of structuring pre-application discussions and as our preferred method of determining the design quality of residential planning applications.

6.10 Building for Life 12 is based on a traffic light system. One or more 'reds' indicates that the design of a scheme needs to be reconsidered. 'Ambers' indicate that one or more aspects of a scheme could be improved; however these may be justified in certain circumstances. 'Greens' indicate a good resolution to one or more of the twelve questions.

6.11 The Council expects all residential developments to perform well against Building for Life 12, i.e.

- as many 'greens' as possible are achieved.
- Any 'ambers' are robustly justified and restricted to factors beyond an applicant's control (only applies to Building for Life questions 1 to 4. Viability considerations may justify 'amber' against question 5 in exceptional circumstances).
- 'reds' are avoided.

Planning applications with one or more 'reds' will not be supported by the Council.

Applicants are required to submit a Building for Life assessment as part of their planning application in accordance with the Local Scheme of Validation.

Policy D1 – Design of New Development

The Council will support proposed developments that are well designed and as a minimum offer a good standard of design:

(1) All developments must be based upon a robust opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal;

(2) New non-residential developments must positively address our Place Making principles:

- **a) A National Forest or locally inspired identity;**
- **b) Streets and Spaces shaped by buildings;**
- **c) A greener footprint;**
- **d) Vibrant and Mixed communities;**
- **e) Responsive to their context;**
- **f) Connected places;**
- **g) Easy to get around;**
- **h) Well designed and well managed public spaces;**
- **i) Architectural quality.**

(3) For residential developments Building for Life 12 will be used instead of the Place Making Principles. New residential development will need to perform positively against Building for Life 12;

(4) Existing neighbour amenity should be safeguarded in accordance with Local Plan Policy D2;

(5) New development should have regard to sustainable design and construction methods.

New development designed in accordance with the above principles should be able to demonstrate that they have been designed to reduce anti-social behaviour and the risk of crime.

6.12 The Council has approved a Supplementary Planning Document which includes more detail on all aspects of design including each of the North West Leicestershire place making principles summarised below:

6.13 National Forest or locally-inspired identity**:** The National Forest offers 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 distinctive local architectural identity.

6.14 Streets and spaces shaped by buildings: The most successful streets and spaces are those where buildings help to enclose and define a network of streets and spaces; and relate well to them by providing active frontages at street level. As such, successful streets and spaces require more than physical (spatial) qualities. They require life (people) to make them attractive, enjoyable, sociable and safe places. The relationship between buildings and the public realm is therefore critically important.

6.15 A greener footprint: Creating buildings and spaces with a reduced environmental impact and that offer people opportunities to live lower carbon lifestyles (for instance, where people are encouraged to rely less on private cars, particularly for shorter journeys), are suitable for future adaptation, conversion or expansion, and as such designed to stand the test of time will be encouraged.

6.16 Vibrant and mixed-use communities**:** By mixing uses (for example, shops with homes) we can create places that are more socially and culturally stimulating and where more day to day facilities and services are a short walk or cycle from people's homes and workplaces.

6.17 Responsive to context: New development must respond positively to their site and wider context, for example by respecting the nature of existing development and by using features, such as landscape and views into, through and out of a site**.**

6.18 Connected places: Creating connected street patterns helps to encourage higher levels of walking and cycling, particularly for shorter local journeys thereby helping to reduce car dependency and tackle issues related to the lack of physical activity.

6.19 Easy to get around: Routes must be safe, direct and attractive, recognising the impact that urban, landscape, highways and architectural design can have on the travel choices people make. Streets within settlements, town and village centres must be regarded principally as places for pedestrians and cyclists; rather than purely places for the movement and parking of vehicles. Streets within settlements, town and village centres should seek to limit vehicle speeds to 20 mph or less through design features and/or the use of legal designations: 20 mph zones, Home Zones and Quiet Lanes.

6.20 Well-designed and well-managed public spaces: Public spaces must be well designed, well managed with a clear public function. National Forest planting requirements must be used creatively to help create an interesting, attractive and ecologically diverse network of streets and spaces.

6.21 Architectural quality: New or converted buildings must be fit for purpose with careful attention afforded to the design and amount of internal space; and access to natural lighting. Buildings should be designed to respond to their solar orientation and adjacent buildings, streets and spaces with which they will have a relationship.

Sustainable Design and Construction

6.22 The sustainable design and construction of new buildings and extensions to existing buildings has an important role to play in reducing running costs and improving energy efficiency and the reduction of greenhouse gas emissions (notably CO_2). Improving the energy efficiency of buildings is an essential part of achieving targets for a reduction in carbon emissions as almost half of the UK's current carbon emissions come from domestic (27%) and non-domestic buildings (17%).

6.23 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**.**

6.24 The Council encourages developers to consider the integration of environmental 'optional extras' for residential led developments, i.e. features that would enable a development to exceed the environmental performance of new homes required by Building Regulations.

6.25 The following measures are examples of what could be incorporated in to new developments to mitigate and adapt to the effects of climate change:

- Planting, shading and advanced glazing systems to reduce solar heat gain during the summer;
- Using materials to prevent penetration of heat, including the use of cool building materials, green roofs and walls and using flood resilient materials;
- Increasing natural ventilation and the removal of heat by using fresh air;
- Orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes;
- Locating windows at heights that maximise heating from lower sun angles during the winter;
- Incorporating flood-resilient measures such as raising floor levels, electrical fittings and rain-proofing and overhangs to prevent infiltration of heavy rain around doors and windows;
- Integrating water management into the design of new development through a network of attractive and functional features such as swales, rills, rainwater harvesting/storage (such as water butts and underground water storage) and rain gardens;
- Incorporating waste reduction and recycling measures through the design of the development to ensure there are appropriate storage and segregation facilities;
- Incorporating small scale renewables into the design of new developments where there would be no significant adverse impacts on landscape, ecology, heritage assets and amenity;
- Incorporating car charging points where viable and appropriate to do so;

- Providing sufficient, safe and sheltered cycle storage in locations where the use of bicycles is closer to the front door of buildings than car parking spaces, where it is practical to do so;
- Connect to an existing or approved district energy scheme where available. Major development proposals should utilise opportunities to incorporate a district energy network.

AMENITY

6.26 Impact on amenity is one of the most important determining considerations within the planning application process, as it can impact greatly on the quality of life for those affected. Noise, odour, light and overlooking are key factors affecting amenity, together with issues such as disturbance and pollution. In addition, the scale and massing of development if too large can have an overbearing and dominating impact on surroundings, and in particular on neighbouring properties which adversely affects amenity.

6.27 Design can have a direct influence on the relationship between new and existing development, and the distribution of activities within a development. In some cases, amenity reasons will rule out the provision of a development at a particular location either through the impact of the proposed development on existing residents or the impact on future occupants from existing lawful uses; in others, it may be possible for the impact on amenity to be made acceptable through appropriate design, layout and distribution of uses within the development or through suitable planning conditions.

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.

TELECOMMUNICATIONS

6.28 Mobile communications are an essential element in both the national and local economy. They are now considered an integral part of the success of most business operations and individual lifestyles. With the growth of services such as mobile internet access, demand for new telecommunications infrastructure is continuing to grow.

6.29 The National Planning Policy Framework (NPPF) at paragraph 42 confirms that "advanced, high quality communications infrastructure is essential for sustainable economic growth and plays a vital role in enhancing the provision of local community facilities and services." The Council supports the enhancement of telecommunications in the District whilst at the same time seeking to ensure that environmental impacts are minimised, including the impact on the environment and the amenities of those living or working in close proximity to telecommunication instalments.

6.30 It is the Council's aim to reduce the proliferation of new masts by encouraging mast sharing where possible. Existing masts and other structures should be used, unless the need for a new site has been justified. Where new sites are being sought, applicants will be required to demonstrate that they have explored the possibility of erecting apparatus on existing buildings or structures.

Policy D3 – Telecommunications

Proposals for telecommunications will be supported where;

(1) If proposing a new mast, it is demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made;

(2) The siting and appearance of the proposed apparatus and associated structures ensures that the impact on the visual amenity, character or appearance of the surrounding areas is minimised;

(3) If on a building, apparatus and associated structure are sited and designed so as to ensure that impact to the external appearance of the host building is minimised;

(4) The proposed development does not have an unacceptable effect on an area of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest.

7 HOUSING

INTRODUCTION

7.1 As already noted the NPPF seeks to boost significantly the supply of housing to meet the needs of the country and to contribute to the economic recovery following the recession of recent years.

7.2 In accordance with policy S1 provision needs to be made for a minimum of 9,620 dwellings during the plan period. However, it should be appreciated that in preparing this Local Plan we are not starting from a blank sheet of paper. Some development has already occurred or provision is in place. The following section outlines the current position in respect of housing provision.

Housing provision – current position

7.3 As already noted some development has taken place since 2011 and there are a number of sites where the Council has previously granted planning permission for housing development. In addition, there are also sites where the Council has previously agreed to grant planning permission subject to the completion of a legal agreement (usually referred to as a S106 Agreement) between the Council and the applicant, but the agreement has yet to be completed and so no permission has been issued. These are referred to as 'resolutions'.

7.4 Table 2 below, summarises the position in terms of the various components of housing supply.

Table 2 – Housing provision as at 1 October 2016

	Number of dwellings
Completions 1 April 2011 - 31 September 2016 (A)	2,690
Under construction (B)	471
Planning permission (C)	8,851
Resolution to grant planning permission (D)	541
Total provision (A+B+C+D)	12,553

7.5 The figures above include dwellings on sites of less than 10 dwellings. We have considered whether we should make an allowance for unidentified sites which may come forward over the plan period. These can either be small sites (usually those of less than 10 dwellings) or larger sites (for example perhaps a former factory site). Whilst historically such sites have provided an important part of the supply, the

provision of such sites is, by its nature, very uncertain. Therefore, for the purposes of estimating housing supply we have not made any allowance for such sites coming forward. However, should such sites come forward and planning permission be granted then they would count towards the housing supply at that point in time just as those which currently have planning permission are included in the figures at Table 2.

7.6 Table 2 shows that as a result of permissions and resolutions the requirements have already been met. However, we have to be sure that all of these new homes will actually be built. Therefore, we have undertaken an assessment of how many dwellings we think are likely to be built during the plan period on each of the sites which are committed.

7.7 A significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville. It is estimated that during the plan period that only 1,900 of these 3,500 dwellings are likely to be built.

7.8 In addition, two of the sites with permission at Kegworth for 260 dwellings (Ashby Road Kegworth and south of A6, Derby Road, Kegworth) are both potentially affected by the route of HS2. There is, therefore, considerable doubt as to whether these sites will be able to be built during the plan period.

7.9 Allowing for the sites referred to above, together with uncertainties in respect of a small number of other sites with planning permission, it is estimated that about 9,000 dwellings (including those already built) will be built in the plan period. Therefore, we need to make provision for at least a further 600 dwellings.

PROVISION FOR HOUSING

7.10 Policies H1, H2 and H3 set out how we will ensure that the overall housing requirement is met over the plan period. These policies address three types of housing provision - permission, a resolution or allocation.

HOUSING PROVISION: PLANNING PERMISSIONS

7.11 In respect of sites with planning permission these are those sites where development has yet to start. The principle of development on these sites has already been established and it is not possible for the Council to reverse these decisions unless the permissions were to lapse. However, if this did happen the Council would have to have robust reasons for not renewing permission. Generally speaking the Council would wish to support renewals and Policy H1 allows for this. The sites listed in Policy H1 had the benefit of planning permission as at 1 October 2016 but development had not started.

Policy H1 – Housing provision: planning permissions

The following sites have the benefit of planning permission for housing development. In the event that planning permission lapses on these sites it will be

renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Capacity
H1a	Holywell Mill, Ashby de la Zouch	44 dwellings
H1b	Land north of Ashby de la Zouch	605 dwellings
H1c	South of Park Lane, Castle Donington	895 dwellings
H1d	Standard Hill/West of Highfield Street, Coalville	400 dwellings
H1e	Off Jackson Street Coalville	129 dwellings
H1f	Off Kane Close Coalville	21 dwellings
H1g	Acresford Road, Donisthorpe	36 dwellings
H1h	Land north and south of Grange Road, Hugglescote	3,500 dwellings
H1i	South of Grange Road, Hugglescote	105 dwellings
H1j	Station Road, Ibstock	142 dwellings
H1k	Ashby Road, Kegworth	110 dwellings
H1l	Slack & Parr, Long Lane, Kegworth	188 dwellings
H1m	Land south of A6, Derby Road, Kegworth	150 dwellings
H1n	Cresswells Coaches, Shortheath Road, Moira	24 dwellings
H1o	Home Farm, Main Street, Oakthorpe	29 dwellings
H1p	Dawsons Road, Osgathorpe	16 dwellings
H1q	South of Normanton Road, Packington	30 dwellings
H1r	Heather Lane, Ravenstone	50 dwellings

As noted in Table 2 as at 1 October 2016 some 8,851 dwellings had the benefit of planning permission for housing. Most of these dwellings are on sites of 10 or more, but there are also a significant number on smaller sites.

HOUSING PROVISION: RESOLUTIONS

7.12 The sites listed in Policy H2 are those where the Council has resolved to grant planning permission. Whilst the Council has agreed that the proposed development would be appropriate, changes in circumstances could mean that the Council has to re-consider the proposal. Such changed circumstances could occur where it takes a long time to reach agreement with the developer/applicant on a legal agreement. Therefore, it is in the interest of providing certainty for all that any legal agreements can be completed and permissions issued as quickly as possible. Policy H2 provides this commitment from the Council. Those sites listed in Policy H2 were the subject of a resolution as at 1 October 2016.

Policy H2 – Housing provision: resolutions

The Council has resolved to grant planning permission for housing development on

the sites listed below. The Council will work with developers and applicants to ensure that the legal agreements associated with these developments are completed as efficiently as possible so that permission can be issued. Once planning permission is granted it will be subject to the provisions of Policy H1.

Where there has been a delay in the signing of a legal agreement and a planning permission not granted, it may be necessary for the application to be referred back to Planning Committee for account to be taken of any material change in circumstances since the initial resolution to grant permission.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Capacity
H2a	**West of High Street, Measham**	**450 dwellings**
H2b	**Land at Blackfordby Lane, Moira**	**18 dwellings**

As noted in Table 2 as at 1 October 2016 some 541 dwellings had the benefit of resolution to grant planning permission for housing. The vast majority of these dwellings are on sites of 10 or more although there are also a number on smaller sites.

HOUSING PROVISION: NEW ALLOCATIONS

7.13 As outlined at paragraph 7.9 it is necessary to identify additional sites to ensure that the overall provision of housing will be sufficient to meet the housing requirement of 9,620 dwellings.

7.14 In the 2002 Local Plan there were outstanding housing allocations on land at Waterworks Road, Coalville and Wentworth Road, Coalville. The Wentworth Road site was originally identified in the Coalville District Plan in the late 1970s. There is no evidence to suggest that this site will come forward for development and therefore this allocation has not been retained. The land at Waterworks Road is owned by the District Council and it remains our intention for the site to be developed for housing. Therefore, the site has been allocated for housing as part of this plan. This site is capable of accommodating about 95 dwellings and so there remains a need to identify additional sites.

7.15 We have considered a range of potential locations and sites to make this provision and have concluded that the most appropriate allocation is north of Ashby de la Zouch (more details about this assessment can be found in the supporting Background Paper and the Sustainability Appraisal). This area includes two sites which are identified in our Strategic Housing Land Availability Assessment Site A5 (Land north of Ashby, Money Hill) and Site A22 (Former Arla dairy, Smisby Road). Part of site A5 has planning permission for 605 dwellings (H1b). The remainder of A5 together with the whole of A22 adjoin each other and are included as a single allocation. The overall scale of

development that could be realised on the site (including that part which has planning permission) is about 2,050 dwellings.

7.16 The overall scale of development that could be realised (2,050 dwellings) is more than that required to make up the identified shortfall (600). The site lies within the river Mease catchment and so development has to avoid having an adverse impact upon the integrity of the river Mease Special Area of Conservation (more on this can be found in the Environment chapter of this Local Plan). It has been agreed that pumping sewage effluent from Packington and Measham sewage works out of the Mease catchment is the most effective long term solution to deal with issues relating to phosphate levels in the catchment. It is considered that pumping out could be achieved by 2025. Therefore, the amount of development which will be allowed to be built on this site until such time as pumping out is taking place is restricted to 600 dwellings.

7.17 In respect of access to the site the primary point will be from the A511. There will also be a secondary point of access from Smisby Road. It is important that any link between these two points is designed so that it does become used as a short cut between the A511 and Smisby Road. A third point of access from Nottingham Road will be allowed but this is primarily designed to enable sustainable transport access, such as buses, walking and cycling. This access will serve no more than 70 dwellings.

7.18 Land west of High Street Measham (H2a) is potentially affected by the route of HS2. In order to provide flexibility in the event that the final route of HS2 does impact upon the site it is proposed to make alternative provision to ensure that the overall requirement is still met. Our preference would be to make this provision elsewhere in Measham. We have assessed the various sites identified in the SHLAA. Whilst a number of the sites are quite small and/or now have planning permission there are two large areas identified in the SHLAA; one off Atherstone Road (sites M6 and M7) and one off Ashby Road/ Leicester Road (sites M11 and M12). The site off Atherstone Road is largely in use as a brick and pipe manufacturing works. Our preference, therefore, is to identify land off Ashby Road/Leicester Road as a reserve site should the route of HS2 prohibit the development of land west of High Street.

7.19 Both sites H3a and H3c are within the Minerals Consultation Area (and proposed Minerals Safeguarding Areas) as they contain potential near surface coal resources. Development should respond to the minerals safeguarding policies in the relevant Minerals Plan.

7.20 As noted at paragraph 7.8 two sites at Kegworth are also potentially affected by the route of HS2. Land south of Ashby Road, Kegworth is therefore proposed as an alternative to these sites in the event that the final route of HS2 does prohibit their development. The site is capable of accommodating about 110 dwellings so it will not make up all the shortfall that would result from the loss of these two sites.

7.21 Policy H3 identifies any specific requirements which will be expected to be met as part of the development of these allocations.

Policy H3 – Housing provision: new allocations

The following sites are allocated for housing development, subject to meeting the specified requirements set out below. These sites will be subject to a Section 106 Agreement to secure the provision of any specific requirements including on and off-site infrastructure.

H3a - Land north of Ashby de la Zouch (about 2,050 dwellings in total)

Development will be subject to the following requirements:

(i) provision for suitable and safe access from the A511 (the principal vehicular access route), Smisby Road (the secondary vehicular access point) and Nottingham Road (primarily as a sustainable transport access, with some potential for very limited vehicular access); and

(ii) any highway link between the A511 access and Smisby Road access should be designed in such a way that it would not provide an attractive through route from the A511 to Smisby Road; and

(iii) provision of suitable and safe walking and cycling connections from the site to Ashby town centre, and adjoining employment areas (existing and proposed) and the wider countryside; and

(iv) provision of a range of infrastructure including a new primary school, extensions to secondary schools, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and

(v) design and layout of the proposed development should have due regard to the protection and enhancement of Heritage Assets including Ashby Castle Scheduled Ancient Monument, Parish Church of St Helen and Ashby de la Zouch Conservation Area; and

(vi) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted unless a 'development window' for the Developer Contributions Scheme is current. No more than 600 dwellings will be allowed to be built until provision is made for pumping wastewater from the sewage treatment works at Packington out of the river Mease catchment; and

(vii) provision of a mineral assessment identifying the potential effect of the proposed development on the mineral resources beneath and adjacent to

the site; and

(viii) A comprehensive Masterplan prepared in consultation with stakeholders, including both the district and town council and agreed in writing with the local planning authority for the comprehensive development of the site which identifies a range of land uses (including residential, employment and commercial uses, green infrastructure and open spaces, pedestrian and cycle links within and beyond the site and community facilities) and their relationship to each other and existing development in the vicinity of the site and what measures will be put in place to protect amenity of existing residential areas.

H3b – Land off Waterworks Road Coalville (about 95 dwellings)

(i) provision of a range of infrastructure including contributions towards education provision, affordable housing, green infrastructure and community facilities and enhanced public transport provision.

H3c - Land off Ashby Road/Leicester Road, Measham (about 300 dwellings)

Development of this site will be supported when:

(a) The Government confirms the line of HS2 in the vicinity of Measham; and

(b) The confirmed route passes through land West of High Street Measham (H2a); and

(c) The site West of High Street Measham is not capable of being developed in its entirety as a result of the alignment of HS2.

Development will be subject to the following:

(i) provision of vehicular access from Ashby Road and Leicester Road; and

(ii) provision of walking and cycling connections from the site to Measham town centre and existing bus routes; and

(iii) provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and

(iv) design and layout of the proposed development should minimise the impact upon the setting of Measham Conservation Area; and

(v) protection and enhancement of heritage assets, including their setting; and

(vi) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will

not be permitted unless a 'development window' for the Developer Contributions Scheme is current and there is sufficient capacity to accommodate the proposed development in full; and

(vii) provision of a mineral assessment identifying the potential effect of the proposed development on the mineral resources beneath and adjacent to the site.

H3d - Land south of Ashby Road, Kegworth (about 110 dwellings)

Development of this site will be supported when:

(a) The Government confirms the line of HS2 in the vicinity of Kegworth; and

(b) The confirmed route passes through those sites north of Ashby Road Kegworth and/or south of Derby Road Kegworth which currently benefit from planning permission for housing development; and

(c) Either of the two sites is not capable of being developed in their entirety as a result of the alignment of HS2.

Development will be subject to the following:

(i) Provision of vehicular access from Ashby Road; and

(ii) The proposed development being compatible with the route of the proposed Kegworth bypass; and

(iii) Provision of walking and cycling connections from the site to Kegworth centre; and

(iv) Provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and

(v) The incorporation of appropriate measures to mitigate the impact of any noise issues associated with the M1, HS2 or East Midlands Airport.

HOW MANY DWELLINGS WILL BE BUILT AND WHEN?

7.22 Having regard to the provisions in Policies H1, H2 and H3 and other commitments, we have assessed how we expect these various sites to be developed throughout the plan period as set out in the housing trajectory in Appendix 2.

7.23 The NPPF requires that the Council maintain a 5 year supply of housing sites. As at 1 October 2016 for the 5 year period to October 2021 and based on the projected

completions in the trajectory there is a supply of between 6 years (with a 20% buffer) and 7 years (with a 5% buffer).

7.24 The trajectory identifies that 7,902 dwellings will be developed by 2031, in addition to the 2,690 which were built from April 2011 to 1 October 2016. Therefore, it is projected that 10,592 dwellings will be developed over the plan period. This is more than the identified requirement of 9,620 dwellings by about 1,000 dwellings. This additional provision in supply will provide a degree of flexibility in the unforeseen event that some of the identified sites do not come forward as predicted. In addition, as already noted there may be a need to accommodate additional housing development from elsewhere in the Housing Market Area. Therefore, this level of supply will help to make an immediate contribution to any additional provision required and so will ensure that supply continues to be made whilst the review of the Plan which is committed to in Policy S1 takes place.

PROVISION OF AFFORDABLE HOUSING

7.25 We are required to identify whether there is a need for affordable housing in the area and then plan to meet this need. The NPPF defines affordable housing as: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.

7.26 There are three main classifications of affordable housing:

- Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime.
- Affordable rented housing is let by local authorities or private registered providers of social housing (as defined in Section 80 of the Housing and Regeneration Act 2008) to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- Intermediate housing is housing for sale and rent provided at a cost above social rent, but below market levels, subject to the criteria in the affordable housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost housing for sale and intermediate rent, but not affordable rented housing.

7.27 Housing that does not meet the above definition of affordable housing, such as ‘low cost market housing’, is not defined as affordable housing for the purpose of this policy.

Policy H4 – Affordable Housing

(1) To support the provision of mixed, sustainable communities the Council will seek the provision of affordable housing on new housing developments. The provision of affordable housing will be subject to the following thresholds above which the level of contributions will be sought:

Greenfield Sites

Settlement	Affordable Housing Contribution	Threshold
Ashby de la Zouch	30%	11 or more dwellings OR 1,000sqm (gross floor space)
Castle Donington	30%	11 or more dwellings OR 1,000sqm (gross floor space)
Coalville Urban Area	20%	11 or more dwellings OR 1,000sqm (gross floor space)
Ibstock	20%	11 or more dwellings OR 1,000sqm (gross) floor space
Kegworth	30%	11 or more dwellings OR 1,000sqm (gross) floor space
Measham	30%	11 or more dwellings OR 1,000sqm (gross) floor space
All other settlements	30%	11 or more dwellings OR 1,000sqm (gross) floor space

Previously Developed Land

Settlement	Affordable Housing Contribution	Threshold
Ashby de la Zouch	15%	30 or more dwellings OR sites of 1Ha or more
Castle Donington	5%	30 or more dwellings OR sites of 1Ha or more
Coalville Urban Area	5%	30 or more dwellings OR sites of 1Ha or more
Ibstock	5%	30 or more dwellings OR sites of 1Ha or more
Kegworth	5%	30 or more dwellings OR sites of 1Ha or more
Measham	15%	30 or more dwellings OR sites of 1Ha or more
All other settlements	5%	30 or more dwellings OR sites of 1Ha or more

(2) In agreeing the provision of affordable housing account will be taken of:

- **site size and site constraints; and**
- **financial viability, having regard to the individual circumstances of the site.**

Where it can be demonstrated that the full affordable housing requirement would adversely affect the viability of a proposed development then the Council will agree to look at other measures to increase viability in accordance with policy IM1 (Implementation and Monitoring of the Local Plan) before agreeing to a lesser amount of affordable housing subject to the provision of part (4) below.

(3) The Council's preference is for on-site affordable housing provision which should:

- **include a mix of types and tenure that reflects the type and nature of any need at the time that the application is determined; and**
- **be integrated within the design and layout of a development such that they are externally indistinguishable from market housing on the same site.**

(4) Planning permission will be subject to a legal agreement to secure the provision of the agreed amount of affordable housing. Where a site is likely to be developed in phases over the longer term the agreement will include a suitable mechanism to review the amount of affordable housing provided over time as viability improves.

(5) The Council will encourage the provision of affordable homes to meet the needs of elderly people. Where bungalow provision is made the Council will consider reducing the overall level of affordable housing contribution, having regard to the type and size of other affordable housing provided across the site.

7.28 The need for affordable housing was one of the issues considered in the HEDNA. This identified that in North West Leicestershire the estimated level of annual need for affordable housing over the period 2011-2031 was 199 dwellings. This equates to about 41% of the highest Objectively Assessed Need (OAN) identified in the HEDNA for the same period (481 dwellings each year)

7.29 It is important to note that the affordable housing need figure identified in the HEDNA is not in any way related to or influenced by the overall housing need figure, but is simply an estimate of the need for affordable housing having regard to a range of

factors including the number of emerging households, housing waiting list demand, house prices and income levels.

7.30 A significant amount of affordable housing has already been built since 2011 or is already committed. In the period April 2011 to October 2016 some 491 affordable dwellings were built out of an overall total of 2,690 which equates to 18% of all new builds.

7.31 The percentage of affordable housing achieved since 2011 is less than the percentage above, primarily due to the impact of the recession and the reduced availability of finance, both public and private. It is important to note that the number of affordable homes that can be provided is constrained by both available public sector funding and the amount of cross subsidy that can realistically be achieved from increased land values associated with planning permissions for general market housing. In the recent and current housing market conditions, the number of affordable homes which can be delivered is linked with the development of market homes and if planning policies push for too high a quota of affordable homes it may both reduce the overall number of dwellings built, and the proportion of those that are affordable. It is also important that the delivery of all types of housing is not undermined by development sites becoming unviable, which can happen during times of recession when residential values and access to borrowing is reduced. During periods of a strong and viable housing market the provision of affordable housing should be less of an issue.

7.32 Going forward, whilst most new housing is already committed it is important that we set out both a target and a threshold above which we will seek affordable housing. This policy will be used to inform negotiations in respect of additional sites which come forward during the remainder of the plan period. However, in doing so we must, as outlined above, have regard to issues in respect of viability. We have undertaken a separate viability study which looked at the potential impact of all of the policies in this Local Plan upon the viability of new development. In respect of affordable housing we considered a number of options and our preferred approach is set out in policy H4.

7.33 A number of large schemes which already have planning permission for housing development include an element of affordable housing and the Section 106 Agreement allows for a renegotiation of the amount of provision as market conditions improve. We will apply this approach to future Section 106 Agreements as well so that it is likely that we will achieve more affordable housing than currently anticipated.

7.34 In accordance with the NPPF our preference is for any provision to be made on-site. However, in exceptional circumstances, for example because of site specific constraints or demonstrable viability issues, then we may accept a sum of money (usually referred to as a commuted sum) instead and use this money to make provision for affordable housing on another site(s).

7.35 In regards to previously developed land, the Viability Study tested a range of scenarios to assess the viability of affordable housing on both greenfield and brownfield sites. The Study identified that affordable housing viability on brownfield sites is generally more constrained compared to greenfield sites.

7.36 The Viability Study identifies that brownfield sites in areas such as Coalville and Castle Donington, for example, have a higher value for employment land compared to residential.

7.37 The generally higher development costs of previously developed land (compared to greenfield sites) can impact upon site viability and so will require a different approach in respect of associated development costs, including affordable housing.

7.38 Therefore, to ensure the Local Plan responds to this evidence and to assist the viability and therefore delivery of brownfield sites Policy H4 provides for different affordable housing requirements for greenfield and brownfield sites.

7.39 All of the available evidence identifies that the population of the district, in common with the rest of the country, is ageing. It is important to ensure that the needs of the elderly population are taken in to account when providing affordable housing. Such provision will often be best made in the form of bungalows. However, the cost of such provision, based on floor area, is generally more than that for 2 or more storey dwellings. Therefore, the provision of bungalows can affect site viability. In recognition of this where the provision of bungalows to meet the needs of elderly people is agreed as part of a development we will consider reducing the overall amount of affordable housing that we seek having regard to the types and size of other affordable housing to be provided.

7.40 Whilst most affordable housing will be provided as part of general market housing developments some will also be provided on 100% affordable housing developments. Over the last thirty years such provision has been made by housing associations (sometimes referred to as Registered Social Landlords). However, recent changes introduced by the Government have allowed the District Council to begin investigating the possibility of providing some housing as well. This work is ongoing and we do not know at this time how many homes it may be possible to provide.

RURAL 'EXCEPTION' SITES FOR AFFORDABLE HOUSING

7.41 We need to secure the provision of more affordable housing in rural areas to meet the needs of local communities, as identified in the HEDNA. One way to help do this is to have an exceptions site policy. This approach enables the delivery of affordable housing to meet local need on land which is identified as countryside that would not normally be released for housing. 'Exception' sites are usually managed by a housing

association and can provide homes for existing residents or those with a family or employment connection to the local community.

7.42 A genuine need to live in the village must be established before sites are considered and a planning application submitted; these should be done in consultation with the local community and can be done using a variety of means such as surveys, consultation events and reviewing housing waiting list data. Such a need could be someone who lives or is employed in the village or needs to give or receive support from a close family member who lives in the village.

7.43 Due to the ongoing need for affordable housing in our rural areas and the limited grant funding available, we may allow for a small number of market homes to cross-subsidise the provision of affordable homes in suitable locations.

Policy H5 – Rural Exceptions Sites for Affordable housing

1. The provision of affordable housing outside of the Limits to Development will be allowed as an exception where:

(a) the housing is demonstrated to meet an identified local need for affordable housing, and

(b)the development is well-related to and respects the character and scale of the settlement and its landscape setting; and

(c) the development allows accessibility to community services and facilities within it, where appropriate.

2. Planning permission for 'Exception' Sites will be subject to conditions, or a planning obligation will be sought, to ensure that all initial and subsequent occupiers of the affordable dwellings will:

(a) be local people in housing need; and

(b) benefit from the status of the dwellings as affordable housing in perpetuity.

3. On sites that are outside of, but well related to, a sustainable village or a small village the inclusion of market housing on 'Exception' Sites will be supported where:

(a) it is demonstrated that there is insufficient subsidy for the scheme to go ahead without the inclusion of market housing; and

(b) it can be demonstrated through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development; and

(c) the majority of the homes provided are affordable.

4 Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

A Supplementary Planning Document will be produced to aid those submitting applications for rural exception sites for affordable housing.

7.44 The District Council will work with the Leicestershire Rural Housing Partnership Group to facilitate the provision of affordable homes in our rural areas. We have a rolling programme of rural housing need surveys in the district. We will continue to identify the need for affordable housing in our Sustainable and Small Villages as part of the Partnership but by also in consultation with local communities, parish councils or other appropriate partners.

HOUSE TYPES AND MIX

7.45 The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. In order to ensure that the housing provision meets local housing needs of our current and future residents, it is important that a range of house types and sizes are provided as part of new developments within the district. We will therefore plan for a mix of housing on the basis of the different types of households that are likely to require housing over the plan period. The policy below relates to open market housing schemes. Affordable housing schemes are covered by Policies H4 and H5.

Policy H6 – House types and mix

(1) We will seek a mix of housing types, size and tenures in new housing developments of 10 or more dwellings, in order to meet the identified needs of the whole community.

(2) In considering proposals for developments of 10 or more dwellings we will have regard to the following:

(a) evidence of housing needs including the most up to date Housing and Economic Development Needs Assessment, Older People's Housings Needs Study, local housing needs surveys, parish plans and other evidence of market demand; and

(b) the mix of house types and sizes already built and/or approved when compared to the available evidence; and

(c) the size of the proposed development in terms of numbers of dwellings

proposed; and

(d) nature of the local housing sub-market; and

(e) needs and demands of all sectors of the community; and

(f) character and context of the individual site; and

(g) development viability and deliverability.

(3) Developments of 50 or more dwellings will provide:

(a) A proportion of dwellings that are suitable for occupation by the elderly, including bungalows, having regard to factors (c) and (g) above; and

(b) A proportion of dwellings which are suitable for occupation or easily adaptable for people with disabilities in accordance with Part M4 (2) of the Building Regulations.

7.46 The HEDNA indicates a need for various types and sizes of housing as set out below in Table 3.

Table 3 – dwelling mix suggested by HEDNA

Type of Housing	Dwelling size			
	1 bed	2 bed	3 bed	4 bed
Market	0-10%	30-40%	45-55%	10-20%
Affordable	30-35%	35-40%	25-30%	5-10%

7.47 It is recognised that there may be a need for local variations and therefore the above percentages are not intended to be prescriptively applied to every site. Other relevant factors include population profiles, location, balancing recent local delivery, rebalancing the current mix and the turnover of properties at the local level as well as the nature of the development site and the character of the area.

7.48 In respect of local delivery Table 4 below identifies the dwelling sizes permitted (where known, as many dwellings are only approved in outline) since 1 April 2011 within the district, whether in the form of houses, flats or bungalows. This shows that in respect of market housing there are significantly more 4 bed houses with planning permission than the HEDNA suggests is required, less 3 bed and significantly less 2 bed properties. In respect of affordable housing there are more 2 bed and less 1 bed properties than suggested by the HEDNA, although this partly reflects the fact that 1 bed properties are generally not regarded as providing sufficient flexibility for changing household composition and are therefore not considered sustainable in the long term.

Table 4 – dwelling mix based on current planning permissions

Type of Housing	Dwelling size				
	1 bed	2 bed	3 bed	4+ bed	Total
Market	105 (2.5%)	466 (11.2%)	1,462 (35%)	2,146 (51.4%)	4,179
Affordable	131 (16.2%)	430 (53.2%)	241 (29.8%)	7 (0.9%)	809

7.49 As a result when compared to the HEDNA there is a need now to ensure that future developments, including those sites where only outline planning permission has been granted need to focus on delivering 2 and 3 bedroom properties in order to provide a better balance in the housing market.

PROVISION FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE.

7.50 In helping to provide decent housing for all, we must also meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople. The Planning Policy for Traveller Sites (PPTS) August 2015, which relates to Gypsies, Travellers and Travelling Showpeople, sets out the Government's planning policy and should be read in conjunction with the NPPF.

Policy H7 – Provision for Gypsies and Travellers and Travelling Showpeople

(1) Provision will be made to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople between 2012 - 2031 for a minimum of:

- **2012 – 2017: 27 pitches plus 20 transit pitches**
- **2017 – 2022: 11 pitches plus 3 plots for showpeople**
- **2022 - 2027: 14 pitches plus 3 plots for showpeople**
- **2027 - 2031: 16 pitches plus 3 plots for showpeople**

(2) The required provision will be identified through the production of a Gypsy and Traveller Site Allocations Development Plan Document, taking into account the most-up-to-date Gypsy and Traveller Accommodations Needs Assessment.

(3) A five year supply of deliverable sites will be identified as well as a supply of developable sites or broad locations for the following years. The following criteria will be used to guide the site allocation process, and for the purposes of considering planning applications for such sites.

(4) Proposals for new sites or extensions to existing sites should meet the following requirements:

- **(a) Be located with reasonable access to a range of services, such as shops, schools, welfare facilities or public transport;**
- **(b) Be proportionate to the scale of the nearest settlement, its local services and infrastructure;**
- **(c) Have suitable highway access, and is not detrimental to public highway safety;**
- **(d) Provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage;**
- **(e) Be capable of being provided with adequate services including water supply, power, drainage, sewage disposal, and waste disposal facilities;**
- **(f) Be compatible with landscape, environment, heritage and biodiversity as well as the physical and visual character of the area;**
- **(g) Be compatible with the amenities of neighbouring properties and land uses.**

(5) Authorised, existing and new, sites will be safeguarded for Gypsy and Travellers and Travelling Showpeople groups unless they are no longer required to meet an identified need.

(6) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

7.51 The Leicestershire, Leicester and Rutland Gypsy and Traveller's Accommodation Needs Assessment (GTAA) (2007) identified the existing level of provision and provided a reliable estimate of future needs for the period 2006 - 2016. However the PPTS requires the use of a robust evidence base to establish accommodation needs. Local authorities should also provide a five year supply of deliverable sites against these locally set targets, as well as a supply of developable sites or broad locations for years 6 to 10 and where possible years 11 to 15.

7.52 In light of this, and to ensure that evidence is up to date, a 2013 refresh of the original 2007 GTAA Study has been undertaken. This has assessed the need for pitches and plots for Gypsies and Travellers and Travelling Showpeople respectively, up to 2031, taking into account any unmet need identified in the initial GTAA. These GTAA requirements for the period 2012-2031 are set out in the policy above. This study also identified that a significant proportion of new accommodation provided should be for social rented pitches.

7.53 In light of the time that has passed since the 2013 refresh was prepared and published it is considered beneficial for this work to be updated in order to ensure a robust evidence base is maintained. Therefore we, along with Leicester City Council and the majority of the other Leicestershire authorities, have commissioned consultants to complete a new GTAA, for which the policy accommodates.

7.54 The amount of accommodation needed for Gypsies, Travellers and Travelling Showpeople may be small in comparison to wider housing needs but the Council has a responsibility to address the need. Permitting new pitches to meet need will help avoid unauthorised encampments and developments.

7.55 In order to provide for a range of sites to meet identified need the local authority is committed to producing a Gypsy and Traveller Site Allocations Development Plan. When developing this planning document and its policies the authority, under its duty to co-operate obligations, may need to discuss the distribution of pitch provision with neighbouring local authorities if it is found that the district's need cannot be fully met within its boundaries.

8 ECONOMIC

INTRODUCTION

8.1 The NPPF requires that "significant weight should be placed on the need to support economic growth through the planning system". It goes on to note that "to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of businesses and support an economy fit for the 21st century."

8.2 The district benefits from its central location at the heart of England with good motorway connections and has the added benefit of East Midlands Airport which provides international links for both people and freight. There are a number of town and local centres which provide for a range of shopping and other needs, although the proximity of major centres such as Derby, Leicester and Nottingham provides significant competition which affects their performance.

8.3 The district lies at the heart of the National Forest with about 55% of the district being within the Forest area. This provides a range of economic opportunities including tourism and leisure, as well as emerging economic opportunities such as the woodland economy.

8.4 The District Council is committed to supporting the creation of a sustainable local economy which provides a variety of job opportunities and meets the needs of our communities.

8.5 The Leicester and Leicestershire Local Enterprise Partnership Strategic Economic Plan identifies five growth areas across Leicester and Leicestershire, two of which are located in the district; the East Midlands Enterprise Gateway and the Coalville Growth Corridor (see Appendix 4).

8.6 The East Midlands Enterprise Gateway is focussed upon a number of existing major economic activities in the north of the district (principally East Midlands Airport, East Midlands Distribution Centre and Donington Park) and potential major employment opportunities associated with the development of a Strategic Rail Freight Interchange (SRFI) west of Junction 24 of the M1 and north of East Midlands Airport (referred to as Roxhill).

8.7 The job opportunities associated with these existing and potential developments not only benefits the immediate locality, but also the district and further afield such that the area is of considerable importance to the wider regional economy. We need to ensure that in addition to a significant amount of new housing development already planned for Castle Donington and Kegworth (over 1,500 dwellings) that the area is as accessible as possible by public transport to potential employees from elsewhere, including the Coalville Urban Area and other centres in the district.

8.8 The planning system has an important role to play in delivering some aspects of the Enterprise Gateway, for example future growth at East Midlands Airport and Donington Park which are covered by policies Ec4 and Ec7 respectively and a range of infrastructure. However, other measures will be delivered outside of the planning system as they are not directly related to development. These include matters such as training, access to job opportunities at existing places of work and the delivery of Broadband to existing businesses. We are currently working with a range of partners, including the Leicester and Leicestershire Local Enterprise Partnership and East Midlands Airport, to address these issues.

8.9 The Coalville Growth Corridor is focussed on the A511 from Junction 22 of the M1 to Junction 13 of the A42. The Growth Corridor recognises the potential for housing and economic opportunities, especially in the Coalville area, many of which already benefit from planning permission. Such development will assist in meeting the Council's aim to revitalise Coalville Town Centre.

8.10 However, road improvements along the A511 corridor are required to support this development. The District Council is working with the highway authorities (Highways England and Leicestershire County Council) together with Hinckley and Bosworth Borough Council to prepare a strategy to bring forward these improvements.

8.11 We have also developed our own Local Growth Plan to complement the Strategic Economic Plan. This identifies a range of actions to address the Council's growth and investment priorities to 2018. Many of these actions are associated with issues such as training and skills and about how the Council interacts with businesses. In terms of headline outcomes these include:

- the potential to create over 15,000 new jobs within the district,
- halve youth unemployment by 2019; and
- increase female participation and wage rates to the regional average.

8.12 Other features of our strategy for the economy include seeking to protect key employment areas from non-employment uses, promoting and protecting our town and local centres for shopping and other related uses and supporting the development of other complementary sectors such as the National Forest.

Employment Land provision - current position

8.13 In considering employment land needs we mean those uses falling within Use Classes formerly B1 (now part of Class E), B2 and B8 of the Use Classes Order 2015.

8.14 As noted in policy S1, provision needs to be made for a minimum of 66 Hectares of land for employment purposes during the plan period. As with housing, we are not starting with a blank sheet of paper; a number of developments have taken place since 2011 and there are also a number of sites where planning permission has previously been granted for some form of employment development.

8.15 In addition to the existing provision, we need to consider whether some land currently in use for employment purposes could be lost to other uses. For example, older stock which may become not fit for purpose during the plan period. An Assessment of Employment Sites was a comprehensive survey of employment sites in the district that considered which the most suitable sites were to retain in employment use and which might reasonably be considered for other uses. Those sites which were identified as being potentially suitable for release to other uses totalled 25.8ha. Of these 15.4ha has already been (or are being) redeveloped for other uses, principally housing. Therefore, this leaves only 10.4ha as potentially suitable for release to other uses.

8.16 Table 5 below identifies what the residual requirement is when taking account of completions since 2011, existing commitments and the loss allowance outlined above.

Table 5 – Employment land provision as at 1 October 2016

Requirement 2011-31	66 Ha	A
Starts 2011-16	6.81 Ha	B
Commitments (excluding Class B8 sites over 9,000sqm)	29.86 Ha	C
Residual requirement (A-B-C)	29.33 Ha	D
Allowance for potential loss of employment land	10 Ha	E
Residual requirement (D-E)	39 Ha	

8.17 It can be seen that there is a shortfall of about 39 hectares compared to the requirements identified in the HEDNA (including an allowance for the potential loss of existing employment land). This shortfall is addressed at Policy Ec2.

8.18 It should be noted that the employment land requirement and provision figures are net of land occupied by major peripheral structural landscaping and main distributor roads. Other on-site infrastructure, such as access roads, ancillary landscaping, car parking and buildings are all included in the net figure

EMPLOYMENT PROVISION, PERMISSIONS

8.19 As with housing there are a number of sites where the Council has granted planning permission for some form of employment use but where development has yet to commence. It is possible that some of these permissions could lapse. It is appropriate to indicate the likely response in such circumstances.

8.20 In addition to those sites listed below, it should be noted that there are a number of other sites with outstanding planning permission but where development has already commenced and are protected under policy Ec3 (e.g. East Midlands Distribution Centre).

Policy Ec1 – Employment provision: permissions

The following sites have the benefit of planning permission for employment development and where development has yet to commence. In the event that planning permission lapses on these sites it will be renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Site Area (Hectares)	Use Class
EC1a	Former Lounge disposal point, Ashby de la Zouch	25.5	B8
EC1b	Rear of Charnwood Arms, Bardon	1.2	Former B1 (now part of Class E)
EC1c	Land at Sawley crossroads, Sawley	24.88	Former B1 (now part of Class E), B8

Planning permission has also been granted for a Strategic Rail Freight Interchange on land north of East Midlands Airport/west of Junction 24 of the M1 (site EC1d on the policies map). In the event that the permission lapses the Council will support its renewal through the Nationally Significant Infrastructure Project process (or any equivalent replacement process) subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability.

EMPLOYMENT PROVISION, ALLOCATIONS

8.21 As noted at Table 5 there is a shortfall in employment provision of about 39 hectares. In deciding which site (or sites) should be allocated to address this shortfall we have had regard to a range of sites which have previously been notified to the Council as part of an Employment Land Availability Assessment (ELAA) we undertook in 2013/14.

8.22 Having regard to the settlement hierarchy this identifies Coalville Urban Area as the Main Town and so was the first place to be looked at. However, no suitable sites were considered to be available in Coalville. In addition, as noted in Policy Ec1 there is a supply of employment land in Coalville.

8.23 In accordance with the settlement hierarchy the next places to consider were Ashby de la Zouch and Castle Donington. Whilst the ELAA identifies a number of potential sites in the vicinity of Castle Donington it is considered that in view of the fact that there is already a significant amount of employment in this area, along with the Strategic Rail Freight Interchange, that additional employment would represent an imbalance with housing provision in the locality.

8.24 In terms of Ashby de la Zouch two potential sites are included in the ELAA – south of Ashby and north of Ashby. It is considered that land at north of Ashby (Money Hill) would be the more appropriate of the two sites.

8.25 An issue in recent years in Ashby de la Zouch has been the loss of employment land to other uses, principally housing. Therefore, it is considered that making further provision in Ashby de la Zouch would help to offset some of these losses. On the basis of this assessment we concluded that it would be appropriate to allocate land north of Ashby de la Zouch as part of a comprehensive, mixed use development involving housing.

Policy Ec2 – New Employment sites

(1) Land north of Ashby de la Zouch (Money Hill) is allocated for employment development for up to 16 Ha subject to the following:

(a) The provision of vehicular access to the A511 in conjunction with the adjoining housing development proposed under policy H3a; and

(b) The provision of employment units of varying sizes to meet the needs of a wide range of employers; and

(c) Land adjoining the A511 and Smisby Road will be restricted to those uses falling within the B1 Use Class; and

(d) The provision of appropriate landscaping, planting and other features so as to minimise the impact upon the adjoining housing development proposed under Policy H3a as well as the impacts on the wider landscape and biodiversity; and

(e) Design and layout of the proposed development should have due regard to the protection and enhancement of Heritage Assets including Ashby Castle Scheduled Ancient Monument, the Parish Church of St Helen and Ashby de la Zouch Conservation Area; and

(f) The provision of cycle and walking links to the adjoining housing development proposed under Policy H3a; and

(g) The provision of green infrastructure links, providing both an ecological connectivity and footpath and cycle links, within the development and to the wider area; and

(h) A comprehensive Masterplan prepared in consultation with stakeholders,

including both the district and town council and agreed in writing with the local planning authority for the comprehensive development of the site which identifies a range of land uses (including residential, employment and commercial uses, green infrastructure and open spaces, pedestrian and cycle links within and beyond the site and community facilities) and their relationship to each other and existing development in the vicinity of the site and what measures will be put in place to protect amenity of existing residential areas; and

(i) Provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted unless a 'development window' for the Developer Contributions Scheme is current, and there is sufficient capacity to accommodate the proposal in full.

(2) Where evidence indicates an immediate need or demand for additional employment land (B1, B2 and B8) in North West Leicestershire that cannot be met from land allocated in this plan, the Council will consider favourably proposals that meet the identified need in appropriate locations 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.

8.26 The allocated provision will result in a shortfall compared to the HEDNA (excluding an allowance for the potential loss of existing employment land) of about 13 hectares. This will be addressed through the review of the Local Plan committed to in Policy S1 (taking account of any additional employment land which might be redistributed to the district from elsewhere in the HMA) and through the determination, against Ec2 (2) of any planning applications which come forward in the meantime.

EXISTING EMPLOYMENT AREAS

8.27 Objective 5 of the Local Plan seeks to support the continued economic growth of the district. Whilst this can be partly achieved through the provision of new sites, there are already a large number of sites and buildings across the district in use for employment purposes.

8.28 It is important to seek to maintain the existing stock of land and buildings in order to provide a basis for the continuing economic prosperity of the area.

8.29 Whilst it is important to seek to maintain the existing stock of employment land and buildings, in order to provide a basis for continuing economic prosperity of the area, the NPPF advises against the "long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose".

8.30 A qualitative assessment of employment sites was undertaken in 2010 by Roger Tym and Partners working with Lambert Smith Hampton. This looked at sites in terms of a number of factors to assess whether the sites continued to meet market requirements:

- accessibility by road,
- accessibility by public transport,
- external environment, and
- internal environment

8.31 The assessment concluded that whilst most sites were still relevant from an employment point of view and should therefore be retained in employment use, there were some sites where this was not the case and so release to another use would be appropriate. Those sites identified in the study as being worthy of retention for employment use are accordingly identified as Primary Employment Areas in policy Ec3.

8.32 It should be noted that some of these Primary Employment Areas have yet to be completed. The remaining parts of these sites which have yet to be built are included in the commitments figure set out in table 5.

8.33 In respect of other sites not identified as Primary Employment Areas it is recognised that notwithstanding the role they play in the local economy it may sometimes be appropriate to allow their redevelopment for non-employment uses. Often such sites were built some time ago and can no longer meet the needs of modern businesses, or it may be that the site was built for a specific employment use which is no longer appropriate. In other cases it may be that the surrounding area has changed in terms of the predominant use and continuation for employment would be likely to be detrimental to the local amenity. In such cases the Council will want to ensure that the potential for reuse for employment purposes has been fully explored before agreeing to release the site for non-employment use.

8.34 Land at Ashby Business Park was originally allocated for the development of a High Quality Business Park in the 2002 North West Leicestershire Local Plan. The initial permission included a condition which sought to restrict the use of the site to **the former** B1 **(now part of Class E)** and B2 uses only, in order to maintain a Business Park environment. Development commenced in the 1990s but in recent years there has been limited progress in developing the remainder of the site. There have been previous planning applications for other uses including retail, hotel and public houses. These have been resisted for various reasons, including non-compatibility with the original aims of the 2002 Local Plan and design issues which conflict with the original

aim of creating a business park environment at this important approach to Ashby de la Zouch. A study undertaken in 2010 of existing and proposed employment areas concluded that whilst the site should continue to be protected for employment use that it would be appropriate to consider allowing some B8 development to the rear of the site so as to add value to the site. In recognition of this it is proposed to allow for some B8 uses on the site. In order to maintain the original business park appearance of the overall site it is proposed that B8 uses would be allowed on those parts of the site which do not adjoin the A42 or the A511. In terms of other non-employment uses these will be considered against the provisions of Ec3(2).

Policy Ec3 – Existing employment areas

(1) The Primary Employment Areas defined on the Policies map will be retained for employment generating uses within the Use Classes formerly B1 **(now part of Class E), B2 and B8.**

Planning permission will be given for the formerly B1 (light industrial and office – now part of Class E), B2 (General industrial) and B8 (Storage and distribution) uses subject to the proposed development not resulting in:

(a) Significant harm to the amenity of any nearby residents; and
(b) Significant harm to the general environment.

Regard will also be had to its impact on infrastructure requirements and the merits of the proposal in terms of other Local Plan policies.

(2) Other uses will only be permitted within the Primary Employment Areas where they:

(a) Are small scale or ancillary to the above uses; or
(b) Maximise job outputs and are compatible with the character and function of the area and with other nearby uses and policies in this Local Plan.

(3) In other employment areas proposals for non-employment development will be supported subject to it being demonstrated that one of the following criteria is satisfied:

(a) The property has been vacant for at least 6 months and has been the subject of genuine marketing for commercial (B class) uses for at least that period of time, at reasonable market values, and which has proved unsuccessful, or, where the use is no longer economically viable;
(b) The site is no longer capable of meeting the needs of modern businesses;
(c) Continuation in employment use would be inappropriate in terms of adjoining uses or the amenity of the wider area.

(4) The Council will, notwithstanding previous permissions for formerly B1 (now part of Class E), and B2 uses commensurate with a high quality Business Park environment, allow some B8 development on land at Ashby Business Park as identified on the Policies map (Policy Ec3(4)), on those parts of the site not adjoining the A42 or A511.

(5) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted. In addition, new development provided for within this policy (i.e. that which does not already have planning permission) will not be permitted unless a 'development window' for the Developer Contributions Scheme is current, and there is sufficient capacity to accommodate the proposal in full."

EAST MIDLANDS AIRPORT

8.35 The NPPF recognises that airports have a role to play in creating a successful economy. It notes that "plans should take account of their [ports, airports and airfields] growth and role in serving business, leisure, training and emergency service needs." National aviation policy is set out in the Aviation Policy Framework (DfT, 2013) that recognises the benefit of aviation and sets out a primary objective to achieve long-term economic growth. As aviation is a major contributor to the economy, its growth is supported within a framework that maintains a balance between its benefits and costs, particularly climate change and noise.

8.36 East Midlands Airport, which forms part of the East Midlands Enterprise Gateway, is a nationally important asset providing domestic and international flight connections, a hub for air freight and a vital contribution to the growth of the regional economy. East Midlands Airport is:

- The 11th busiest passenger airport in the UK handling 4.4 million passengers in 2015
- The UK's largest pure cargo airport handling 320,000 tonnes in 2015 and the 15th largest cargo airport in Europe
- The UK's major air mail hub
- The UK's leading airport for express freight, with three of the major global integrated freight airlines based at the airport
- On-site employment was about 7,100 jobs in 2015

8.37 In January 2013 the Government published revised aviation forecasts to inform long-term strategic aviation policy, including the development of its Aviation Policy Framework and the work of the Airports Commission. The central forecasts of passenger numbers in 2030 have been reduced by around 7% from levels forecast in August 2011 reflecting revised forecasts for the UK economy and changed projections

of oil prices. Demand for air travel is forecast to grow annually between 1% and 3% over the next 15 years, which is lower than the previous annual growth of 5%.

8.38 The Aviation Policy Framework has provided a framework for the East Midlands Airport Sustainable Development Plan prepared by the airport company and which was finalised in 2015. The Sustainable Development Plan sets out objectives for the growth and development of East Midlands Airport and is supported by four detailed plans that cover:

- Community
- Economy and Surface Access
- Environment
- Land Use

8.39 The Land Use Plan identifies the development that is needed to support the growth of the airport so that it is capable of handling 10 million passengers annually and 1.2 million tonnes of cargo. There are no plans for the development of a second runway but the airport has implemented a planning permission that was granted in 2011 for the construction of a 190 metre runway extension. The airport also want to bring forward commercial development proposals associated with the airport, including offices, logistics, general warehousing and hotels at Pegasus Business Park. Pegasus Business Park covers some 26 hectares in the south-west corner of the airport site and there is around 10 hectares still available for development.

8.40 The Council wants to support these growth plans but needs to balance the economic benefits they will bring against their local impacts, particularly with regards to noise and transport.

8.41 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 concerns about night time noise issues on local communities and so we will continue to work with the airport to ensure that any impacts are minimised as far as possible.

8.42 The airport is very well connected by road, with direct access to the M1 and A42 and very close to the A453, A50 and A52. There is a 24-hour a day, 7 days a week bus network connecting the airport to Derby, Nottingham, Leicester and other centres. There is no direct rail link although the East Midlands Parkway rail station is approximately 6 miles away.

8.43 Whilst improving public transport remains a key priority, the need for access to the strategic highway network is important, particularly for cargo and freight distribution. East Midlands Airport is the main UK base for DHL and UPS, along with significant

operations by TNT. It is also the major mail airport in the UK. The express freight operators provide an international next-day delivery service that relies on excellent road connectivity along with the ability to operate aircraft at night. There are in the region of 500 HGV movements to and from East Midlands Airport on a typical weekday, but with freight aircraft flying overnight, the vast majority of these vehicle movements take place very late at night and very early in the morning and as such have no impact on peak motorway traffic levels.

8.44 The private car will continue to be the primary mode of airport access, but we want to encourage wider public transport use by developing the network of bus routes and services. We will work with the Airport and its partners to do this.

Policy Ec4 – East Midlands Airport

(1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity or capability:

- **(a) Is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year; and**
- **(b) Incorporates measures that will reduce the number of local residents affected by noise as a result of the airport's operation, as well as the impact of noise on the wider landscape; and**
- **(c) Incorporates measures to ensure that local air quality satisfies relevant standards; and**
- **(d) Is accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger); and**
- **(e) Will protect and enhance heritage assets within the vicinity of the airport.**

(2) Within the boundaries of the airport, as defined on the Policies Map, development will be limited to:

- **(a) Operational facilities and infrastructure; and**
- **(b) Passenger and terminal facilities; and**
- **(c) Cargo facilities; and**
- **(d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and**

(e) Landscape works; and

(f) Internal highways and infrastructure; and

(g) Improvements to public transport and airport customer car parking.

East Midlands Airport - Safeguarding

8.45 Major airports, because of their importance to the UK air traffic system are also protected through a process known as aerodrome safeguarding. An officially safeguarded area has been established for East Midlands Airport and we are required to consult the airport operator on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures, developments that have the potential to attract birds and wind turbines because they can interfere with radar and navigation systems.

8.46 Guidance on aerodrome safeguarding is set out in Circular 1/2003 which details the process and the consultation requirements.

Policy Ec5 – East Midlands Airport: Safeguarding

(1) Development which would adversely affect the operation, safety or planned growth of East Midlands Airport will not be permitted.

(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation with East Midlands Airport is required on the following proposals:

(a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;

(b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;

(c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;

(d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;

(e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:

(i) significant landscaping or tree planting;

(ii) minerals extraction or quarrying;

(iii) waste disposal or management;

(iv) reservoirs or other significant water bodies;

(v) land restoration schemes;

(vi) sewage works;

(vii) nature reserves;

(viii) bird sanctuaries.

(f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.

East Midlands Airport - Public Safety Zones

8.47 Public Safety Zones are areas of land at the end of runways at the busiest airports in the UK, within which certain planning restrictions apply. These aim to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing.

8.48 East Midlands Airport's Public Safety Zones extend over part of Donington Park to the west and a small area on the southern edge of Kegworth to the east. The extent of the Public Safety Zones may be reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements.

Policy Ec6 – East Midlands Airport Public Safety Zones

(1) There will be a general presumption against new or replacement development or changes of use of existing buildings within the designated East Midlands Airport Public Safety Zones identified on the Policies Map. Within those areas of the Public Safety Zones lying outside the identified 1 in 10,000 risk contours, the following developments may be permitted:

(a) an extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a 'granny annex';

(b) an extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working or congregating

in or at the property beyond the current level, or, if greater, the number authorised by an extant planning permission;

(c) a change of use of a building or of land which could not reasonably be expected to increase the number of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;

(d) other forms of new or replacement development which would involve a low density of people living, working or congregating within the site, such as:

(i) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);

(ii) open storage and other forms of storage and distribution use (excluding those, such as distribution centres, sorting depots and retail warehouses) which would result in very few, if any, people being present on a site at any given time, and subject to conditions to prevent the future intensification of the use of the site and limit the number of employees present;

(iii) development likely to introduce very few or no people on to a site on a regular basis, such as unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwelling house use, and buildings for storage purposes ancillary to existing industrial development;

(iv) public open space, where there is a reasonable expectation of low intensity use, but excluding such uses as children's playgrounds, playing fields or sports grounds which would be likely to attract significant numbers of people on a regular basis;

(v) golf courses, but not clubhouses; and

(vi) allotments.

(2) Within the identified 1:10,000 risk contours only development which would involve a very low density of people coming and going may be permitted as exceptions to the above general presumption, such as:

(a) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);

(b) **built development for the purpose of housing plant or machinery, and which would entail no people on site on a regular basis, such as boiler houses, electricity switching stations or installations associated with the supply or treatment of waste; and**

(c) **golf courses, but not clubhouses.**

DONINGTON PARK

8.49 Donington Park racetrack dates back to 1931 and was originally part of the Donington Hall estate. It now hosts a wide range of national and international motorsport events and is used extensively for vehicle testing and by track day operators. The track, associated buildings and infrastructure are contained within a "10 foot wall". There is also an exhibition centre which is used for a wide range of events.

8.50 Complementing the race circuit, Donington Park is used by many different businesses for vehicle related activities. This includes:

- vehicle launches by car manufacturers;
- driver training for commercial vehicles, cars and motorbikes;
- various types of off-road and 4x4 use, including a purpose built 4x4 track;
- operational centre for track day operators; and
- use of the Western Paddock as the International Head Quarters for a new electrically powered global race championship - FIA Formula E.

8.51 Other activities within the estate include a large long-term car park for East Midlands Airport, a plant & machinery auction site and the museum housing the Grand Prix as well as, now, the Wheatcroft Military Collections. In June of each year Donington hosts the Download music festival. There has been a weekly Sunday Market in operation on the tarmac areas to the west of the race track for a number of years.

8.52 The ongoing investment required to manage and operate a race circuit to an international standard is significant and without income generation from other uses on site the circuit alone would not be viable. As a consequence, Donington Park Racing's growth plans include extensions to the west and south of the circuit to provide for motorsport development and related activities. Only the westerly extension is allowed for on the Policies Map, as it is considered that a southerly extension would be injurious to the appearance and character of the local landscape.

8.53 As noted already Donington Park lies within the area of the East Midlands Enterprise Gateway and the Council wants to support these growth plans but needs to balance the economic benefits they will bring against their local impacts, particularly with regard to noise, transport and impact on heritage assets.

8.54 Motorsport is a noisy activity and this is part of the enjoyment of the sport for many enthusiasts. However, noise from the racetrack has been the source of complaint, particularly from the communities of Weston on Trent and Aston on Trent in South Derbyshire. Noise from racetrack activity is controlled by the conditions contained in the current planning permissions for the racetrack, and a Noise Abatement Notice issued in 2010. These conditions allow Donington Park Racing to maximise the business opportunities available to the racetrack whilst limiting the number of events per year which are likely to give rise to local annoyance as well as limiting the duration of noisy events and limiting the noise produced by each individual vehicle during an event.

8.55 The circuit is located about 4km from Junction 23A of the M1 and is connected to the M1 and the A42 via the A453. At weekends the traffic flows in its vicinity are particularly high due to the combination of visitors attracted to the circuit and East Midlands Airport. From time to time there has been various traffic problems associated with the events at the racetrack. In particular, problems of excessive traffic have affected Castle Donington and, on occasions with very high attendance, there has been severe congestion on the wider network including the A453 and junctions 24 and 23A on the M1. The nearest train station to Donington Park is East Midlands Parkway, through which East Midlands Trains operate regular trains, but there is no regular bus service linking it to Donington Park.

Policy Ec7 – Donington Park

(1) The development of Donington Park as a national and international racing circuit will be supported provided development that gives rise to a material increase in the use of the racetrack or number of visitors:

(a) Incorporates measures to reduce the impact of noise as a result of the racetrack's operation on local residents and the wider area; and

(b) Ensures that existing mature trees and woodland are retained and incorporated into a landscaping scheme that mitigates the effects of the development on the local landscape; and

(c) Is accompanied by improvements in public transport access to the racetrack and other measures that will reduce the impact of event traffic on the local and strategic road network; and

(d) Conserves or enhances the site's racing and parkland heritage and heritage assets.

(2) Within the boundaries of the Donington Park Racetrack, as defined on the Policies Map, development will be limited to:

(a) Facilities and infrastructure meeting the operational needs of the

racetrack including motorsport and spectator facilities; and

(b) Facilities and infrastructure for driver training and driving experiences; and

(c) Motorsport and automotive ancillary infrastructure where the proposed development has a clear functional relationship with the racetrack and is of a scale that is appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles; and

(d) Landscape works; and

(e) Internal highways and infrastructure

subject to:

(f) The provision of improvements in public transport accessibility and other measures that will reduce the impact of event traffic on the local and strategic road network; and

(g) Any buildings being located, oriented and designed to reduce the impact of noise, especially for residents living in settlements to the west of Donington Park; and

(h) The incorporation of appropriate landscaping to mitigate the effects of the development on the local landscape; and

(i) The incorporation of appropriate measures to mitigate the effects on heritage assets.

TOWN AND LOCAL CENTRES

INTRODUCTION

8.56 The NPPF identifies that "town centres should be seen as the heart of communities" and where policies should "support their viability and vitality". It suggests that a network and hierarchy of centres should be defined along with the extent of town centres and primary shopping areas and that policies should set out what uses will be permitted in these locations. It also requires that in considering proposals for development of what are termed main town centre uses (i.e. retail uses, leisure and entertainment facilities) that a sequential test be applied whereby the preference is for developments to be located within town centres, then in edge of centre locations and only if suitable sites are not available in either of these locations should out-of-centre locations be considered.

8.57 The retail offer in North West Leicestershire is mainly located in the town and village centres of Coalville, Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham. These centres not only provide important shopping facilities and services, but also provide a focal point for communities and meet the day to day needs of local residents.

8.58 Our town centres face competition from other centres as well as other forms of shopping. In particular, shopping from home has grown rapidly and with the continued expansion of superfast broadband to more rural and remote areas, it is suggested that this form of retail offer could continue to grow.

8.59 A Retail Capacity Study was undertaken in 2012 which assessed the health and role of the above centres and the contribution they make towards meeting future retail needs, apart from Kegworth due to the size of its centre and the smaller range of shops. In addition, a household survey of shopping habits was undertaken to inform a forecast of future shopping needs. A summary of the main findings in respect of the health of the centres is set out below:

Table 6 – Summary of main findings of the health of town centres

Town Centre	Summary of comments
Coalville	• the district's principal shopping area and should support the convenience and comparison shopping needs of a wider area; • struggling with vitality and viability and there is a clear need for improvement particularly if it is to fulfil its role as the district's principal shopping centre and meet the needs of existing residents and an increased population in future years.
Ashby de la Zouch	• An historic market town which although smaller in scale than Coalville offers a good variety of retailers, restaurants and service providers and has a good level of diversity of uses and provides for day to day shopping needs.
Castle Donington	• A healthy district centre that meets local resident's day-to-day needs well with low vacancy rates and a range of local retail and service uses, including a number of convenience stores, and a good offer of independent retailers, financial services, hairdressers and restaurants.
Ibstock	• A local centre that provides day to day goods and services, primarily to meet the local needs of its residents. • Retailing is low key as a high proportion of its units are occupied by non-shop uses, in particular take away premises, as well as residential properties.
Measham	• A local centre that provides day to day goods and services, primarily to meet the local needs of its residents;

	• Retailing is low key due to a strong residential element and is considered relatively poorly served by food store provision.

8.60 As noted a healthcheck of Kegworth was not included in the 2012 study. It is the smallest of the centres and its role is of one that serves a more limited range of day-to-day needs. This local centre provides a limited mix of retail uses and only a small number of financial and professional services. Over half of the uses perform a non-retail function with strongest representation from residential properties, contributing to the low key retail character of the centre.

8.61 This study was updated in 2014 in terms of assessing future retail requirements. The outcome of this is considered at paragraph 5.11 in respect of Policy S1 (Future housing and economic development needs) which identifies a need for an additional 7,300 sq metres of comparison retail floorspace.

8.62 The 2016 assessment of retail operator demand identifies Coalville to be the main focus of interest from national and regional retail operators. New development would assist in the centre's regeneration and help reduce 'leakage' of comparison retail expenditure. However intervention will be needed to improve operator demand and retail representation in the town centre. The Council has initiated the Coalville Project, as set out in paragraph 8.68 to address this need for intervention.

8.63 The 2016 assessment also identifies that Ashby receives good levels of interest from local retail operators, as and when units become available. However opportunities for modern retail floorspace development will be limited in this centre.

RETAIL HIERARCHY

8.64 Having regard to the advice in the NPPF we have identified a hierarchy of retail centres. For the purposes of town centre policies this identifies both Coalville and Ashby de la Zouch as town centres in view both of their scale and function serving a more than local area. The smaller centres of Castle Donington, Ibstock, Kegworth and Measham are identified as Local Centres.

Policy Ec8 – Town and Local Centres: Hierarchy and Management of Development

(1) The Council will support retail and main town centre development in accordance with the following hierarchy of centres:

- **Town Centres: Coalville and Ashby de la Zouch**
- **Local Centres: Castle Donington, Ibstock, Kegworth and Measham**

Proposals for retail and other main town centre uses will be expected to be

located within the town and local centres, as defined on the Policies map. Development outside of the defined town and local centres will only be permitted if it can be demonstrated that a sequential approach has been followed which favours sites in a defined centre, then edge of centre and then out-of-centre.

(2) Coalville is the district's principal shopping area and is the Council's preferred location for additional retail development to ensure that it continues to fulfil this role and to assist in the regeneration of the Town Centre. The Council will work with landowners, developers and businesses to bring forward proposals for up to 7,300 square metres of comparison (non-food) retail floorspace in accordance with the hierarchy set out in this policy. In addition, improvements to the public realm will be sought, either in association with new development or as standalone schemes.

(3) New retail and town centre uses development should:

(a) Be of a scale appropriate to the role, function and character of the settlement and not undermine the balance of the hierarchy;

(b) Conserve and enhance the character and distinctiveness of each centre in terms of design, and protect and enhance the built and historical assets of the centre, and their wider setting.

8.65 The main Town and Local Centres uses as referred to in the NPPF are those uses listed below (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)):

- A1 Shops,
- A2 Financial and Professional,
- A3 Restaurants and Cafes,
- A4 Drinking Establishments,
- A5 Hot Food Takeaways,
- B1 Offices,
- D2 Assembly and Leisure Uses, recreation uses (including nightclubs and casinos) and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

8.66 Notwithstanding the fact that Coalville and Ashby de la Zouch are both identified as Town Centres, our priority for further retail development, as advised in the Retail Capacity Study, is in Coalville Town Centre.

8.67 Coalville is the largest town in the district which is reflected in the number of retail outlets and town centre uses that are located there. However, as noted in the 2012 retail study (paragraph 4.4) *"Whilst the town centre continues to meet day-to-day convenience and comparison goods shopping functions, plus the service needs of local*

residents, adequately, the overall picture is one of a centre 'getting by', and struggling for vitality and viability in a number of areas".

8.68 The Council has initiated the Coalville Project as a means to address some of these issues. The Coalville Project is being led by the District Council but will involve a wide range of partners to deliver improvements. Some steps have already been undertaken including the redevelopment of the former Pick and Shovel at the corner of the High Street and Belvoir Road and the designation of a conservation area.

8.69 A key focus of the Coalville Project is something referred to as the "Four squares proposal"; an aim to link Stenson Square (where the Council Offices are located) with Marlborough Square, Memorial Square and the Belvoir Shopping centre area via vibrant streets, including the regeneration of rundown buildings and areas and new development.

8.70 In order to deliver on these aspirations the Council will work with landowners and developers to realise potential opportunities, including new retail floorspace. It is too early in the lifetime of the Coalville Project for any firm proposals for new development to have been progressed and so no specific proposals are included in the Local Plan, but Policy Ec8 (2) sets out the Council's aim to see additional floorspace provision made in Coalville to meet the need identified in Policy S1.

8.71 The 2016 retail assessment suggests that the delivery of the identified comparison floorspace requirement could be challenging. It recommends supporting the implementation of existing retail commitments in Coalville, as well as other interventions to promote investment in the centre, such as addressing funding gaps, improvement to accessibility and creating a stronger sense of place.

IMPACT ASSESSMENT THRESHOLD

8.72 Proposals for main town centre uses that are not in a centre should be assessed having regard to their impact on centres. The NPPF requires such an assessment particularly for developments over 2,500 square metres gross but does allow for us to set a local threshold for the scale of development which should be subject to an impact assessment. The 2012 Retail Study advised that the thresholds set out below in Ec9 should be used to require proposals outside of the defined centres to provide an impact assessment.

Policy Ec9 – Town and Local Centres: Thresholds for Impact Assessments

For retail, leisure and office development proposed outside of the town and local centres as defined on the Policies map, an impact assessment will be required based on the following thresholds.

Centre where development proposed	Development Threshold
Coalville and Ashby de la Zouch	1,000 sqm gross
Castle Donington, Ibstock, Kegworth and Measham	500 sqm gross

PRIMARY SHOPPING AREAS

8.73 The NPPF suggests that in addition to defining its town centres, local planning authorities should identify primary shopping areas. These are an area where shopping development is principally concentrated. This area can also include those adjoining and closely related areas where a more diverse range of other main town centre uses, such as restaurants, public houses and businesses, can be found.

8.74 We have researched the type and spread of uses within and around the various town and local centres. Having regard to this and the NPPF definitions, a Primary Shopping Area is proposed within the centres of Coalville and Ashby de la Zouch and the totality of our Local Centres. These Primary Shopping Areas are defined on the Policies map.

Policy Ec10 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses

(1) Shops (Use Class E) will be the predominant ground floor use within the defined Primary Shopping Areas of our Town and Local Centres, as identified on the Policies map. Development for other main town centre uses within the Primary Shopping Area will be acceptable where all the following criteria are met at the time that an application is determined;

- **(a) They make a positive contribution to the diversity of uses on offer; and**
- **(b) The proposal, along with any committed planning permission, does not undermine the shopping element within the immediate area of the site; and**
- **(c) It would not result in a cluster or over-concentration of non-shop uses; and**
- **(d) It would not lead to a negative impact on the retail character and vitality and viability of the Primary Shopping Area.**

(2) The residential use of the uppers floors of properties within these defined

Primary Shopping Area will be supported subject to parking and amenity considerations.

8.75 Whilst the predominant use within the primary shopping area will be shopping it is recognised that residential development within our centres can provide a range of economic, environmental, social and financial benefits. It can assist with a centre's regeneration and add to its vitality, especially at night. However residential development within the Primary Shopping Area should be restricted to the upper floors of premises, so as not to undermine the shopping function.

8.76 In considering applications for a change of use from shopping to non-shopping regard will be had to various factors including:

- The need to maintain an appropriate balance between shopping and non-shopping uses;
- The type and characteristics of other uses within proximity of the application site;
- Where the property is vacant the length of time that the premises have been vacant and marketed for retail purposes.

HOT FOOD TAKEAWAY USES

8.77 Takeaway uses can serve the needs of local communities and contribute to the diversity of uses that a centre can offer, as well as provide an active frontage during the evening. However harmful impacts, particularly if a number of these uses are sited within close proximity to one another, can include noise and disturbance, negative impact on amenity, anti-social behaviour and undermining the shopping function of a centre.

8.78 Specific issues exist in Ashby de La Zouch with reference to the clustering of hot food take away uses within parts of its Primary Shopping Area whilst in Ibstock there is a high number of hot food takeaways located within the local centre.

Policy Ec11 – Town and Local Centres: Primary Shopping Areas – Hot Food Takeaway Balance

(1) In considering applications for a proposed hot food takeaway use, within the defined Primary Shopping Areas of our Town and Local Centres, as identified on the Policies map, regard will be had to the following factors at the time that an application is determined:

(a) The number of existing takeaway establishments in the immediate area as related to the application site and their proximity to each other, in order to avoid clusters of takeaway uses;

(b) Impact on the amenity of the immediate area (including smells, fumes and noise), traffic or safety issues arising from the proposal itself or cumulatively with the existing uses in the area;

(c) The potential impact upon the health of local residents where it can be demonstrated that the proposal will raise health issues.

(2) Proposals for a hot food takeaway use should also include the provision of a litterbin on land within the premises, of which the property will be responsible for its maintenance, emptying on a regular basis and for the area adjacent to the premise to be kept clear. Where a litterbin cannot be provided within the curtilage of the premises, a commuted sum will be sought towards the provision of a litterbin within the locality.

(3) Within the Market Street frontage of Ashby de la Zouch, Nos 67 to 89 and Nos 76 to 108, the Council will resist applications for new hot food takeaway uses over and above those in existence, or permitted, at the time of the adoption of this Local Plan.

(4) The concentration of hot food takeaway uses within the defined local centre of Ibstock, as identified on the policies map, will not be permitted to increase above the existing number of those in existence, or permitted, at the time of the adoption of this Local Plan.

LOCAL CENTRES

8.79 Castle Donington, Ibstock, Kegworth and Measham are local centres providing a valuable service in providing for day-to-day needs. These local centres, as defined on the Policies map, also comprise their defined Primary Shopping Area and this policy should be read in conjunction with Policies Ec9 and Ec10. It is important that the shopping and services function that these local centres provide is protected. It is also recognised these local centres have a comparatively stronger residential character.

Policy Ec12 – Local Centres

Planning permission will only be granted for the loss of shopping and other main town centres uses within the defined local centre if the premises have been vacant for at least 6 months with evidence of marketing. The following factors will also be taken into account:

(a) The need to maintain an appropriate balance between main town centre and non-main town centre uses; and

(b) The contribution the unit makes to the function of the centre in terms of

its size and location within the centre; and

(c) The nature and characteristics of the proposed use and the type and characteristics of other uses within proximity of the application site; and

(d) The impact of the proposal on the shopping and service character and function of the local centre - for example, would it create an active frontage, would the use bring visitors to the centre?

The residential use of the upper floors of properties within these defined Local Centres will be supported subject to parking and amenity considerations.

TOURISM DEVELOPMENT

8.80 As a district which benefits from a number of established tourist attractions, the tourism industry forms an important part of the local economy and can support the provision of local services and facilities.

8.81 The district has a range of attractions aimed at those attending specific events or day visits. These include Ashby de la Zouch Castle, the Ashby Canal and Donington Park and Grand Prix Collection as well as a number of destinations located within the National Forest including Moira Furnace, Sence Valley Country Park and the award winning Conkers Visitors Centre. The National Forest is overseen by the National Forest Company, and is a growing tourist destination. The National Forest Strategy 2014 – 2024 seeks to improve the visitor experience and future plans are being developed for further development in the district through the National Forest Company's Destination Development Plan. This seeks to advance the profile of the National Forest as a tourist destination, encourage the development of overnight visitor accommodation and attract high profile events to the National Forest.

8.82 Business travel also makes a contribution to the local visitor economy with hotels in the north of the district catering for business travellers, supported by the presence of conference and exhibition space, as well as those visiting the district for leisure purposes.

8.83 The Council will continue to work with other organisations to best promote the tourism that is on offer in the district. We will continue to be actively engaged with bodies representing the National Forest as well as retain a working relationship with the Leicestershire Promotions Ltd and any Tourism Strategy for Leicester and Leicestershire.

8.84 The North West Leicestershire: Local Growth Plan 2014-2018 supports the development and enhancement of the local tourism offer in the district, and seeks to increase the number of visitors as well as the number of overnight stays, alongside increased private investment and employment opportunities in visitor related facilities.

Policy Ec13 – Tourism development

(1) We will maximise the potential of tourism in the district and increase tourist opportunities for visitors by supporting the:

(a) Retention of existing tourist attractions and accommodation which contribute to the local economy;

(b) Enhancement of existing tourist attractions and accommodation, including their expansion, where it accords with the principles of sustainable development and is not detrimental to the surrounding area;

(c) Development of new tourist attractions, including the provision of new accommodation to facilitate the opportunity for overnight stays;

(d) Development of attractions and accommodation that are well connected to other tourist destinations and amenities, particularly by public transport, walking and cycling;

(e) Enhancement of the environment and local distinctiveness, including heritage and landscapes, which will increase the attractiveness of the district to visitors.

(2) New tourist attractions and accommodation will be directed to the Limits to Development where it can make use of existing infrastructure. It is recognised however there may be instances where an initiative requires a countryside location or setting or is directly related to a specific tourist destination. Outside of the Limits to Development preference would be for tourism and tourism related development to re-use land and / or buildings.

(3) Tourism in rural areas, which benefits business, communities and visitors, and respects the character of the countryside, will be supported. Its scale should be appropriate to the local landscape and its surrounding environment and not adversely affect local transport infrastructure.

(4) When assessing new provision for rural tourism or the expansion of facilities, consideration will be given to whether needs can be met by existing facilities.

(5) The Council will work with the National Forest Company and other tourist organisations to maximise the opportunities for tourism and cultural development within the district.

9 INFRASTRUCTURE AND FACILITIES

INTRODUCTION

9.1 When development takes places it makes additional demands on infrastructure, including water and energy supply, wastewater disposal, transport, education and health care as well as open space, and green infrastructure. Therefore it is important to ensure that appropriate levels of infrastructure are provided to support the growth required in this Local Plan.

9.2 This chapter sets out our general approach to securing the provision of infrastructure and more specific requirements for different types of infrastructure.

DEVELOPMENT AND INFRASTRUCTURE

9.3 Infrastructure is critical to support the provision of all development. Whether transport infrastructure, Information Communication Technology (particularly superfast Broadband), utilities such as water supply or sewerage (wastewater) systems, or energy generation, such supporting infrastructure must be in place for new development. This is not only to ensure that the new development is properly served in respect of essential day-to-day infrastructure required by the occupants of any new development (for example superfast Broadband which many businesses rely on) but also to minimise the impact upon existing infrastructure.

9.4 In accordance with the NPPF the need for infrastructure as part of new development needs to have regard to the viability of development.

9.5 Policy IF1 sets out how we will ensure that new development includes the provision of new infrastructure.

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:

(a) Affordable housing; and
(b) Community Infrastructure including education, health, cultural facilities and other public services; and
(c) Transport including highways, footpaths and cycleways, public transport and associated facilities; and

(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; and

(e) The provision of superfast broadband communications; and

(f) Utilities and waste; and

(g) Flood prevention and sustainable drainage.

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.

In negotiating the provision of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification.

The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.

9.6 As noted elsewhere the majority of new development that the district requires is already committed as a result of planning permissions. These permissions include for the provision of infrastructure to mitigate the impact of development and support future residents and users of the proposed developments, where appropriate and necessary. However, any further development which comes forward will still need to ensure that the impact on existing infrastructure is acceptable and where it is not additional infrastructure will need to be provided.

9.7 The planning system and in particular the policies set by this Local Plan, will play a key role in helping to ensure that key strategic, local and site-specific infrastructure is provided at the right time and in the right place to absorb the impact of and provide for new development. The provision of such infrastructure will require the involvement of a wide range of other organisations and mechanisms. The Council will co-ordinate this activity.

9.8 An Infrastructure Delivery Plan has been prepared which highlights the key infrastructure which is proposed or required. This will be kept up to date and added to as new requirements or needs are identified and will be used to inform negotiations

on proposed developments as well as discussions with other organisations in respect of funding and delivery of infrastructure. It is also recognised that the consideration of infrastructure contributions early on in the planning application process can be beneficial for all parties involved.

9.9 The provision of new infrastructure is currently secured using a legal agreement (referred to as planning obligations or Section 106 Agreement). This agreement will be signed by the Council and the applicant, together with any other parties who may be involved in the delivery of specific infrastructure. Contributions agreed as part of the S106 Agreement can only be spent on the services and facilities specified in the S106 Agreement. Monies cannot be diverted to other facilities or areas. For the foreseeable future this is how we will continue to secure infrastructure provision. However, another option is for the Council to introduce a Community Infrastructure Levy (or CIL), whereby the Council would specify the amount of money which would be charged for different types and sizes of development. This money would then be used to pay for identified new infrastructure. A CIL would have to go through a separate, detailed process including a public examination. We will consider whether to adopt a CIL approach once this Local Plan is adopted.

COMMUNITY AND CULTURAL FACILITIES

9.10 Local shops, community facilities, pubs, cultural buildings, places of worship and other services provide the infrastructure required to meet the everyday needs of communities, which reduces the need to travel and provides opportunities for social interaction helping to maintain active and socially inclusive communities. Generally a community facility is a building or space where community led facilities for community benefit is the primary use. They can include cultural facilities such as public libraries and museums. It is also viewed that community safety is a form of community infrastructure.

9.11 Access to community facilities is important for both urban and rural communities. Community facility provision needs to reflect the needs of the population both existing and new and also reflect how the population will change over time. This is particularly important given the ageing population of the district.

Policy IF2 – Community and Cultural Facilities

The loss of key services and facilities will be resisted unless an appropriate alternative is provided, or there is demonstrable evidence that the facility is no longer required and/or viable and that suitable alternative community uses have been considered.

Community and cultural services and facilities should be retained and wherever possible improvements facilitated to the quality, accessibility and levels of provision by:

a) Supporting the development of new community and cultural services and facilities where deficiencies in provision would be addressed, provided that adverse impacts on the environment and the settlement concerned can be avoided or mitigated;

b) Allowing the expansion or enhancement of existing community and cultural facilities to assist continuing viability, particularly in areas where new development will increase the demand for facilities;

c) Guarding against the loss of land or buildings belonging to existing facilities wherever possible to ensure sites are retained for other forms of community or cultural use. Should the loss of a facility result in an equally beneficial replacement or enhanced existing facility for the local community consideration will be given to this matter.

New development will be required to provide or contribute to community facilities and other local services to enhance communities and the residential environment, as part of the development, or if appropriate off-site, where no facilities exist or where existing facilities are deficient.

9.12 The loss of local services or facilities can have a serious impact upon people's quality of life and the overall vitality and sustainability of communities. With an ageing population access to locally based services will become increasingly important. The council will require that proposals demonstrate that a particular facility or service is no longer viable and explain the options that have been investigated to maintain the facility or service. In relation to commercial services, such as public houses and shops, marketing of the property for a minimum of 6 months with an appropriate price will be required. For other types of facilities, appropriate forms of evidence may be the internal processes that have been undertaken by the disposal bodies when identifying the future role of the facility.

9.13 The Localism Act 2011 introduced the Community Right to Bid; this allows communities and parish councils to nominate a facility or land for listing as an asset of community value. An asset can be listed if its principal use furthers their communities' social well-being or social interests and is likely to do so in the future. If a listed asset comes to be sold, a moratorium on the sale of up to six months may be invoked providing the local community with a better chance to raise finance, develop a business and to make a bid to buy the asset on the open market, in order to save the asset that they value. However it should be noted that the seller doesn't have to sell to the local community. The register of community assets can be viewed on the council's website.

OPEN SPACES AND SPORT AND RECREATION

9.14 It is important that local communities have access to high quality open spaces and opportunities for sport and recreation as this makes an important contribution to the health and well-being of communities. Open spaces can provide benefits for recreation and biodiversity and contribute to the wider network of Green Infrastructure. Open space can provide for a range of users and uses, and can comprise for example, parks and gardens, informal recreation areas, outdoor sports facilities, and equipped play areas and allotments. It is therefore important to both protect our existing open spaces and sport and recreational facilities but to also improve provision, either through new or enhanced facilities.

9.15 There are various national standards of provision which relate to the different types of open space. For example, the National Society of Allotment and Leisure Gardeners (NSALG) has produced a national allotment standard for a minimum provision of 20 standard plots of 250 square metres per 1,000 households or 0.5 ha per 1,000 households.

9.16 The Fields in Trust (FIT) recommend benchmark standards for playing fields as part of the 'Planning and Design for Outdoor Sport and Play' concludes that the total recommended standard for outdoor sport is 1.6 ha per 1,000 population. In addition to the quality standards the document also recommends standards for children's playing space - 0.8 ha of children's play space is recommended per 1,000 population. This is then split into 0.25 ha of designated equipped play space and a further 0.55 ha of informal playing space.

9.17 In addition work undertaken on a Playing Pitch Strategy and Sports Facility Modelling will be used to inform and understand the need for indoor and outdoor sports facilities for our local communities.

Policy IF3 – Open Space, Sport and Recreation facilities

(1) In order to meet the needs of the community, provision of open space, sport and recreation facilities will be sought as part of new housing development of 50 or more dwellings having regard to:

(a) The scale of the proposed development and the mix and type of dwellings to be provided;

(b) The nature and scale of existing open space, sport and recreation provision within the locality of the proposed site;

(c) The likely population characteristics resulting from the proposed development as well as that of the existing population in the locality;

(d) Local evidence of need, including (but not limited to) a Playing Pitch

Strategy, open space assessment of need or equivalent sources.

(2) Any open space, sport and recreation provision should be designed as an integral part of the proposed development in accordance with Policy S5[3] in respect of Design.

(3) Provision of open space, sports and recreation facilities should be located on-site unless an off-site or partial off-site contribution would result in an equally beneficial enhancement to an existing open space, sports and /or recreation facility which is of benefit to the local community.

Loss of Open Space

(4) In assessing the appropriateness of development which would result in the loss of a site which at the time the development proposal is considered, is an open space, sports or recreation facility within the Limits to Development, the following principles will be taken into consideration:

(a) The developer / applicant will need to provide clear evidence that the open space, sports or recreation facility is surplus to the applicable quantitative standard;

(b) The loss of the open space, sports or recreation facility results in an equally beneficial replacement or enhanced existing facility for the local community;

(c) The loss of the open space, sports and recreation facility is for the purpose of providing an ancillary development which improves the functioning, usability or viability of the open space, sport and recreation uses e.g. changing rooms, toilets, assembly and function uses;

(d) The loss of the open space, sports or recreation facility will not result in the fragmentation or isolation of a site which is part of a green infrastructure corridor.

(5) Proposals involving the potential loss of an open space, sports or recreation facility outside of the limits to development will be considered under the provisions of the Countryside policy (Policy S3).

(6) Any proposals resulting in a loss of an open space, sports or recreation facility should be able to clearly demonstrate that the facility is not only currently surplus to requirements, but taking into account the population needs of the community over the plan period.

Further guidance will be set out within a SPD to be prepared by the Council.

[3] Addendum: the reference to Policy S5 was included in error. It should instead refer to Policy D1.

9.18 We will have regard to the national standards referred to above when assessing the need for new or enhanced provision as part of new housing proposals. However, we also need to have regard to a range of other factors as it is not a case of 'one size fits all'. For example, the size and type of properties being provided will influence the type and amount of open space which may be needed; family homes are more likely to require more open space than developments aimed at more elderly people. Similarly there may already be sufficient provision in the locality such that further provision is not required or is limited.

TRANSPORT INFRASTRUCTURE

9.19 Economic growth relies on an effective and efficient transport system to move goods and people from one place to another. Land use and transport must be planned together to give people genuine choice of travel and so reduce the number of journeys using private cars. New and improved transport infrastructure, and making the best use of existing infrastructure, is vital to achieving the objective of sustainable development.

Policy IF4 – Transport Infrastructure and new development

(1) The Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment, including climate change, and incorporates safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents, businesses and employees. In assessing proposals regard will be had to any Transport Assessment/Statement and Travel Plan prepared to support the application.

(2) New development will be expected to maximise accessibility by sustainable modes of transport, having regard to the nature and location of the development site, and contribute towards improvement of the following where there is a demonstrable impact as a result of the proposed development:

- **(a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure;**
- **(b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including linkages to key Green Infrastructure;**
- **(c) The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes to essential services and facilities, such as shops, schools and employment, is maximised.**

(3) Where new development has a demonstrable impact upon the highway network contributions towards improvements will be sought commensurate with the impact. The following specific highway improvements are identified

as priorities:

(a) Strategic road improvements

- **J22 of M1**
- **J13 of A42**

(b) Local road improvements

- **the A511 corridor between J22 of the M1 and J13 of the A42**

9.20 The NPPF places considerable emphasis upon ensuring that new development is "located where the need to travel is minimised and the use of sustainable transport modes can be maximised". Our settlement hierarchy (Policy S2) seeks to reduce the need to travel by locating development in the most sustainable locations. The policy above seeks to ensure that new development considers and makes provision for access by all modes of transport.

9.21 The provision of cycling and walking links within and beyond a development should be an important element in the design of the development and so should be an integral part of the design process.

9.22 It is recognised that access to new development by private car will remain essential. Whilst the District Council is not the highway authority, the impact of development upon the highway network is an important consideration in determining proposals for new development. For motorways and trunk roads the highway authority is Highways England, whilst for all other roads Leicestershire County Council is the highway authority. As part of the preparation of this Local Plan and in determining planning applications we consult and work with the two authorities.

9.23 Leicestershire County Council's third Local Transport Plan (LTP3) provides the transport policy framework for North West Leicestershire. This sets out how they will seek to ensure that transport continues to play its important role in helping Leicestershire to continue to be a prosperous, safe and attractive County and covers the period 2011-2026.

9.24 The LTP3 is made up of a long-term transport strategy supported by a rolling three year Implementation Plan, the second of which runs from 2014-2017. This identifies a range of actions that impact upon North West Leicestershire, including:

- Various low cost schemes to deal with congestion and parking issues around Coalville Town Centre;
- Implementation of schemes around Coalville as part of the Government's Local Sustainable Transport Fund; and
- Various schemes to resolve safety issues or as routine maintenance.

Travel Plans, Transport Assessments and Statements also form part of the decision-making process.

9.25 A number of key highway improvement schemes have been identified (through the LTP3 and work in preparing this Local Plan) which both impact on and are impacted by new development, particularly in the Coalville Urban Area and Ashby de la Zouch. These include Junction 22 of the M1 and junction 13 of the A42 as well as junctions along the A511 corridor between these two junctions. In addition, it is recognised that the Hugglescote crossroads requires improvements. A further significant piece of transport infrastructure in the district is the construction of the Kegworth Bypass that will accompany the East Midlands Gateway – Strategic Rail Freight Interchange (SRFI).

RAIL INFRASTRUCTURE

9.26 There are no passenger rail services in North West Leicestershire although a freight-only rail line connects Leicester with Burton-on-Trent via Coalville and another runs from Long Eaton to Willington, passing through the district north of Castle Donington.

9.27 The Government believes that a national high speed rail network offers a once-in-a-generation opportunity to transform the way we travel in Britain. An initial preferred route was published on 28 January 2013 for the Birmingham to Leeds leg of HS2. This passed through North West Leicestershire mainly following the A42 corridor and then through a tunnel under the East Midlands Airport and across the M1 and River Trent Valley to a new station at Toton near Long Eaton. On 15 November 2016 revised proposals were published. Whilst most of the route through North West Leicestershire was unchanged the revised route is now proposed to go east of Measham rather than to the west, whilst it is no longer proposed to have a tunnel under East Midlands Airport. Instead the route follows the A42 and then follows the M1 to the west of Kegworth.

9.28 Alongside the revised proposals a Safeguarding Direction was published which has the effect of requiring the Council to consult with HS2 on planning applications which fall within the safeguarded area. A decision on the final route of HS2 is expected in 2017.

Policy IF5 – Leicester to Burton rail line

The Council will support the provision of public transport services on the Leicester to Burton rail line.

New development will not be permitted which would prejudice the route of the Leicester to Burton rail line.

The provision of stations, together with ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville and Ashby de la Zouch, will be supported.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted. In addition, development will not be permitted unless a 'development window' for the Developer Contributions Scheme is current, and there is sufficient capacity to accommodate the proposal in full.

9.29 The Leicester to Burton rail line closed to passenger traffic in the 1960s. In the early 1990s it was proposed to re-open the line to passenger services (initially promoted as the Ivanhoe Line) linking Loughborough to Derby via Leicester and Burton on Trent. The project was split into two stages and Ivanhoe Stage I was implemented in May 1994 running between Loughborough and Leicester. The Stage II section between Leicester and Burton on Trent was not progressed partially due to rail privatisation in the mid-1990s, and structural alterations in the make-up of the UK rail industry. Following a scheme re-appraisal in October 1996, which concluded there would be an annual operating deficit of £0.8 million, the project was not progressed any further.

9.30 In response to planned housing growth west of Leicester and the potential to increase passenger traffic on the line, Leicestershire County Council commissioned a study in 2009 to give an indication of the impact of growth on the viability of a reopened line (now referred to as the National Forest Line). The re-appraisal concluded that the scheme would not be good value for money and that the project would be unlikely to cover its operating costs without some form of ongoing subsidy.

9.31 In view of the time that had elapsed since this study the District Council together with the County Council commissioned further work in 2015 to look at the potential for the re-introduction of a passenger rail service along the former route. The study once again concluded that such a service would not be viable without significant public subsidy. Nevertheless, the re-instatement of passenger services on the National Forest Line has been a long-term ambition of North West Leicestershire District Council and remains as such, although it is recognised that this may need to take the form of some other form of public transport rather than traditional rail.

9.32 As part of the Council's response to the proposals for HS2 the Council has requested that consideration be given to the potential for re-opening the Leicester to Burton line. Even if the current route is confirmed and it is agreed to re-open the Leicester-Burton railway to passenger traffic it is likely that it would be some time before it became operational.

ASHBY CANAL

9.33 The Ashby Canal is a 31-mile (50 km) long canal which connected the mining district around Moira with the Coventry Canal at Bedworth in Warwickshire. It was opened in 1804 to convey coal and limestone from the extensive deposits in the Ashby Woulds.

The canal suffered from mining subsidence during the first half of the 20th century, and was progressively closed to the current terminus at Snarestone in 1966.

9.34 Leicestershire County Council is now leading the restoration of the Ashby Canal from its current terminus at Snarestone to the Heart of the National Forest at Moira.

Policy IF6 – Ashby Canal

Development which would prejudice the restoration of the Ashby Canal and its historic route, as identified on the policies map, or the provision of canal side facilities will not be permitted.

The reconstruction of the Ashby Canal from Snarestone to Measham, to include the construction of a new canal wharf at Measham, is supported.

The principle of the provision of an alternative route for the Ashby Canal will be supported where it can be demonstrated that the existing historic route is no longer appropriate.

9.35 To date the northern section of the canal has been restored from Moira to Donisthorpe and links Conkers, Moira Furnace and Donisthorpe Country Park in an area that is developing as a tourist destination.

9.36 Restoration is now focused on extending the current terminus of the canal from Snarestone northwards for a distance of 4.5km to a new canal wharf at Measham. The power to acquire the necessary land and to construct and maintain the canal was provided in October 2005 when the Secretary of State for the Environment, Food and Rural Affairs confirmed the Leicestershire County Council (Ashby de la Zouch Canal Extension) Order made under the powers of the Transport and Works Act 1992. In making the Order, the Secretary of State noted that "the scheme is consistent with national, regional and local policies, would contribute significantly to regeneration objectives and would produce considerable economic, environmental and social benefits."

9.37 The main objectives of the next phase of restoration are to:

- Advance and accelerate continuing economic regeneration of the area and contribute to rural diversification and social inclusion through opportunities for employment, leisure, recreation, learning and skills;
- Provide a green gateway to the National Forest and develop and link the recreational tourism facilities;
- Improve the environmental quality of the area;
- Provide a recreational, cultural and social resource for the local community; and
- Connect Measham, and ultimately Moira, to the national waterways network.

9.38 Since the Transport and Works Order was made in 2005 a great deal has been achieved; the necessary site investigations and studies have been carried out, planning requirements have been met, land acquisition has been secured and development proposals have been prepared. The first phase of construction, the Snarestone connection and the first of three nature reserves was completed in August 2009. The restored section has since been extended to 600 metres with a new bridge and temporary terminus completed in 2015. The canal is proposed to be constructed in further phases northwards to Ilott Wharf and then to Measham. Ultimately it is proposed to extend the canal further north from Measham to connect to the restored canal at Donisthorpe.

9.39 The Ashby Canal Trust has since proposed an alternative route option for the Ashby Canal between Measham and Donisthorpe. Advantages of this alternative route include a shorter route, a lot of which is on Leicestershire County Council land, as well as avoiding most of the areas where there is uncertainty over mining subsidence. Detailed work, such as consultation and feasibility, has not been carried out on this option, and it has not been identified as the chosen route. However the above policy has been worded to allow for the support of an alternative route to the existing historic and identified route, should this be an option that is ultimately pursued further by the Ashby Canal Trust.

PARKING AND NEW DEVELOPMENT

9.40 The availability of car parking can have a significant effect on people's choice of transport. It is important to ensure that parking provision in new developments is designed to meet expected demand whilst making the most efficient use of land and maintaining the principles of sustainable development.

9.41 Given the rural nature of the district and the limited availability of public transport in parts of the district, it is considered inappropriate to under-provide for parking. Insufficient parking associated with new development can lead to inappropriate parking on streets and verges creating highway safety problems and unsightly environments.

9.42 The promotion of cycling as a travel opportunity is part of the drive to promote alternatives to the private car and encourage more sustainable means of travel. Therefore the needs of cyclists should be fully taken into account in the development process through improvements to the provision, safety, convenience and general environment for cycling. To help promote cycle use the amount of good quality cycle parking needs to be increased. It is important therefore that secure cycle parking is provided as an integral part of new development.

Policy IF7 – Parking provision and new development

(1) Development should incorporate adequate parking provision for vehicles and cycles in order to avoid highway safety problems and to minimise the impact upon the local environment. This should be designed so that it is an integral part of the development and does not dominate the public realm;

(2) In considering the provision of parking, both vehicles and cycling, as part of new development the Council will:

- **(a) Have regard to local highway and parking conditions;**
- **(b) Have regard to the most up-to-date 6C's Design Guidance or equivalent issued by the County Highway Authority in respect of parking standards;**
- **(c) Have regard to any transport assessment/statement and travel plan associated with a proposed development and, in appropriate circumstances, agree to reduce the required car parking provision where the proposed development has, or is, proposed to have good access to other modes of transport;**
- **(d) In terms of cycle parking seek the minimum requirements specified in the 6C's Design Guidance (or equivalent issued by the County Highway Authority). Where it is not possible to provide cycle parking on-site a financial requirement will normally be sought towards providing public facilities where such provision is possible.**

9.43 The 6C's Design Guide provides the starting point for proposals which affect transport in the district and includes car parking standards to be applied in new developments, as well as advice on cycle parking provision.

9.44 In respect of housing developments developers are required to assess the likely demand for parking using a research method published by the Department for Communities and Local Government. In assessing demand regard is to be had to various factors including car ownership levels and the size and type of housing to be provided.

9.45 Given the car ownership levels in the district as well as the low level of public transport and instances in the past where new developments have been dominated by cars parked on roads, due to the lack of off-street parking, the Council wish to ensure that new development creates attractive places to live and work and is not dominated by parked cars. Therefore, to ensure that car parking provision is adequate the provision of 2 car parking spaces per dwelling, increasing to 3 spaces per dwelling for four or more bed properties will be appropriate in many instances.

9.46 In respect of non-housing development the 6C's Guidance sets out the normal parking requirements for those developments over identified thresholds. This is set out at Appendix 5 of the Local Plan for information purposes. For developments below the threshold, the standards contained in the document Highway

Requirements for Development (HRfD) will continue to be applied as the normal maximum standards.

9.47 We will seek to improve the quality of car parking in the district's town centres to ensure it is convenient, safe and secure. To enable us to do this there is currently a review underway of town centre car parking provision. We will use the results of the review to identify where and what improvements are required.

9.48 In any new development it is important that car parking is sensitively designed in order to not be obtrusive or damaging to the character of an area or the development and should be an integral part of the design process.

10 ENVIRONMENT

INTRODUCTION

10.1 The NPPF recognises the need to ensure that planning contributes to conserving and enhancing the natural environment, including valued landscapes and areas of biodiversity and geological importance.

GREEN INFRASTRUCTURE

10.2 Different types of high quality green spaces and connections between them are known as 'Green Infrastructure'. Green Infrastructure is used for recreation and leisure, provides routes for walking and cycling, supports wildlife and helps us to manage flooding.

10.3 Green Infrastructure is important because it can provide many social, economic and environmental benefits close to where people live and work including:

- Places for outdoor relaxation and play;
- Space and habitat for wildlife with access to nature for people;
- Climate change adaptation – for example flood alleviation. They also counter the 'heat island' effect in urban areas by cooling the heat retained in buildings and streets;
- Improving air quality;
- Environmental education;
- Local food production – in allotments, gardens and agriculture;
- Improved health and well-being – lowering stress levels and providing opportunities for exercise;
- Attract economic investment.

10.4 It is therefore important that Green Infrastructure is upgraded and expanded in line with any growth, in the same way that grey infrastructure (e.g. roads and sewers) is required to be developed or enhanced in line with the community's needs. This is allowed for in policies IF1 and IF3. Policies En1 to En6 set out our approach in respect of specific aspects of the Green Infrastructure network.

10.5 The Government has declared its intention to give local communities the power to designate green spaces valued by local people; Local Green Spaces are a way to provide special protection against development.

10.6 Local Green Spaces can be designated through either local or neighbourhood plans, providing that they meet the criteria set out within paragraph 77 of the National Planning Policy Framework. We do not propose to designate any Local Green Spaces as part of this Local Plan but instead leave such designations to be considered as part of Neighbourhood Plans.

NATURE CONSERVATION

10.7 The 2011 White Paper 'The Natural Choice' highlighted the important role a healthy, properly functioning natural environment has in sustained economic growth, prosperous communities and personal wellbeing. This is recognised in the NPPF, which seeks to minimise the potential impacts of development on areas of biodiversity importance and, where possible, achieve net gains in biodiversity.

Policy En1 – Nature Conservation

(1) Proposals for development will be supported which conserve, restore or enhance the biodiversity in the district.

(2) Where a proposal for development would result in significant harm to one of the following and which cannot be avoided, or mitigated or compensated for, then planning permission will be refused:

- **(a) Special Areas of Conservation (SAC);**
- **(b) Sites of Special Scientific Interest (SSSI);**
- **(c) Local and Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS);**
- **(d) Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and candidate Local Wildlife Sites (cLWSs) which meet the Leicester, Leicestershire and Rutland LWS criteria;**
- **(e) Local and National Biodiversity Action Plan-related (BAP) priority habitats;**
- **(f) River corridors;**
- **(g) Irreplaceable habitats (defined as Ancient woodlands; Mature plantation or secondary woodland; Species-rich ancient hedgerows; Aged or veteran trees; Species-rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops).**

(3) New development will be expected to maintain existing ecological networks, hotspots and landscape features (such as water courses and waterways, disused railway lines, trees and hedgerows) for biodiversity, as well as for other green infrastructure and recreational uses.

(4) Where a proposed development would attract additional visitors to an area or facility it should be demonstrated how any potential impact upon an area or feature of biodiversity interest will be managed as part of the new development.

(5) The use of Sustainable Urban Drainage Systems (SuDS) to create wetland and

marshland habitats will be encouraged subject to the provisions of Policy Cc4.

(6) We will prepare a Supplementary Planning Document to provide more guidance on this issue.

10.8 Biodiversity information about the district is available from the Leicestershire and Rutland Environmental Records Centre (LRERC). LRERC can also provide information about the status of protected species in the district.

10.9 There are 17 Sites of Special Scientific Interest (SSSIs) within the district, of which 2 have further designations; Charnwood Lodge, which is also a National Nature Reserve, and the river Mease, which is also a Special Area of Conservation.

10.10 New sites are still being identified and this will continue; especially post-industrial and former mineral land, which can naturally regenerate very quickly after activity ceases.

10.11 An Ecological Network report for North West Leicestershire has also been prepared. This was a comprehensive survey of the area, attempting to categorise all land parcels. This also revealed clusters and groups of designated sites in areas of high biodiversity value and low intensity management. These clusters form the 'hotspots' and 'stepping stones', which are the main areas for priority nature conservation and are linked to a variety of wildlife corridors such as hedges, watercourses, canals, railways and roads.

10.12 It is important to look beyond the boundaries of the development site to identify corridors that link habitats in the site, to those outside. The priority for retention of hedges and other habitats within the site should be:

- Those that have connectivity beyond the site;
- Those that link to important habitats within for foraging bats and birds;
- Those that are species rich and/or meet the local wildlife criteria.

10.13 The geological interest in the district includes unique pre- Cambrian volcanic rocks, Carboniferous limestones, coal-bearing rocks, fossils and rare minerals. The Charnwood Lodge is designated as a National Nature Reserve due to its geodiversity. In addition, the district has eleven Regionally Important Geodiversity Sites (RIGS) and candidate RIGS (cRIGS). RIGS and cRIGS do not have statutory protection but are encouraged to be protected in the planning process.

RIVER MEASE SPECIAL AREA OF CONSERVATION

10.14 Special Areas of Conservation (SACs) are areas which have been given special protection under the European Union's Habitats Directive. They provide protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

10.15 The river Mease SAC includes the river Mease and its tributaries, parts of which are in North West Leicestershire (although it also encompasses parts of Staffordshire and Derbyshire as well). The North West Leicestershire Parishes wholly located within the River Mease Catchment include Ashby Woulds, Oakthorpe and Donisthorpe, Chilcote, Stretton en le Field, Appleby, Measham, Packington and Snarestone. The following Parishes are partly located within the catchment – Ashby Town, Coleorton, Heather, Normanton le Heath, Ravenstone and Swepstone.

10.16 The SAC is also a Site of Special Scientific Interest (SSSI).

10.17 Survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high phosphorous levels. Agriculture contributes to the phosphate issues from organic (farm yard manure) and inorganic (manmade fertilisers) sources. These can directly end up in watercourses via different pathways or when soil with phosphate and other nutrients bound to it are washed into a watercourse.

10.18 We have worked with a range of partner organisations (The Environment Agency; Natural England; Severn Trent; South Derbyshire District Council; and Lichfield District Council) to address this problem, including plans and strategies which will allow development to take place within the river Mease catchment area whilst ensuring that the integrity of the river Mease is protected. The policy below reflects the approach we have agreed together.

Policy En2 – River Mease Special Area of Conservation

(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the river Mease Special Area of Conservation.

(2) In order to achieve this, new development within the River Mease catchment will be allowed where:

(a) There is sufficient headroom capacity available at the Wastewater Treatment Works to which it is proposed that flows from the development will go; and

(b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme.

(3) In the event that there is no headroom capacity available at the appropriate wastewater treatment works, or there is no capacity available within the Developer Contributions Scheme in operation at the time that an application is determined, or exceptionally where as part of the development it is proposed to use a non-mains drainage solution for the disposal of foul water

and this is supported by the Environment Agency, development will only be allowed where it can be demonstrated that the proposed development, on its own and cumulatively with other development, will not have an adverse impact, directly or indirectly, upon the integrity of the river Mease Special Area of Conservation.

10.19 Under the Habitats Directive we are responsible for ensuring that proposals for new development will have no significant adverse impact upon the SAC. This is done through a Habitats Regulations Assessment (referred to as an Appropriate Assessment). To help with this process, people applying for permission for new development need to include detailed information about drainage (both surface and foul water).

10.20 Unless an applicant can demonstrate no adverse impact on the River Mease SAC, a planning application must be refused.

10.21 A Water Quality Management Plan (WQMP) identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the Conservation Objectives and is brought back into favourable condition.

10.22 In addition, a Developer Contribution Scheme (DCS1) was adopted by the District Council on 22 November 2012. This sets out the level of financial contribution expected from new developments within the river Mease catchment. Due to the capacity in DCS1 being taken up, the Council approved DCS2 in September 2016. The contributions required under DCS1 and DCS2 (together with any subsequent DCS) are to be used to implement measures in the WQMP designed to reduce phosphorous levels thereby ensuring that new development does not lead to deterioration in water quality, or cause a net increase in phosphorous levels.

10.23 The DCS estimates the amount of phosphorous likely to be generated by new development. This is used to create a 'Development Window' – the total amount of phosphorous which will need to be removed from the river Mease via a range of measures to ensure that new development will not adversely impact upon the SAC. These measures are to be funded by contributions from new development. The contribution will depend on the number of properties built, their size and the water efficiency of each new home. Commercial developments will also be expected to pay a contribution dependent on the size and scale of the development proposed.

10.24 As noted in DCS2 there is now agreement by Severn Trent, the Environment Agency and Natural England that in order to meet the conservation objectives the most effective long term solution is that all sewage effluent derived from developments within North West Leicestershire which currently discharge to the Waste Water Treatment Works at Packington and Measham will be pumped out of the catchment. This will not be funded by new development and will need to be included in Severn

Trent's period review in 2019. This will need to be approved by OFWAT. When pumping out has been achieved this will mean that future development will not need to be restricted in terms of numbers as has been the case over the last few years.

10.25 The implementation of the DCS and the WQMP are overseen by a Programme Board comprising of representatives from the partner organisations who will also be responsible for subsequent reviews and amendments as deemed necessary.

THE NATIONAL FOREST

10.26 The National Forest covers 52,000 hectares of the Midlands and includes parts of Derbyshire, Leicestershire and Staffordshire. It was established in the 1990s to transform the landscape and link two ancient woodlands - Charnwood Forest on its eastern fringe and Needwood Forest to its west. At December 2014 there was some 20% woodland cover, but the aim is to increase cover to about a third of all the land within the National Forest boundary.

10.27 The creation of the National Forest is overseen by The National Forest Company which is responsible for the production, implementation and monitoring of the National Forest Strategy.

10.28 About 56% of North West Leicestershire lies within The National Forest; this includes the Coalville Urban Area, and the Rural Centres of Ashby de la Zouch, Ibstock and Measham.

10.29 In addition to enhancing the physical appearance of the landscape, The National Forest also provides a range of other benefits including enhanced biodiversity; recreation, leisure, tourism and economic opportunities. It also provides a "carbon sink" which helps store CO_2; forest carbon sinks are considered the best natural mitigation measure against global warming. There is also evidence that woodland creation and woodland management can help in reducing flood flows, particularly in smaller catchments.

10.30 One of the main ways of increasing woodland cover across the National Forest has been to include tree planting as part of new developments, both on - and off-site in accordance with National Forest Planting Guidelines. This helps to create an attractive forest setting for the development as well as green space for the local community. We will continue with this approach and applicants are advised to discuss their proposals with the National Forest Company as part of their pre-application preparations. Furthermore the National Forest is not just about planting woodlands but increasing tree cover within urban areas; large trees with space to grow are required for community wellbeing and health as well as for their intrinsic beauty and cultural heritage. We will also work with The National Forest Company and others to exploit other ways of providing additional planting and to help deliver The National Forest Strategy 2014-24.

10.31 The National Forest Charitable Trust is a charity which aims to create a vibrant heart in the midst of The National Forest. This will include a 400 hectare woodland park, in which Conkers has already been created, with opportunities for walking, cycling and discovery in the emerging woodland environment.

Policy En3 – The National Forest

(1) Within the area of the National Forest, as defined on the Policies map, North West Leicestershire District Council will work with the National Forest Company, other local authorities and partners to:

- **(a) Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;**
- **(b) Create an attractive, sustainable environment;**
- **(c) Enhance its role as a natural carbon sink;**
- **(d) Provide a range of leisure opportunities for local communities and visitors; and**
- **(e) Achieve the National Forest Company's woodland cover target.**

(2) New developments within the National Forest will contribute towards the creation of the forest by including provision of tree planting and other landscape areas within them and /or elsewhere within the National Forest in accordance with National Forest Planting Guidelines in place at the time an application is determined. Landscaping will generally involve resilient woodland planting, but can also include the creation and management of other appropriate habitats, open space provision associated with woodland and the provision of new recreational facilities. Landscaping does not just include woodland planting and the appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.

(3) In exceptional circumstances, a commuted sum may be agreed where planting and landscaping cannot be accommodated within or close to the development site. This will be used to purchase land for planting, create new woodland, provide public access to it and maintain the site for at least 5 years.

(4) Within the National Forest new development should ensure that:

- **(a) The siting and scale of the proposed development is appropriately related to its setting within the Forest; and**
- **(b) The proposed development respects and does not adversely affect the character and appearance of the National Forest or the wider**

countryside; and

(c) The character of the National Forest is enhanced through incorporating a National Forest or locally inspired identity.

(5) The area between Ashby de la Zouch, Measham and Swadlincote will be recognised as 'The Heart of the National Forest' where there will be a concentration of tourism and leisure activities associated with the National Forest, and economic opportunities based on the woodland and environmental economy. Linkages to nearby urban areas will be strengthened and new development will be exemplars of sustainable design and construction, with an emphasis upon the use of Forest-themed construction materials where appropriate.

CHARNWOOD FOREST

10.32 Charnwood Forest is a distinctive area of rugged upland landscape towards the north-west of Leicester. It is valued for its geological importance, rich biodiversity, landscape beauty, historical importance, and recreational role. It is also a traditional working landscape with a high proportion of land in agricultural use and, in some parts of the area, mineral working.

10.33 About 8% of it lies in North West Leicestershire. The area is surrounded by growing urban centres such as Leicester, Loughborough and Coalville, as well as by other smaller settlements. It is therefore exposed to the pressures which this growth brings. However, development could also provide opportunities to improve parts of the area and develop stronger green links to the surrounding towns, villages and landscapes, and linkages beyond this to other green areas such as the National Forest.

10.34 Previous strategic plans and the 2002 Local Plan all have recognised the importance of the area due its unique character and appearance. The former East Midlands Regional Plan recognised the importance of the Charnwood Forest as a key Green Infrastructure asset and proposed the creation of a Charnwood Forest Regional Park.

10.35 A Charnwood Forest Regional Park Steering Group has been established comprising of North West Leicestershire District Council, Leicestershire County Council, Charnwood Borough Council, Hinckley & Bosworth Borough Council and other key stakeholders such as the National Forest Company, Natural England and the Leicestershire Local Access Forum. The Steering Group has agreed a vision for the Charnwood Forest Regional Park. The agreed vision is that "The unique natural and cultural heritage features of the Charnwood Forest will be managed and promoted through the Charnwood Forest Regional Park. The Regional Park will be recognised as an essential part of the growing communities in the Derby, Leicester and Nottingham area, now and in the future."

10.36 To achieve the Vision, the overall aim is the retention, enhancement and, where necessary, protection of the resource and its important landscape, ecological, geological and historical features, to maintain the integrity of the Charnwood Forest.

10.37 A detailed landscape appraisal has been undertaken to define the extent of the Regional Park in landscape terms. The boundary results in some parts of the Coalville Urban Area being within the Regional Park.

10.38 The Charnwood area is recognised as one of a number of National Character Areas which cover North West Leicestershire. The National Character Area profile for the Charnwood Forest recognises that "There is great scope to build on and support the partnership work of the Charnwood Forest Regional Park to protect and enhance this area, and the work of The National Forest in promoting sustainable woodland management and extending woodland (where appropriate)".

10.39 It is not the intention that the Charnwood Forest Regional Park should be a barrier to new development in its own right. Therefore, the provisions of the policy below have to be read in conjunction with the countryside policy (Policy S3). Instead we want to maintain the traditional working landscape of the Charnwood Forest while supporting rural diversification that encourages sustainable tourism. In some areas mineral workings are a part of this landscape (for example at Bardon Quarry) and can provide biodiversity, geodiversity and access opportunities.

10.40 It is important that the design and construction of any new development which is considered to be appropriate should pay particular attention to the need to maintain and enhance the character and appearance of the area.

10.41 The part of the Charnwood Forest which is in North West Leicestershire is also within the National Forest. The aim of increasing woodland coverage across The National Forest may not always be appropriate within the Charnwood Forest having regard to landscape character and biodiversity. In these instances, the provision of alternative habitats or the protection / enhancement of existing habitats will be expected in lieu of the woodland creation expected by Policy En3.

Policy En4 – Charnwood Forest Regional Park

(1) Within the Charnwood Forest, the Council will work in partnership with Leicestershire County Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council and other partners to protect and enhance the landscape, biodiversity, natural history and cultural heritage of the Charnwood Forest Regional Park (CFRP).

(2) Priority will be given to those proposals that:

(a) Maintain the traditional working landscape of the forest, particularly those which involve farming or rural diversification or tourism, including green tourism initiatives; and

(b) Enhance the biodiversity of the CFRP, consistent with the aims of the Charnwood National Character Area profile (SEO3); and

(c) Provide new recreation facilities appropriate to the character of the area; and

(d) Provide access to and from the rural areas into and within the Regional Park by non-vehicular means.

(3) Any new development within the CFRP will be expected to respect the character and appearance of area in terms of design and materials used.

AREAS OF SEPARATION

10.42 It is important to ensure that individual settlements retain their own character and identity. This is recognised in the Countryside policy (policy S3) where the potential impact upon the separation between settlements is an important consideration in determining proposals for development. However, in the Coalville Urban Area there are two large, open, undeveloped areas of land which are within the Limits to Development and not subject to the countryside policies, as they are surrounded by built development, but which perform a very important role in maintaining the physical separation between Coalville and Whitwick. Development in this area, if permitted, would result in the physical coalescence of Coalville and Whitwick and the loss of the separate identity of the two settlements. Therefore, these open areas are identified as Areas of Separation and subject to the policy below.

Policy En5 – Areas of Separation

(1) Land between Coalville and Whitwick, as identified on the Policies Map, is designated as an Area of Separation where only agricultural, forestry, nature conservation, leisure and sport and recreation uses will be allowed. Any other proposed uses will need to demonstrate why they cannot be accommodated elsewhere within the district.

(2) Development will not be permitted which, either individually or cumulatively, would demonstrably adversely affect or diminish the present open and undeveloped character of the area.

LAND AND AIR QUALITY

10.43 The NPPF advises that in meeting development needs planning should "prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability."

10.44 Policy En6 sets out our approach to ensure that the aim of the NPPF is achieved.

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.

10.45 North West Leicestershire has a long history of coal mining and heavy industry. This has left a legacy of potential land instability and contamination issues. The Coal Authority has defined a 'Development High Risk Area' that covers most of the district. In this area the potential land instability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, areas of known or suspected shallow coal mining, recorded mine entries and areas of former surface mining. Other than householder developments and those exceptions as identified on the Coal Authority's exemptions list, all new development proposals within the defined Development High Risk Area must be supported by a Coal Mining Risk Assessment, or equivalent, in order to identify any potential risks to the new development and any required remediation measures. These assessments must be carried out by a suitably qualified person to the current British Standards and approved guidance.

10.46 The responsibility for determining the extent and effects of such constraints lies with the developer.

10.47 Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many of our rivers. It is crucial that we look after these sources and ensure that water is completely safe to drink.

10.48 Sometimes a proposed development may be located near to a known source of noise. Such noise could potentially impact upon the users of a proposed development, particularly residential development. It is important therefore to ensure that the likely impact is fully understood and, where necessary, mitigated to protect the future occupiers. Furthermore, implementing appropriate mitigation should ensure that an

existing use is not subject to complaints in the future which could require the implementation of measures by the existing user at their expense.

10.49 The Council has a duty to assess the present and future air quality of the area in relation to the requirements of the National Air Quality Strategy and to identify the main sources of the pollutants affecting air quality. Within the district there are five Air Quality Management Areas (AQMAs):

- M1 Mole Hill Kegworth;
- High Street Kegworth;
- Stephenson Way/Bardon Road Coalville;
- High Street/Bondgate Castle Donington; and
- Copt Oak Road Copt Oak.

10.50 An annual assessment and review of the AQMAs is undertaken and published. The planning system has an important role to play by ensuring that new development does not contribute to or exacerbate existing air quality issues.

11 HISTORIC ENVIRONMENT

INTRODUCTION

11.1 The Council is committed to conserving the significance of designated and non – designated heritage assets, and the important contribution that they make to the quality of the environment so that they can be enjoyed by future generations. Once a heritage asset is lost it cannot be replaced.

11.2 Heritage assets are the valued components of the historic environment which have been identified as having a degree of 'significance' i.e. archaeological, architectural, artistic or historic. They can include for example buildings, monuments, sites, places, areas or landscapes. Designated Heritage assets include listed buildings, conservation areas, World Heritage Sites, registered parks and gardens and scheduled monuments. The term heritage assets also covers those assets that have not been designated and afforded protection by separate legislation. The significance of these 'non-designated heritage assets' is a material consideration in determining planning applications as identified in the NPPF.

11.3 The NPPF defines significance as 'the value' of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset's physical presence, but also from its setting.

HISTORIC ENVIRONMENT NORTH WEST LEICESTERSHIRE

11.4 The heritage of North West Leicestershire is characterised by pre-industrial settlements that range in size from hamlets to market towns; about twenty of these settlements have been designated as conservation areas. The conservation areas are mainly representative of rural, agricultural areas with traditional houses, cottages and farm buildings. Also represented are areas characterised by the industrial revolution (Measham Canal) Georgian Architecture (Ashby de la Zouch and Castle Donington) and country homes (Staunton Harold and Coleorton Hall). For example the district still shows signs of its industrial heritage including the Midland Railway signal box, former collieries, bridges and cottages.

There is also evidence of earlier settlement in the area, including an Iron Age hill fort at Breedon-on-the-Hill ('The Bulwarks') and a Roman villa near Lockington.

11.5 The landscapes at Coleorton Hall, Staunton Harold Hall and Whatton House are included on the national register of parks and gardens. The remains of farming practices on the landscape with evidence of ridge and furrow within Appleby Magna also make the local landscape an important heritage asset.

11.6 Ashby de la Zouch is the primary historic settlement in the district. The settlement core is a designated conservation area; it covers about 35ha and contains to date about 140 listed buildings, including six grade II* listed buildings. Castle Donington is

the secondary historic settlement in the district. The settlement core is a designated conservation area; it covers about 35ha and contains to date about 50 listed buildings.

11.7 North West Leicestershire is recognised for the survival of castles and moated sites, including the castles at Ashby-de-la-Zouch, Castle Donington and Whitwick and the moated manor houses at Appleby Magna and Hemington. It is also significant for the survival of religious houses including Grace Dieu Priory, Langley Priory and the Priory Church of St Mary and St Hardulph at Breedon-on-the-Hill.

11.8 Coal was mined in North West Leicestershire from the medieval period; early coal mining remains at Coleorton and Lount have been designated as scheduled monuments. North West Leicestershire is recognised for the survival of industrial structures including the Ashby Canal, Moira Blast Furnace and Snibston Colliery. The conservation of assets which reflect the district's industrial and coal mining heritage will be a particular priority for the Council.

11.9 There are also other key heritage assets that have not been designated that are still of significance to the architectural, social and cultural history of the district. A number of these important assets are listed on the Leicestershire Historic Environment Record (HER). The identification of these buildings or features of local importance is often supported by parish councils, civic societies and historic interest groups as part of the preparation of a local list. They are also set out within Conservation Area Appraisals.

11.10 There will be a particular focus on Coalville town centre as Historic England described Coalville in response to the consultation on the designation of the Coalville conservation area 'as a good example of the type of commercial and industrial settlement that grew up rapidly in the nineteenth century following the discovery of coal, but which in Leicestershire is somewhat unusual. Its value is also an ensemble; it is more than the sum of its parts due to the extent of survival. This significance has in certain areas been masked by later alterations to buildings, but this provides a rich seam of enhancement opportunities would help to facilitate'.

11.11 When looking to protect and enhance the historic environment and heritage assets there is the opportunity to help deliver on other objectives, such as economic development and tourism. Conservation and sustainable economic growth are complementary objectives and should not generally be in conflict with one another. Conservation can play a key part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions that will encourage inward investment.

11.12 The Council has a key role to play in the protection, conservation and enhancement of the heritage assets that exist throughout the district by:

- Supporting proposals for planning permission and listed building consent where the historic environment and heritage assets are conserved and enhanced in line with their significance;

- The use of planning obligations to secure the enhancement of the significance of any heritage asset, where development might impact on that significance;
- Adopting a Local List;
- Undertaking and Implementing Conservation Area Appraisals and Management Plans and using up to date evidence when determining planning applications. The most up to date evidence can be viewed at http://www.nwleics.gov.uk/pages/conservation_information;
- Making use of Article 4 Directions and Local Development Orders where appropriate;
- The use of grant schemes, as resources permit, to safeguard heritage assets at risk and encourage sympathetic maintenance and restoration of listed buildings and historic shop fronts; and
- Strengthening the distinctive character of the district including:
    a) Conserving and enhancing the character and appearance of the historic market towns of Ashby de la Zouch and Castle Donington as well as its rural settlements such as Snarestone.
    b) Recognising and protecting the district's industrial, transport and recreational heritage such as coalmining heritage, canals and spa heritage.
    c) Protecting the rural character and landscape including historic landscape features such as ancient or mature woodland, and ridge and furrow field patterns.

Policy He1 – Conservation and enhancement of North West Leicestershire's historic environment

(1) To ensure the conservation and enhancement of North West Leicestershire's historic environment, proposals for development, including those designed to improve the environmental performance of a heritage asset, should:

a) Conserve or enhance the significance of heritage assets within the district, their setting, for instance significant views within and in and out of Conservation Areas;

b) Retain buildings, settlement patterns, features and spaces, which form part of the significance of the heritage asset and its setting;

c) Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship;

d) Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits.

(2) There will be a presumption against development that will lead to substantial harm to, or total loss of significance of a designated heritage asset. Proposals will be refused consent, unless it can be demonstrated that the substantial

harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss or all of the following apply:

- **The nature of the heritage asset prevents all reasonable uses of the site; and**
- **no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and**
- **conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and**
- **The harm or loss is outweighed by the benefit of bringing the site back into use.**

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

(3) Where permission is granted, where relevant the Council will secure appropriate conditions and / or seek to negotiate a Section 106 Obligation to ensure that all heritage assets are appropriately managed and conserved.

(4) The District Council will support development that conserves the significance of non-designated heritage assets including archaeological remains.

11.13 The Council will continue to produce and revise Conservation Area Appraisals for all designated conservation areas within the district. Conservation Area Appraisals offer an opportunity to identify ways in which their significance can be reinforced and strengthened. Such appraisals can help assist the removal of elements within the built environment which have a negative impact on surrounding heritage assets.

11.14 In certain areas including Staunton Harold conservation area and Lockington conservation area Article 4 directions to remove permitted development rights are adopted. A Local Development Order is in place for Coalville Town Centre to help facilitate the Coalville shop front improvement scheme, by streamlining the planning process.

11.15 At October 2015 there were 6 heritage assets listed on the Historic England Heritage at Risk Register. We will continue to monitor these and work with Historic England and other stakeholders to address the future of these buildings. The Risk Register includes grade I, grade II* and grade II places of worship - therefore a comprehensive survey of grade II listed buildings will be required at a district level.

11.16 The reuse of historic buildings for a use other than their original use represents a sustainable use of resources. However, it will be necessary to ensure that any physical changes to the fabric of the building do not detract from the heritage asset. Similarly,

physical changes to a building designed to improve the buildings energy efficiency will also require careful attention in order to not detract from the quality of the heritage asset. There are opportunities in most historic buildings to improve energy conservation without causing harm through measures such as secondary glazing, improved loft insulation using natural materials, low energy lighting and the use of fuel efficient boilers.

11.17 Where conflict is unavoidable the benefits of energy conservation measures should be weighed against the extent of harm to the significance.

SHOP FRONTS

11.18 The towns and villages of North West Leicestershire also have some very good examples of old shop fronts, a shop front serves a number of purposes to provide an attractive frame for goods displayed, to advertise the presence of the shop, and to project an image for the business inside.

11.19 The shop fronts within Ashby de la Zouch and Castle Donington town centres are predominately of late nineteenth century, often inserted into former dwellings of an earlier date. They typically have a stall riser below their display window along with architrave and cornice above. Many premises also have pilasters which frame the overall shop frontage and a number retain elaborate consoles.

11.20 With regard to advertisement signage to traditional shop frontages, the introduction of signs which project beyond fascias, the installation of internally illuminated box and fascia signs and the use and means of illumination such as cowl lamps or projecting strip lighting are all considered to have been detrimental to the streetscape.

11.21 Due to the overall character and historic interest of the core shopping areas within Ashby de la Zouch and Castle Donington it is important to conserve, protect and enhance where appropriate the historic shop fronts.

Policy He2 – Shopfront Design

Shop front design, signage and proposals to improve shop front security should:

- **a) Retain existing historic shop fronts and features of architectural and historic interest; and**
- **b) Respect the scale, proportions, character and materials of the whole building and where appropriate, adjoining buildings and the wider street scene; and**
- **c) Incorporate materials appropriate to the age and character of the building; and**
- **d) Have regard to the guidance on shop fronts and signage.**

12 CLIMATE CHANGE

INTRODUCTION

12.1 The NPPF notes that planning has a key role to play in helping to minimise vulnerability and providing resilience to the impacts of climate change. It also calls for planning to support a low carbon future. Low carbon living means reducing the carbon emitted as a result of our lifestyles and to achieve this requires wide ranging changes to people's behaviour and the economy. The NPPF provides clear national guidance on how planning policy should be implemented and decisions taken to ensure a sustainable, low carbon future.

BACKGROUND

12.2 The overwhelming scientific consensus is that the planet is warming, and that this warming is largely a result of increasing concentrations of "greenhouse gases" in the atmosphere which trap solar radiation in the atmosphere. These "greenhouse gases" are largely attributed to human activities linked to the use of fossil fuels.

12.3 To help reduce the impacts of climate change we must:

- Mitigate: reducing greenhouse gas emissions; and
- Adapt: helping the built and natural environment to be resilient to future climatic conditions, including extreme weather events and periods of water shortage.

12.4 This Local Plan includes a number of policies which are designed to help tackle climate change including:

- Ensuring a sustainable pattern of development, including improvements to the self-containment levels of the principal town, key service centres and local service centres and a reduction in the need to travel (see Policy S2);
- Supporting the supply of energy and heat from renewable and low carbon sources (Policy Cc1);
- Ensuring that new development incorporates sustainable building practices and where possible will contribute to improving the existing building stock (Policy Cc2);
- Ensuring that new development incorporates water efficiency measures (Policy Cc2);
- Ensuring the incorporation of high energy efficiency into new development;
- Ensuring that new developments incorporate appropriate adaptation and mitigation for climate change, particularly risk from flooding and rising sea levels (Policy Cc3).

RENEWABLE ENERGY

12.5 The NPPF notes that all communities have a responsibility to "contribute to energy generation from renewable or low carbon sources." A Ministerial Statement of 9 April 2014 states that the need for renewable energy does not automatically override environmental protections and the planning concerns of local communities and this will also be a consideration in determining any proposals. A further Ministerial Statement of 28 June 2015 states that proposals for wind energy development should only be granted planning permission if the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and following consultation it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

12.6 Proposals for wind energy development will be supported in principle, cumulative impacts of existing operational, consented and proposed developments must be assessed, and suitable mitigation measures proposed, to minimise the impacts on biodiversity and landscape character. Developers must demonstrate that cumulative impacts do not become significant or defining characteristics of the wider landscape, including across administrative boundaries and different landscape character types.

12.7 Pre-application consultation must be undertaken in accordance with national legislation. Detailed technical assessments will be expected to demonstrate that the proposed siting is appropriate and does not result in any unacceptable impacts in terms of, for example, noise, highway safety, bats and shadow flicker when assessed against relevant standing advice.

Policy Cc1 – Renewable Energy

(1) Planning applications for renewable energy including any new grid connection lines and any ancillary infrastructure and buildings associated with the development will be supported where:

(a) There is no unacceptable impact on residential amenity in terms of noise, shadow flicker, vibration and visual dominance; and

(b) There is no adverse impact on the landscape character taking account of the special qualities set out within the individual National Character Areas; and

(c) All impacts on biodiversity have been adequately mitigated or enhanced; and

(d) Heritage assets and their settings are conserved or enhanced; and

(e) Proposals take account of the cumulative effect that would result from the proposal in conjunction with permitted and existing renewable

energy schemes; and

(f) Proposals are accompanied by details to demonstrate how the site will be decommissioned to ensure the restoration of the site following cessation; and

(g) Proposals for large scale renewable energy should demonstrate that the economic, social and environmental benefits are for those communities closest to the proposed facility.

We will consider the preparation of a Supplementary Planning Document to provide further guidance on this issue.

(2) In addition to the above considerations, proposals for one or more wind turbines will be supported where:

(a) The site lies within the 'Area Identified as potentially suitable for large or small scale turbines' as defined on the policies map; and

(b) It can be demonstrated there is support from the local community or is set out within an area defined as being suitable for wind energy development within an adopted Neighbourhood Plan; and

(c) All impacts on air traffic safety as referred to in local plan policy Ec6 and radar and communications have been assessed and consulted upon.

12.8 Government guidance sets out that:

- The need for renewable energy does not automatically override environmental protections and the planning concerns of local communities;
- Decisions should take into account the cumulative impact of wind turbines and properly reflect the increasing impact on (a) the landscape and (b) local amenity as the number of turbines in an area increases;
- Local topography should be a factor in assessing whether wind turbines have a damaging impact on the landscape (i.e. recognise that the impact on predominately flat landscapes can be as great or greater than as on hilly or mountainous ones);
- Great care should be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of any proposal on views important to their setting.

12.9 A Planning for Climate Change report which considered sources of potential renewable energy across Leicestershire (except Charnwood Borough) was published in 2008. The report considered three specific sources of renewable energy - wind, water and biomass and made an assessment as to the potential for these to be harnessed.

12.10 The areas around the six main settlements in North West Leicestershire (Ashby de la Zouch, Castle Donington, Coalville, Ibstock, Kegworth and Measham) all performed well in terms of availability of wind resource and accessibility to woodland, and therefore the report considered that the opportunity for harnessing these resources is high. In addition, it identified the potential for hydro-power generation from two sites near Kegworth.

12.11 In order to determine potentially suitable areas for wind energy development, a further study has been prepared based upon the Department for Energy and Climate Change's guidance "Renewable and Low Carbon Energy Capacity Methodology for the English Regions." This identifies three key planning constraints:

- Wind Speed;
- Environmental and Landscape Designations; and
- Proximity to Residential Properties.

The areas identified as potentially suitable would require a detailed assessment during the planning process and will be assessed on a site by site basis.

12.12 The study referred to above addresses the issues of wind speed and proximity to residential properties and the areas identified as potentially suitable on the policies map reflect the study's conclusions. In respect of heritage assets (and their settings) and landscape designations, this will require a detailed assessment during the planning process and will be assessed on a site by site basis. In respect of landscape designations these will have regard to the National Character Area profiles; more information about these can be found at paragraph 5.27 of this Local Plan.

12.13 Large scale renewable energy technologies can be contentious as they are often land – hungry and visually imposing. Early consultation with the local community, and pre-application discussions, will be necessary to help ensure large-scale renewable energy installations are appropriately designed and located.

12.14 Micro renewable energy installations (such as solar panels) typically at the level of households are often permitted development and do not require a specific policy.

WATER – FLOOD RISK

12.15 Increased rainfall, which is one of the predicted consequences of climate change, will result in increasing the risk of flooding from rivers. A Strategic Flood Risk Assessment (SFRA) has been undertaken which identifies those parts of the district most at risk from flooding. In accordance with the NPPF we will apply a sequential, risk based approach to the location of development to avoid flood risk to people and property

where possible, and manage residual risk, taking into account the impacts of climate change.

12.16 Our approach is to use a Sequential Test to steer new development to areas with the lowest probability of flooding.

12.17 Where development needs to be in locations where there is a risk of flooding and alternative sites are not available, we will need to ensure that development is appropriately flood resilient and resistant, safe for all of its users for the developments lifetime, and will not increase flood risk overall.

Policy Cc2 – Flood Risk

(1) The risk and impact of flooding will be minimised through:

- **(a) Directing new development to areas with the lowest probability of flooding; and**
- **(b) Ensuring that all new development addresses the effective management of all sources of flood risk; and**
- **(c) Ensuring that development does not increase the risk of flooding elsewhere; and**
- **(d) Ensuring wider environmental benefits of development in relation to flood risk.**

(2) A proposal will be supported where:

- **(a) It is located in an area that is not at risk of flooding with reference to the Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (SFRA), unless a Sequential Test, and if necessary an Exception Test, as set out in the National Planning Practice Guidance on flood risk, proves the development is acceptable; and**
- **(b) Site-specific Flood Risk Assessments should consider the issues of flooding from sewers, canal infrastructure failure, groundwater rising from former coal mining areas, and watercourses; and**
- **(c) Suitable flood protection / mitigation measures can be agreed as appropriate to the level and nature of flood risk and satisfactorily implemented and maintained; and**
- **(d) There will be no increase in the risk of flooding for properties elsewhere. For previously undeveloped sites the rate of runoff from the development sites should be no greater than the existing (greenfield) rate of runoff from the site. For developments on previously developed (brownfield) sites the rate of runoff should not exceed the runoff of the site in its previously developed condition.**

WATER - SUSTAINABLE DRAINAGE SYSTEMS

12.18 Sustainable Drainage Systems (SuDS) aim to mimic the natural drainage process whilst also removing pollutants from urban runoff at the source before entering a watercourse. There are a wide range of SuDS techniques available, including green roofs, permeable paving swales, detention basins, ponds and wetlands. In addition to controlling run-off they also offer opportunities to enhance the biodiversity in an area, reduce flood risk and improve water quality.

12.19 Different solutions will call for different types of SuDS, according to their effectiveness and efficiency depending upon the local geology – a solution in one place may not be suitable somewhere else. Due to the variation of permeability across the district we propose to prepare an SPD to give greater detail on the delivery of SuDS within different areas within the district.

12.20 Leicestershire County Council is now the Lead Local Flood Authority and is the lead organisation for providing advice and guidance on surface water runoff and run off rates.

12.21 It is the intention to prepare an SPD to support the policy on the delivery of SuDS and other mitigation mechanisms.

Policy Cc3 – Sustainable Drainage Systems

(1) When assessing development proposals where it is necessary to manage surface water drainage, Sustainable Drainage Systems (SuDS) should be incorporated into developments in accordance with national and local standards unless it can be clearly demonstrated;

a) That SuDS are not technically, operationally or financially deliverable or viable and that surface water drainage issues from the development can be alternatively mitigated; or

b) That the SuDS scheme will itself adversely affect the environment or safety.

(2) Where appropriate, every effort should be made to link SuDS into wider initiatives to enhance green infrastructure, improve water quality and benefit wildlife or contribute to the provision of the ecosystem service.

(3) Arrangements in accordance with national policy will need to be put in place for the management and maintenance of the SuDS over the whole period during which they are needed.

13 IMPLEMENTATION AND MONITORING

13.1 The primary responsibility for implementing the policies in this Local Plan largely rests with the District Council as the Local Planning Authority. The Council will use the policies in the Local Plan, alongside any national policies and guidance to determine any planning application submitted. In addition, it is proposed to review and update the existing suite of Supplementary Planning Documents (SPD) as well as producing new ones where appropriate.

13.2 There will be other people and organisations that will have a key part to play in the implementation of the Local Plan, including developers, landowners, public utilities (e.g. water, gas, electricity, and broadband) and other public sector agencies such as the Environment Agency, English Heritage and Natural England and the respective highway authorities. The private sector will be mainly responsible for the delivery of individual developments, whether for housing, employment, retail or other forms of development. The Council is committed to working in partnership with these various organisations to ensure that the aims and objectives of the Local Plan are delivered.

13.3 A key aspect to ensure the implementation of the Local Plan is through regular and robust monitoring. The Council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the production of an Annual Monitoring Report (AMR). Results of monitoring will be used to inform any change to policies or additional actions considered to be required.

13.4 A Monitoring Framework has been prepared to outline how policies in the Local Plan will be monitored (see Appendix 6). The monitoring framework will provide the basis for the annual monitoring report. The majority of indicators will be monitored annually however where the District Council will need to rely on data from other organisations this will be monitored once the relevant data is made available. It is the intention to monitor the districts town and local centres on a bi –annual basis.

Policy IM1 – Implementation and monitoring of the Local Plan

(1) The Council will implement the policies and proposals of the Local Plan by:

- **working with a range of organisations and individuals through various working arrangements;**
- **the preparation of Supplementary Planning Documents as required to provide additional guidance in respect of specific policies in the Local Plan;**
- **utilising development management powers, including pre-application discussions and involving other organisations where appropriate;**
- **considering how the council can use its resources, including funding, to help implement and support the provisions of the Local Plan and**

seeking other monies for projects which support the Local Plan.

(2) The Council will monitor the policies of this Local Plan annually (as at 31st March of each year). An Annual Monitoring Report (AMR) will be published by 31 December of each year.

(3) Where it is apparent that delivery rates are falling short of what was anticipated then the Council will take the necessary action to address any shortfall. Such actions may include (but are not limited to):

- **working with developers and site promoters to review the requirements and phasing of infrastructure provision, where such re-phasing would assist with viability; or**
- **working with developers, site promoters and other interested parties to help unlock potential sources of funding for identified infrastructure; or**
- **considering the use of Compulsory Purchase Powers to help address known land acquisition issues; or**
- **bringing forward additional sites where it can be demonstrated that such sites will assist with delivery to address short term needs; or**
- **engaging with statutory consultees.**

(4) Where additional housing sites need to be brought forward initial priority will be given to those sites identified within the most recent Strategic Housing Land Availability Assessment (SHLAA) and having regard to the settlement hierarchy set out in Policy S2. Sites not included in the SHLAA will only be supported where there are no sites within the SHLAA which are capable of contributing to supply in the next 5 year period and which accord with the settlement hierarchy.

NEIGHBOURHOOD PLANS

13.5 Neighbourhood planning was introduced by the Localism Act 2011. Through producing a Neighbourhood Plan communities can take the lead on developing planning policies. However, any plans and policies must be in general conformity with the strategic policies contained in the adopted Local Plan in place at the time a Neighbourhood Plan is prepared. The policies in this Local Plan are the strategic policies that Neighbourhood Plans will be required to be in conformity with.

13.6 Neighbourhood Plans attain the same legal status as the Local Plan once it has been agreed at a referendum and is made by North West Leicestershire District Council. Applications for planning permission must then be determined in accordance with the development plan, including the neighbourhood plan, unless material considerations indicate otherwise.

13.7 There are currently two designated neighbourhood areas within the district:

- Ashby de la Zouch
- Ellistown

13.8 North West Leicestershire District Council will work with these communities and other communities wishing to prepare Neighbourhood Plans to ensure timetables, aspirations and evidence are aligned.

APPENDIX 1

GLOSSARY

Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provision to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above. As agreed with the local authority or with the Homes and Communities Agency. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent income of no more than 80% of the local market rent (including service charges, where applicable). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but no affordable housing. Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.
Air Quality Management Areas (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient Woodland	An area of woodland that has been wooded consistently since at least 1600 AD.

Annual Monitoring Report (AMR)	A report that reviews the progress on plan preparation compared to the targets and milestones set out in the Local Development Scheme. The AMR also reviews the impact of policies contained in the Local Plan.
Appropriate Assessment (AA)	Habitat Regulations Assessment is commonly referred to as Appropriate Assessment (AA).
Area of Separation	An area of land that is not covered by the countryside policy, whose main purpose is preserving the separation between two or more settlements so as to preserve a settlement's identity.
Article 4 Direction	A direction which withdraws automatic planning permission granted by the General Permitted Development Order.
Biodiversity	'Biodiversity' is a term commonly used to describe the variety of life on earth which encompasses the whole of the natural world and all living things which share the planet. It includes plants, animals even invisible micro organisms and bacteria which, together, interact in complex ways with the inanimate environment to create ecosystems.
Biodiversity Action Plan (BAP)	A Biodiversity Action Plan addresses threatened species and habitats and is designed to protect and restore biological systems.
Building for Life 12	Building for Life 12 is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods so that new development can be attractive, functional and be a sustainable place.
Building Research Establishment Environmental Assessment Method (BREEAM)	BREEAM sets out the standard for best practice in sustainable building design, construction and operation and has become one of the most comprehensive and widely recognised measures of a building's environmental performance.
Brownfield (Previously Developed Land)	See Previously Developed Land (PDL).
Coalville Urban Area	Coalville Urban Area comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.
Conservation Areas	Areas of special architectural or historic interest. Conservation Area designations do not prevent change but it does help preserve and enhance the character and appearance of an area.
Climate Change	The changes in the Earth's global or regional climate over time.

Coal Mining Development Referral Area	An area which contains a range of specific mining legacy risks to the surface and a Coal Mining Risk Assessment is required for non-householder planning applications. The Coal Authority will be consulted on all planning applications in these areas.
Community and Cultural Facilities.	A building or space where community led facilities for community benefit is the primary use. They can provide for the health and well-being, social education, spiritual, recreational, leisure and cultural needs of the community. For example, public libraries, museums and places of worship.
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Countryside	Countryside is the largely undeveloped area beyond the defined limits of our towns and villages. It is home to farms, isolated and small groups of homes, including our smallest villages, and other rural enterprises.
Development Management	The management or control of development proposals through the planning system.
Development Plan	Comprises of Development Plan Documents (DPD) which form the legal basis for all future planning decisions in the district.
Development Plan Document (DPD)	Documents prepared by the local planning authority (including the Local Plan) setting out the main spatial planning strategy, policies and proposals for the area. These documents will be statutory documents and subject to an independent examination by an inspector. DPDs must be consistent with and have regard to national planning policy.
Duty to Cooperate	Introduced by the Localism Act 2011. It places a legal duty on all local planning authorities to engage constructively, actively and on an ongoing basis with certain specified bodies to maximize the effectiveness of Local Plan preparation relating to strategic cross boundary issues.

Edge of Centre	For retail purposes, a location that is well connected and is up to 300 metres from the primary shopping area. For all other main town and local centre uses, a location within 300m of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land Availability Assessment (ELAA)	An assessment of employment land potential within North West Leicestershire.
Examination	An independent assessment of a Local Plan held by a Planning Inspector. The purpose of the Examination is to consider if the development plan is sound and is an opportunity for interested parties to put forward their views. The majority of representations made at Examination will usually be 'written representations'. However, in some instances a Planning Inspector may allow representations to be examined by way of oral hearings, for example round table discussions, informal hearing sessions and formal hearing sessions.
Floodplain	Generally low-lying areas adjacent to a watercourse, tidal lengths of a river, where water flows in times of flood or would flow but for the presence of flood defences.
Flood Zones	All land is spilt into different flood zones to indicate the likelihood of flooding occurring. There is a low probability of flooding in Flood Zone 1 and a medium probability of flooding in Flood Zone 2. There is a high probability that flooding will occur in land designated as part of Flood Zone 3a and Flood Zone 3b is the Functional Floodplain.
Functional Economic Market Area (FEMA)	The geography of commercial property markets should be thought of in terms of the requirements of the market in terms of the location of premises, and the spatial factors used in analysing demand and supply - often referred to as the functional economic market area.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
Greenfield Land	Greenfield land is land that has never been built on or landforms where the remains of any structure have blended into the landscape overtime, Greenfield land also includes gardens. Greenfield land shouldn't be confused with Green Belt which is a term used for specifically designated land.

Green Infrastructure	The physical environment within and between our cities, towns and villages. It is a network of multi-functional green spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. This green space can be either urban or rural, and is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Gypsy and Traveller Accommodation Needs Assessment (GTAA)	An assessment of gypsy and traveller accommodation needs of the Gypsy and Traveller communities.
Hamlets	Small groups of dwellings with no services or facilities.
Heat Island	The heating effect of urban areas upon air and surface temperatures. During periods of hot weather, heat islands increase the effects of heat stress and damage to infrastructure.
Housing and Economic Development Needs Assessment (HEDNA)	The purpose of the HEDNA is to assess future development needs for housing (both market and affordable) and economic development uses (which includes employment land and main town centre uses). The HEDNA provides evidence concerning future development needs – for housing, employment land and retail floorspace. It does not make policy decisions regarding what levels of development should be planned for.
Housing Market Area (HMA)	A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. It might be the case that housing markets overlap. The extent of the housing market areas identified will vary and many, as in the case for Leicestershire, cut across various local planning authority boundaries.
Intermediate Housing	Housing that is neither Market Housing nor Social Rented, but is available at a rent/cost falling between the two. Intermediate housing could comprise shared ownership accommodation for example.
Infrastructure	The basic requirements for the satisfactory development of an area and include roads, footpaths, sewers, schools, open space and other community facilities.
Infrastructure Delivery Plan	The purpose of an Infrastructure Delivery Plan is to set out the infrastructure requirements to support planned new development in the district.

Key Service Centre	Smaller than the principal town in terms of population and with a lesser range of services and facilities however they play an important role providing services and facilities to the surrounding area and are accessible by some public transport.
Leicester and Leicestershire Enterprise Partnership (LLEP)	The Leicester and Leicestershire Enterprise Partnership (LLEP) was formed in 2011 by public, private and third sector partners to lead sustainable economic growth.
Limits to Development	Limits to Development provide clear, defensible boundaries around settlements within which development will normally be confined. Limits to Development distinguish between areas of development and development potential and areas of restraint, such as countryside.
Listed Building	Statutory Listed Buildings are protected for their architectural and historic value as part of the nation's heritage.
Local Centre	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include hot food takeaways and eating establishments.
Local Development Document (LDD)	The collective term covering Development Plan Documents and Supplementary Planning Documents.
Local Development Scheme (LDS)	The Local Development Scheme is a document which sets out the local planning authority's programme for the production of Local Development Documents.
Local Nature Reserve (LNR)	Local Nature Reserves are places with wildlife or geological features of special interest locally. They are designated by local authorities.
Local Plan	The Local Plan sets out the future development of the area, drawn up by the local planning authority in consultation with the community.
Local Planning Authority (LPA)	The Local Planning Authority, in this case North West Leicestershire District Council, undertakes the town planning function at the local level (except minerals and waste planning which is undertaken at a County Council level).
Local Service Centre	Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place.

Local Transport Plan (LTP)	Local transport plans, divided into full local transport plans (LTP) and local implementation plans for transport (LIP) are an important part of transport planning in England. They are prepared by strategic transport authorities – in our case Leicestershire County Council.
Local Wildlife Sites	Local Wildlife Sites are defined areas identified and selected locally for their nature conservation value.
Low-Carbon Energy/Technologies	Energy derived from sources that produce fewer greenhouse gases than traditional means of power generation. Includes zero carbon power generation sources as well as sources with lower-level emissions such as natural gas, and technologies that prevent carbon dioxide from being emitted into the atmosphere, such as carbon capture and storage.
Masterplan	A strategic plan setting out the overall framework and key principles for the development of a site.
National Character Areas	National Character Areas are defined by Natural England and they are a natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. They follow natural, rather than administrative, boundaries.
National Nature Reserve	Many of the finest sites in England for wildlife and geology are National Nature Reserves. Almost all are accessible and provide opportunities for people to experience nature.
National Planning Policy Framework (NPPF)	Sets out the government's national planning requirements, policies and objectives. It is a material consideration in the preparation of Local Plan documents and when considering planning applications.
Neighbourhood Plan	A plan for the neighbourhood area which is prepared by an authorised community group. The plan must be in general agreement with the overall plan for the local authority area and can include general planning policies and allocations for new development.
Older people	People over retirement age, including the active, newly retired through to very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialized housing for those with support or care needs.
Open Space	Open space should be taken to mean all open space of public value which offers important opportunities for sport and recreation and can also act as a visual amenity.

Out of Centre	A location which is not in or on the edge of a town or local centre but not necessarily outside the urban area.
Planning Condition	A condition imposed on a grant of planning permission, for example, restricting what you can do on the premises, or requiring you to get specific approval for aspects of the development, such as the materials to be used, before you can proceed.
Planning Practice Guidance	An online resource and tool that sets out the government's planning guidance on a range of issues.
Photovoltaic/Photovoltaic Cells	Conversion of solar radiation (the sun's rays) to electricity by the effect of photons (tiny packets of light) on the electrons in a solar cell.
The Planning Inspectorate	The Planning Inspectorate is an executive agency for the Department of Communities and Local Government. It deals with planning appeals, national infrastructure planning applications and examination of local plans.
Policies Map	This illustrates, on an Ordnance Survey Base Map, designations and proposals contained in the Local Plan.
Previously Developed Land	Also known as Brownfield Land. Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings: land that has been developed for mineral extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary Employment Land	Sites identified, within the 'Qualitative Assessment of Employment Sites' undertaken by consultants in 2012, as being worthy of retention for employment use.
Primary Frontage	Primary frontages are located within town and local centres are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontage which are adjoining and closely related to the primary shopping frontage).
Principal Town	The principal settlement in the district which provides an extensive range of services and facilities and which is accessible by public transport from surrounding areas and to other large settlements in the district.
Public Safety Zones	Areas of land at the end of runways at the busiest airports in the UK, within which certain planning restrictions apply.
Regionally Important Geodiversity Sites	Sites selected for their geological or geomorphologic value and their interpretive use for earth science as well as cultural, educational, historical and aesthetic reasons.
Renewable Energy	Renewable energy is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
Rural 'Exception' Sites	Land which is identified as countryside that would not normally be released for housing but where an exception is made for affordable housing. These sites are usually managed by a housing association and can provide homes for existing residents or those with a family or employment connection to the local community.
Secondary Frontage	Secondary frontages are located within town and local centres and provide greater opportunities than primary shopping frontages for a diversity of uses such as restaurants and businesses.
Sites of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981. SSSIs are the country's very best wildlife and geological sites. They include some of the most spectacular and beautiful habitats: wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.
Small Village	Settlements with very limited services and where development will be restricted to the conversions of existing buildings or the redevelopment of previously developed land.
Special Area of Conservation (SACs)	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

Statement of Community Involvement (SCI)	Outlines the approach of the authority to involving the community in preparing the Local Plan and planning applications.
Strategic Environmental Assessment (SEA)	A process for assessing environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of securing sustainable development.
Strategic Flood Risk Assessment (SFRA)	A Strategic Flood Risk Assessment (SFRA) provides information on the probability of flooding, such as that from rivers, groundwater sources and sewers. It also takes into account the impacts of climate change.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of housing supply potential within North West Leicestershire required by government policy. The SHLAA is updated on an annual basis.
Strategic Rail Freight Interchanges (SRFI)	A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities and may also include manufacturing and processing activities.
Supplementary Planning Document (SPD)	Documents which add further detail to the policies within the Local Plan. They can provide further guidance for development or on particular issues such as design. Supplementary Planning Documents are capable of being material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	Sustainability Appraisal involves an assessment of the social, economic and environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of sustainable development in mind. The SA incorporates the requirements of the SEA.
Sustainability Appraisal Scoping Report	This is the first stage of the Sustainability Appraisal / Strategic Environmental Assessment. It sets out the context and objectives, establishes the baseline data, key sustainability issues and sets the framework by which Development Plan Documents will be appraised.
Sustainable Villages	Settlements which have a limited range of services and facilities and so are suitable for a limited amount of growth.

Sustainable Drainage Systems (SuDS)	Surface water drainage methods that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS).
Town Centre Boundary	Town Centre boundaries are a way in which we seek to control the types of uses that would be permitted in these specific areas.
Town and Local Centre Uses	The main Town and Local Centre Uses are A1 Shops; A2 Financial and Professional Services; A3 Restaurants and Cafes; A4 Drinking Establishments; A5 Hot Food Takeaways; D2 Assembly and Leisure uses, arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). As defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).
Town Centre	Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.
Travel Plans	A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
Water Quality Management Plan (WQMP)	The primary purpose of the Water Quality Management Plan (WQMP) is to reduce the levels of phosphate within the River Mease SAC, to enable the Conservation Objectives for the SAC to be met, and an adverse effect upon the SAC avoided.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.
Zero Carbon Development	A building or set of buildings with a net energy consumption of zero over a typical year.

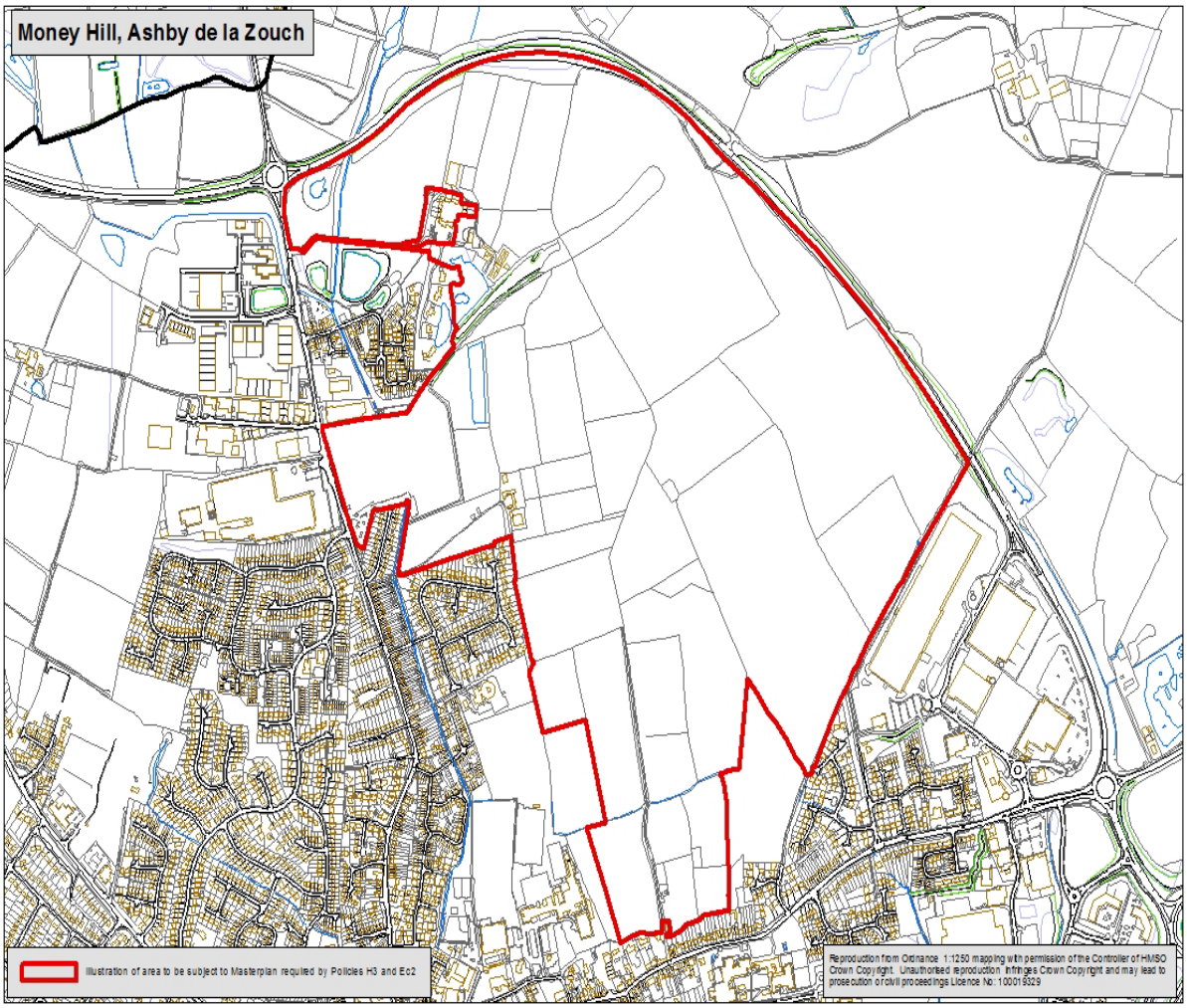
APPENDIX 2

HOUSING TRAJECTORY AS AT 1 OCTOBER 2016

SITE	COMPLETIONS (NET) 1 APRIL 2011- 30 SEPTEMBER 2016	Projected completions																TOTAL TO 2031	POST 2031
		2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31			
Ashby de la Zouch - all sites	575	125	189	272	220	170	120	120	108	100	130	130	130	130	130	65		2,694	675
Ashby de la Zouch - affordable housing		0	76	84	50	50	41	21	21	30	39	39	39	39	39	20		588	202
Castle Donington - all sites	313	18	0	20	50	70	80	80	80	80	80	80	80	80	80	35		1,214	0
Castle Donington - affordable housing		10	0	0	6	8	10	10	10	10	10	10	10	10	10	3		117	0
Coalville urban area - all sites	577	271	319	314	326	301	306	250	189	180	180	180	130	130	130	65		3,725	1,830
Coalville urban area - affordable housing		56	19	40	34	40	44	18	19	18	19	16	13	12	13	6		367	190
Ibstock - all sites	496	50	12	30	30	30	30	22	0	0	0	0	0	0	0	0		673	0
Ibstock - affordable housing		7	0	0	10	12	21	0	0	0	0	0	0	0	0	0		50	0
Kegworth - all sites	187	10	6	0	0	30	46	30	30	30	38	0	0	0	0	0		395	0
Kegworth - affordable housing		0	0	0	0	0	0	0	9	0	0	0	0	0	0	0		9	0
Measham - all sites	124	20	10	0	30	30	40	40	50	50	50	50	50	50	10	0		598	0
Measham - affordable housing		0	4	0	0	0	0	0	0	0	0	0	0	0	0	0		4	0
Rest of the district - all sites	418	185	173	129	111	40	37	0	0	0	0	0	0	0	0	0		960	0
Rest of the district - affordable housing		53	43	20	25	20	7	0	0	0	0	0	0	0	0	0		168	0
District - all sites	**2,690**	**679**	**709**	**765**	**767**	**671**	**659**	**542**	**457**	**440**	**478**	**440**	**390**	**390**	**350**	**165**		**10,592**	**2,505**
District - affordable housing		**126**	**142**	**144**	**125**	**130**	**123**	**49**	**59**	**58**	**68**	**65**	**62**	**61**	**62**	**29**		**1,303**	**392**
Projected completions (annual)		679	709	765	767	671	659	542	457	440	478	440	390	390	350	165			
Projected Completions (cumulative)		3,369	4,078	4,843	5,610	6,281	6,940	7,482	7,939	8,379	8,857	9,297	9,687	10,077	10,427	10,592			
Annual requirement		481	481	481	481	481	481	481	481	481	481	481	481	481	481	481			
Cumulative requirement		2,886	3,367	3,848	4,329	4,810	5,291	5,772	6,253	6,734	7,215	7,696	8,177	8,658	9,139	9,620			
Monitor - number of dwellings above or below cumulative requirement		483	711	995	1,281	1,471	1,649	1,710	1,686	1,645	1,642	1,601	1,510	1,419	1,288	972			
Monitor - annual requirement taking account of past/projected completions		462	447	426	398	365	334	298	267	240	207	153	81	-22	-229	-807			

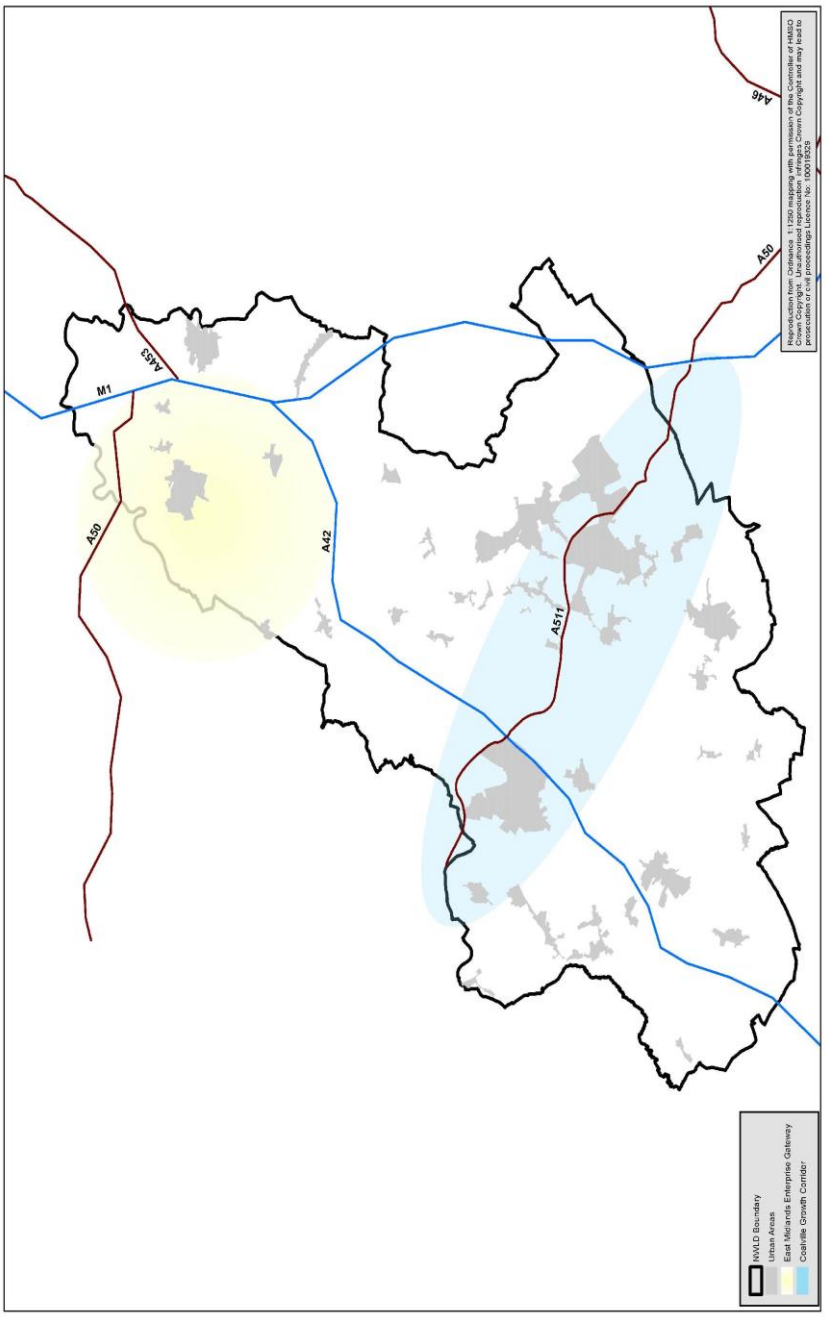
APPENDIX 3

AREA TO BE SUBJECT OF MASTERPLAN REQUIRED BY POLICIES H3 AND Ec2



APPENDIX 4

MAP OF COALVILLE GROWTH CORRIDOR AND EAST MIDLANDS ENTERPRISE GATEWAY



APPENDIX 5

Off Street Parking Standards (excluding residential)

6C's Design Guide Table DG11: Normal Maximum Parking Standards

For developments below the threshold, the standards contained in the Leicestershire County Council document Highway Requirements for Development (HRfD) will continue to be applied as the normal maximum standards.

Use	Normal maximum parking standard based on one space for every square Metre ($m^{2)}$ of gross floorspace unless otherwise stated	Threshold for applying the standard (gross floorspace)
Food retail	One space for every 14m^2	1000m^2
Non food retail	One space for every 20m^2	1000m^2
Formerly B1 offices, now part of Class E	Urban town centre or edge of centre; One space for every 60m^2 Rural town centre or edge of centre; One space for every 40m^2 Rest of rural town; One space for every 30m^2 Out of any town; One space for every 30m^2	2500m^2
Formerly B1 Non-office (now part of Class E) and B2 General industry	Urban town centre or edge of centre; One space for every 130m^2 Rest of urban town; One space for every 80m^2 Rural town centre or edge of centre; One space for every 90m^2 Rest of rural town; One space for every 65m^2 Out of any town; One space for every 55m^2	2500m^2
B8 Warehousing	Urban town centre or edge of centre; One space for every 300m^2 Rest of urban town; One space for every	2500m^2

	180m^2 Rural town centre/edge of centre; One space for every 200m^2 Rest of rural town; One space for every 150m^2 Out of any town; One space for every 120m^2	
Cinemas and conference facilities	One space for every five seats	1000m2
D2 (other than cinemas, conference facilities and stadia)	One space for every 22m^2	1000m2
Higher and further education	One space for every two staff plus one space for every 15 students	2500m^2
Stadia	One space for every 15 seats	1500 seats

Policy	Objectives	Indicator	Target
S1 – Future Housing and Economic Development Needs	2, 5	Number of years housing supply. Number of net dwellings completed over plan period. Number of net dwellings completed in current monitoring year. Sustained high level of applications approved contrary to policy. Type and amount of net employment floor space delivered from planning permissions in the current year and plan period. Amount of new retail floor space developed for the current monitoring year. Amount of new retail floor space developed for the plan period. Number of dwellings under construction.	A minimum of 9620 dwellings to be built by 2031 (equates to 481 dwellings per year). A five year supply of deliverable housing land can be demonstrated. 66 hectares of employment land to be developed by 2031. 7,300sqm of comparison retail floor space to be developed by 2031.

S2 – Settlement Hierarchy	4	Number and percentage of net dwelling completions and permissions in the: • Principal Town (Coalville Urban Area); • Key Service Centres; • Local Service Centres; • Sustainable Villages; • Small Villages for the monitoring year and plan period. Percentage of new and converted dwellings on previously developed land.	To direct the majority of new development to the most sustainable settlements within the district (Principal Town, Key Service Centre and Local Service Centre), in accordance with the Settlement Hierarchy.
S3 – Countryside	12	Number of applications approved contrary to policy within the monitoring and plan period. Number of applications supported at appeal when citing this policy within a reason for refusal.	100% of relevant planning applications determined in accordance with this policy.
D1 – Design of New Development	3, 7, 9	Number of new residential developments scoring a 'green or amber rating using the 'Building for Life Assessment'. Number of non - residential schemes that meet the District Council's place making principles. Adoption of a Design Supplementary Planning Document.	All new residential developments scoring green or amber using the Building for Life Assessment or its successor. All new non-residential developments scoring positively against the district councils place making principles. To adopt a Design Supplementary Planning Document.
D2 – Amenity	1, 3	Adoption of development guidelines. Number of applications supported at appeal when citing this policy within a reason for refusal.	To adopt development guidelines as part of the Design Supplementary Planning Document. 100% of relevant planning applications determined in accordance with this policy.

D3 – Telecommunications	3, 10, 11, 12	Number/proportion of applications granted that would not involve mast sharing or utilise existing telecommunications structures.	Majority of new development to be in the form of mast sharing or other existing structures.
H1 – Housing Provision : Planning Permissions	2	Number of dwellings with planning permission Number of Dwellings Under Construction.	Meet the projected completions (for each approved development) as set out in the housing trajectory as set out in policy S1. A five year supply of deliverable housing land can be demonstrated.
H2 – Housing Provision: Resolutions	2	Number of dwellings that are subject of an outstanding planning resolution in the current monitoring period.	Meet the projected completions (for each approved development) as set out in the housing trajectory. As set out within policy S1. A five year supply of deliverable housing land can be demonstrated.
H3 – Housing Provision: New Allocations	2	Number of net dwellings remaining on allocated sites for the monitoring period and plan period. Progress on delivery of infrastructure identified in policy H3.	Meet the projected completions as set out in the housing trajectory. As set out within policy S1. A five year supply of deliverable housing land can be demonstrated. Delivery of supporting infrastructure as set out within policy H3.
H4 – Affordable Housing	1, 2, 3	The number of net affordable homes completed in the monitoring year. The number of net affordable homes completed within the plan period. The number of additional affordable homes provided, including bringing empty homes back into use,	Deliver affordable housing dwellings in the district, in accordance with the specified minimum affordable housing contribution for each of its settlements, as detailed in Policy H4

		conversions and new builds. Number of people on the housing waiting list, in the monitoring period. Number of affordable homes granted planning permissions through: <u>Greenfield Sites</u> (Applies to sites of 11 or more or 1000sqm (gross) floor space) Coalville Urban Area, Ibstock – Minimum 20% affordable housing contribution Ashby de la Zouch, Castle Donington, Kegworth, Measham and all other settlements – Minimum 30% affordable housing contribution <u>Previously Developed Land</u> (Applies to sites of 30 or more or sites of 1ha or more) Ashby de la Zouch and Measham – Minimum 15% affordable housing contribution Coalville Urban Area, Ibstock, Castle Donington, Kegworth and all other settlements – Minimum 5% affordable housing contribution	

<table>
<tr>
<td>H5 – Rural Exceptions Sites for Affordable Housing</td>
<td>2, 3</td>
<td>Number of Rural Exception sites completions within the current monitoring year and plan period.

Number of schemes permitted that support Policy H5 over the plan and monitoring periods.

Amount of market housing provided on Rural Exception Sites.

The number of people on the housing register, by settlement.</td>
<td>Deliver rural exception sites in appropriate locations in accordance with policy H5.

Rural Exception Sites to comprise 100% affordable housing unless there is a satisfactory financial justification to provide an element of market housing.

The number of people on the councils housing register reduces.</td>
</tr>
<tr>
<td>H6 – House types and mix</td>
<td>2, 3</td>
<td>Completions by house type, size and tenure within the current monitoring period and plan period.

Number of dwellings with planning permission by house type, size and tenure.

Number of bungalows, or other accommodation suitable for occupation by the elderly, delivered on sites of 50 dwellings or more.

Number of dwellings, suitable for occupation or easily adaptable for people with disabilities, delivered on sites of 50 dwellings or more.

Number of specific care facilities and special care units delivered over the monitoring and plan period.</td>
<td>The majority of all new housing developments to provide a mix of different types and tenures delivered consistent with the findings from the HEDNA.

<table>
<tr><th rowspan="2">Type of Housing</th><th colspan="4">Dwelling size</th></tr>
<tr><th>1 bed</th><th>2 bed</th><th>3 bed</th><th>4 bed</th></tr>
<tr><td>Market</td><td>0-10%</td><td>30-40%</td><td>45-55%</td><td>10-20%</td></tr>
<tr><td>Affordable</td><td>30-35%</td><td>35-40%</td><td>25-30%</td><td>5-10%</td></tr>
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<tr>
<td>H7 – Provision for Gypsies and Travellers and Travelling Showpeople</td>
<td>2</td>
<td>Number of Gypsy and Traveller pitches provided over the monitoring and plan period.

Number of Show People plots provided over the</td>
<td>Delivery of the following provision:-

Gypsy and Traveller pitches – 27 pitches by 2012-2017, 11 pitches by 2017-2022, 14 pitches by 2022-2027 and</td>
</tr>
</table>

		monitoring and plan period. Number of unauthorised developments in the monitoring year and plan period. Number of Gypsy and Traveller and Show People Transit sites delivered. A five year supply of deliverable sites. Adoption of a Gypsy and Traveller Development Plan Document.	16 pitches by 2027-2031. Travelling Showpeople plots – 3 plots by 2017-2022, 3 plots by 2022-2027 and 3 plots by 2027-2031. Transit Plots – 20 plots by 2021-2017. Net increase in number of pitches and plots. A five year supply of Gypsy and Traveller and Travelling Showpeople sites based on an assessed need. To adopt a Gypsy and Traveller Development Plan Document.
Ec1 – Employment Provision: Permissions	5	Number of expired planning permissions in the current monitoring year. Outstanding supply of permitted employment sites. Type and amount of employment land with planning permission (Ha) (net). Amount and type of floorspace under construction for the monitoring period. Floorspace developed for employment use by use class and size.	Delivery of each of the Employment allocations that have permission in accordance with local plan policy S1. Maintain a supply of employment land.
Ec2 – New Employment Sites	5	Amount of employment floor space remaining on allocated sites for the monitoring period and plan period. Amount of floor space provided on non-allocated sites	Provision of 16 Hectares of employment by 2031.

		over the monitoring and plan period. Amount of employment land developed on unallocated sites (Ha).	
Ec3 – Existing employment areas	5	Amount of primary employment land lost to other uses (Ha). Amount of primary employment floorspace lost to other uses (Ha). Amount of primary employment land with planning permission for alternative use (Ha). Amount of primary employment floorspace with planning permission for alternative use. Amount of employment land delivered on non-allocated sites, within the monitoring period and plan period. Number of Vacant Units.	Prevent loss of existing Primary Employment Areas.
Ec4 – East Midlands Airport	5	The number and type of permission granted contrary to policy. The number of people using public transport to access the airport. Number of jobs provided at the airport. Amount of cargo using the airport. Number of passengers using East Midlands Airport	Improvements made to public transport. Air quality associated with East Midlands Airport improves using the base date of 2011. The number of noise complaints does not increase, using the base date of 2011. Growth of passenger and freight services at East Midlands Airport from 2011.

		increases from 2011. Number of noise complaints made in relation to the airport.	The East Midlands Airport Masterplan states the airport could achieve a passenger throughput of 10 million passengers per year between 2030 and 2040. The East Midlands Airport Master plan states that the forecast for future cargo tonnage is for some 618,000 tonnes in 2035 and some 700,000 tonnes in 2040.
Ec5 – East Midlands Airport: Safeguarding	7	Number of applications within the safeguarding area approved contrary to advice.	No inappropriate form of development permitted contrary to airport operator's advice.
Ec6 – East Midlands Airport: Public Safety Zones	7	Number of applications within Public Safety Zone. Number of applications approved contrary to policy.	No applications approved contrary to policy Ec6.
Ec7 – Donington Park	5	Public transport links to Donington Park. Number of motor racing events held each year. Number of noise complaints made in relation to Donington Park. Amount of ancillary employment floor space developed.	Improved public transport to Donington Park. Motor sports events continue at Donington Park racetrack. The number of noise complaints from does not increase, using the base date 2011.
Ec8 – Town and Local Centres: Hierarchy and Management of Development	6	Amount of comparison floor space delivered in Town and Local Centres, on the edge of a defined town and local centre and out of town and local centres. Amount of convenience floor space delivered in Town and Local Centres. Amount of comparison or convenience floor space with permission.	7,300 sqm of net retail floor space for comparison goods is delivered to 2031. Town Centre uses remain the focus for town centres. Most new retail floor space for Town Centre Uses takes place in Coalville. The hierarchy of centres is maintained.

		Vacancy rates by town and local centres. Mix of uses at ground floor level by town and local centres. Number of shop front improvement schemes within the monitoring year. Number of public realm improvements. Number of car park tickets issued within Ashby de la Zouch and Coalville Town Centres.	The performance of our Town and Local Centres improve against a range of indicators including vacancy rates. New retail floor space created.
Ec9 – Town and Local Centres: Thresholds for Impact Assessments	6	Number of applications above the threshold. Number of applications which include an impact assessment.	All applications above the threshold include an impact assessment.
Ec10 – Town and Local Centre: Primary Shopping Areas - Non Shopping Uses	6	Permissions approved within town centre boundaries in monitoring and plan period by use class. Permissions implemented within town centre boundaries by use class in monitoring and plan period. Number of vacant units.	Shops are the predominant ground floor use within the defined Primary Shopping Areas of our Town and Local Centres. A reduction in vacant units in town centres based on the annual retail survey.

Ec11 – Town and Local Centres: Primary Shopping Areas - Hot Food Takeaway Balance	6	Number of takeaway uses permitted within Primary Shopping Areas. Number of Takeaways in Ibstock local centre. Number of takeaways in Ashby at 67-89 and 76-108 Market Street.	No additional clustering of take away use. No percentage increase in take away uses with the defined Frontage of Numbers 67 -89 and Numbers 76-108 Market Street, Ashby de la Zouch. No percentage increase of take away uses within the defined local centre of Ibstock.
Ec12 – Local Centres	6	Loss of retail units in the Local Centres. Number of vacant Units in the Local Centres.	Maintain an appropriate balance of shop and other main town centres uses within our local centres. A reduction in vacant units in Local Centres based on the annual retail surveys.
Ec13 – Tourism development	4, 5	Amount of floorspace gained. Loss of Tourism floorspace. Location of new tourism facilities. New Tourism accommodation i.e. hotels and other overnight accommodation.	Increased amount of tourism floorpsace and facilities. No loss of tourism floorspace or facilities. Opportunities to enhance existing facilities. Increase the amount of accommodation.
IF1 – Development and Infrastructure	14	Amount and type of infrastructure delivered over the monitoring and plan period.	New infrastructure is provided as part of new development.
IF2 – Community and Cultural Facilities	14	New development resulting in the loss of community facilities. New development resulting in the loss of cultural facilities.	No net reduction of cultural facilities or community facilities. Provision of new community or cultural facilities increases.

		Net gain of cultural facilities or floor space. Net gain of community facilities or floor space.	Expansion and enhancement of community and cultural facilities.
IF3 – Open Space, Sport and Recreation facilities	14	New development resulting in the loss of existing areas of sport and recreation space. Provision of new sport and recreation facilities. Local standards adopted.	New housing development incorporates provision of formal and / or informal open space. No loss of open space, sports or recreation facilities contrary to policy. To adopt local standards.
IF4 – Transport Infrastructure and new development	4,14	Identified Infrastructure Improvements delivered. The number of new services and facilities delivered by new development that is accessible by public transport. The number and length walkways delivered as part of new development. Number and length of cycle routes delivered in monitoring and plan period.	Delivery of new infrastructure as set out within policy IF4 as part of new development.
IF5 – Leicester to Burton rail line	14	The reinstatement of the Leicester to Burton Line for public transport.	The Leicester to Burton Rail line is protected from development.
IF6 – Ashby Canal	14	The reinstatement of the Ashby Canal.	The Ashby Canal route is protected.
IF7 – Parking provision and new development	3	Number of spaces per type of dwelling and by type of dwelling .e.g. 4 bedroom dwelling should provide 3 parking spaces. Number of permissions which include parking provisions in accordance with policy IF7.	Ensure that development incorporates adequate parking provision.

		Number of planning permissions approved to the 6C's standard. Number of car parking spaces provided on non-residential schemes compared to the maximum standards set out within the 6Cs design guidance or equivalent.	
En1 – Nature Conservation	11	Creation of new wildlife sites. Number of Local wildlife sites. Number of candidate wildlife sites. Number of SSSIs. Number of Local Nature Reserves. Condition of SSSIs. Adoption of supporting Supplementary Planning Document.	Condition of SSSIs improves. To adopt the supporting supplementary planning document. No net reduction in local wildlife sites from the beginning of the plan period.
En2 – River Mease Special Area of Conservation	11	Amount of Employment Land approved within the River Mease SAC catchment. Number of dwellings approved within the River Mease SAC catchment. Condition of the SAC Water quality status	Water quality and volume targets are met. Condition of SAC improves. Developer Contribution Schemes Implemented.

		Amount of money secured through S106 agreements for DCS.	
En3 – The National Forest	11, 12, 14	Amount of funding received for National Forest Planting. Amount of land within the National Forest Planted within the monitoring period and plan period.	Increase amount of National Forest planting across the district.
En4 – Charnwood Forest Regional Park	11, 12, 14	Number of approved applications for diversification. Creation of new biodiversity sites.	Charnwood Forest is recognised as a tourism and leisure destination. No net loss of biodiversity within the CFRP
En5 – Areas of Separation	11	The number and type of applications submitted within AOS. The type and number of developments permitted or refused within the Area of Separation.	No permissions granted in the Area of Separation which undermine the function of the Area of Separation.
En6 – Land and Air Quality	11	Number of permissions granted in coal mining areas. Number of Permissions granted within Air Quality Management Areas. Number of properties within AQMA. Number permissions impacting on Air Quality Management Areas. Number of Permissions in Noise Zones. Number of Air Quality Management Areas.	New developments permitted are subject to appropriate conditions where required. No new development impacts on the quality of existing Air Quality Management Areas or results in the creation of new ones.

He1 – Conservation and enhancement of North West Leicestershire's historic environment	10	Number of applications approved that are contrary to policy. Number of applications approved contrary to the advice of English Heritage. Number of Buildings on the Historic England at Risk Register. Number of Listed Buildings. Number of Conservation Areas and Conservation Area Appraisals. Number of Historic Parks and Gardens. Number of Scheduled Ancient Monuments. Adoption of a local list.	No loss of heritage assets. No net increase in the number of Heritage Assets at Risk. Restoration of all heritage assets and monuments identified as at risk. No net increase in the number heritage assets on the local heritage at risk register. Increase and adoption of Conservation Area Appraisals, Conservation Areas and Management Plans. To adopt a local list.
He2 – Shopfront Design	3, 10	Number of applications that are approved contrary to policy He2. Adoption of SPD for Shop Fronts. Number of Shop Front Improvement Schemes that have been taken up on a heritage asset or within a Conservation Area.	Restoration of shop fronts. To adopt a Supplementary Planning Document for Shop Fronts.

Cc1 – Renewable Energy	8	Number and type of permissions granted for renewable energy in monitoring period. Type and amount (MWe) of renewable energy that is delivered within the monitoring and plan period. Amount of MWe energy which has permission for the monitoring period.	The districts CO2 emissions reduce over the plan period. The amount of energy generated from renewable energy sources increases.
Cc2 – Flood Risk	9	Number of planning permission granted contrary to Environment Agency objections on water quality and flood risk grounds.	No permissions granted contrary to Environment Agency and Local Flood Authority advice. No development permitted for vulnerable uses in areas that are likely to flood (zones 3a and 3b) or that would result in flooding downstream of vulnerable developments.
Cc3 – Sustainable Drainage Systems	9	Number of sites incorporating SUDS. Type of SUDs delivered. Adoption of Sustainable Drainage System Supplementary Planning Document.	All major residential and commercial developments need to incorporate SUDs schemes. To adopt a Sustainable Drainage System Supplementary Planning Document.

APPENDIX 7

SCHEDULE OF SAVED LOCAL PLAN POLICIES REPLACED BY POLICIES IN THIS LOCAL PLAN

Saved Local Plan Policy	Title	Replacement Local Plan Policy
Strategy		
S2	Limits To Development	Policy S3 – Countryside
S3	Countryside	Policy S3 – Countryside Policy EN3 – The National Forest
Environment		
E1	Sensitive Areas	No equivalent replacement policy
E2	Landscaped amenity open space	Policy D1 – Design of New Development
E3	Residential Amenities	Policy D2 – Amenity
E4	Design	Policy D1 – Design of New Development
E6	Comprehensive Development	Policy D1 – Design of New Development
E7	Landscaping	Policy D1 – Design of New Development
E8	Crime Prevention	Policy D1 – Design of New Development
E9	Mobility	No equivalent replacement policy
E17	Historic Byways	No equivalent replacement policy
E20	Green Wedge	Policy S3 – Countryside – applies to the western part of what was defined as Green Wedge Policy En5 – Areas of Separation – applies to the remainder of land that was defined as Green Wedge
E21	Separation of Settlements	Policy S3 – Countryside
E22 (a)	Areas of Particularly Attractive Countryside	Policy En4 – Charnwood Forest
E22(b) & (c)	Areas of Particularly Attractive Countryside	No equivalent replacement policy.
E24	Re-Use and Adaptation of Rural Buildings	Policy S3 – Countryside
E26	Sites of County or District Ecological or Geological Interest	Policy En1 – Nature Conservation
E30	Floodplains	Policy Cc2 – Flood Risk
E36	Derelict Land	No equivalent replacement policy.
E37	Derelict Sites	No equivalent replacement policy.
National Forest		
F1	General Policy	Policy D1 – Design of New Development Policy Ec13 – Tourism Development

		Policy IF1 – Development and Infrastructure Policy EN3 – The National Forest
F2	Tree planting	Policy EN3 – The National Forest
F3	Landscaping and Planting	Policy EN3 – The National Forest
F5	Forest Related Development	Policy EN3 – The National Forest
Transport		
T2	Road improvements	Policy IF4 – Transport Infrastructure and New Development
T3	Highway Standards	Policy IF4 – Transport Infrastructure and New Development
T4	Road Related Services	No equivalent replacement policy.
T5	Road Related Services at A50. /B6540 Junction	No equivalent replacement policy.
T8	Parking	Policy IF7 – Parking Provision and New Development
T10	Public Transport	Policy IF1 – Development and Infrastructure Policy IF4 – Transport Infrastructure and New Development
T13	Cycle Parking	Policy IF7 – Parking Provision and New Development
T14	Former Transport Routes	No equivalent replacement policy
T15	Moira-Measham Trail	No equivalent replacement policy
T16	Ashby Canal	Policy Ec13 – Tourism Development Policy IF6 – Ashby Canal
T17	Ashby Canal	Policy IF6 – Ashby Canal
T18	East Midlands Airport	Policy Ec4 – East Midlands Airport
T19	East Midlands Airport – Public Safety Zones	Policy Ec6 – East Midlands Airport Public Safety Zones
T20	East Midlands – Airport Safeguarding	Policy Ec5 – East Midlands Airport: Safeguarding
Housing		
H4	Housing Allocations	
H4(a)	Leicester Road, Ashby de la Zouch	In part replaced by Policy H1 – Housing provision: planning permissions
H4(b)	East of Leicester Road, Ashby de la Zouch	In part replaced by Policy H1 – Housing provision: planning permissions
H4(c)	Nottingham Road, Ashby de la Zouch	Site has been developed and there is no equivalent replacement policy

H4 (d)	Broom Leys Road, Coalville	Policy H3 – Housing provisions: new allocations
H4(e)	Wentworth Road, Coalville	Site has been developed and there is no equivalent replacement policy
H4(f)	East of Whitehill Road, Ellistown	Site has been developed and there is no equivalent replacement policy
H4 (g)	Grange Road, Huggelscote	Policy H1 – Housing provision: planning permissions Policy H2 – Housing provision: resolutions
H4(h)	Brooks Lane, Whitwick	Site has been developed and there is no equivalent replacement policy
H4(i)	North of Park Lane, Castle Donington	Site has been developed and there is no equivalent replacement policy
H4 (j)	Station Road, Castle Donington	Site has been developed and there is no equivalent replacement policy
H4 (k)	High Street, Ibstock	Site has been developed and there is no equivalent replacement policy
H4 (l)	South of High Street, Ibstock	Site has not been developed. However there are outstanding issues regarding its deliverability. No equivalent replacement policy
H4 (m)	Leicester Road, Ibstock	Site has been developed and there is no equivalent replacement policy
H4 (n)	The Vicarage, Newbold	Site has been developed and there is no equivalent replacement policy
H4 (o)	Main Street, Oakthorpe	Policy H2 – Housing Provision: resolutions
H4 (p)	East of Heather Road, Ravenstone	Site has been developed and there is no equivalent replacement policy
H4/1	Housing Land Release	Policy S3 – Settlement Hierarchy
H6	Housing Density	No equivalent replacement policy
H7	Housing Design	Policy D1 – Design of New Development
H8	Affordable housing	Policy H4 – Affordable Housing
H10	Agricultural and Forestry Workers' accommodation	Policy S3 – Countryside
H11	Replacement Dwellings	Policy S3 – Countryside
H12	Exceptional Affordable Housing Sites	Policy H5 – Rural exception sites for affordable housing
H13	Mobile Homes	No equivalent replacement policy
Employment		
J3	Employment Allocations	Policy Ec3 – Existing Employment Areas
J3(a)	Land adjacent to Swainspark Industrial Estate, Ashby Woulds	Policy Ec3 – Existing Employment Areas
J3(b)	Smisby Road, Ashby de la Zouch	Policy Ec3 – Existing Employment Areas
J3 (c)	Extension to Hilltop Industrial estate, Bardon	Policy Ec3 – Existing Employment Areas

J3 (d)	South of Coalville Brickworks	Policy Ec3 – Existing Employment Areas
J3 (e)	Former Ellistown Colliery	Policy Ec3 – Exiting Employment Areas
J3 (f)	South of Trent Lane, Castle Donington	Policy Ec3 – Existing Employment Areas
J3 (g)	Extension to Warminster Estate, Burton road, Measham	Policy Ec3 – Existing Employment Areas
J3 (h)	Former Walton Way Drift Mine, Burton Road, Oakthorpe	Policy S3 – Countryside
J4	High quality employment site at Finger Farm	Policy Ec3 – Existing employment Area Policy Ec4 – East Midlands Airport
J5	High Quality Employment Site at Flagstaff	Policy Ec3 – Existing Employment Areas
J8	ADT Car Auctions Site	No equivalent replacement policy
J14	Expansion and Existing Firms	No equivalent replacement policy
Central Areas and Retailing		
R1	Central Areas Shopping	Policy Ec8 – Town and Local Centres: Hierarchy and Management of Development
R2	Belvoir Shopping Centre	No equivalent replacement policy
R4	Acceptable Uses in Town Centre Core Areas	Policy Ec10 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses Policy Ec11 – Town and Local Centres: Primary Shopping Areas – Hot Food takeaway Balance
R5	Financial and Professional Services in Core Areas	Policy Ec10 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses
R6	Windows Display Frontages in North Street and South Street, Ashby de la Zouch	No equivalent replacement policy
R7	Other retail uses	No equivalent replacement policy
R8	Potential Redevelopment Areas	Policy Ec10 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses
R9	Pedestrian Facilities	No equivalent replacement policy
R10	Bridge Road Link	No equivalent replacement policy

R11	Outer Area of Coalville Town Centre	No equivalent replacement policy
R12	Town Centre Services	No equivalent replacement policy
R13	Town Centre Services	No equivalent replacement policy
R14	Town Centre Services	No equivalent replacement policy
R15	Town Centre Services	No equivalent replacement policy
R16	Use of Upper Floors	Policy Ec10 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses Policy Ec12 – Local Centres
R19	Acceptable Uses in Local Centres	Policy Ec12 – Local Centres
R20	Individual Shops	No equivalent replacement policy
R21	Village Shops	No equivalent replacement policy
Leisure and Tourism		
L2	Informal Recreation Facilities	No equivalent replacement policy
L3	Built Development of Recreational Sites Outside Limits to Development	Policy IF3 – Open Space, Sport and Recreation facilities
L5	Tourist Accommodation	Policy Ec13 – Tourism Development
L6	New Rural Recreation Facilities to Relieve Charnwood Forest	No equivalent replacement policy
L7	Land adjoining Hermitage Leisure Centres	Policy En5 – Areas of Separation
L8	Snibston Colliery	No equivalent replacement policy
L9	Land north of Snibston Heritage Museum	No equivalent replacement policy
L10	Former Measham Railway Station	No equivalent replacement policy
L11	Moira Furnace	No equivalent replacement policy
L12	Sawley Marina	No equivalent replacement policy
L13	Swannington Incline	No equivalent replacement policy
L20	Donington Park Race Circuit	Policy Ec7 – Donington Park
L21	Children's Play Area	Policy IF3 – Open Space, Sport and Recreation Facilities
L22	Formal Recreation Provision	Policy IF3 – Open Space, Sport and Recreation Facilities
Minerals		
M2	Redevelopment Potential	No equivalent replacement policy



LOCAL PLAN

POLICIES MAPS

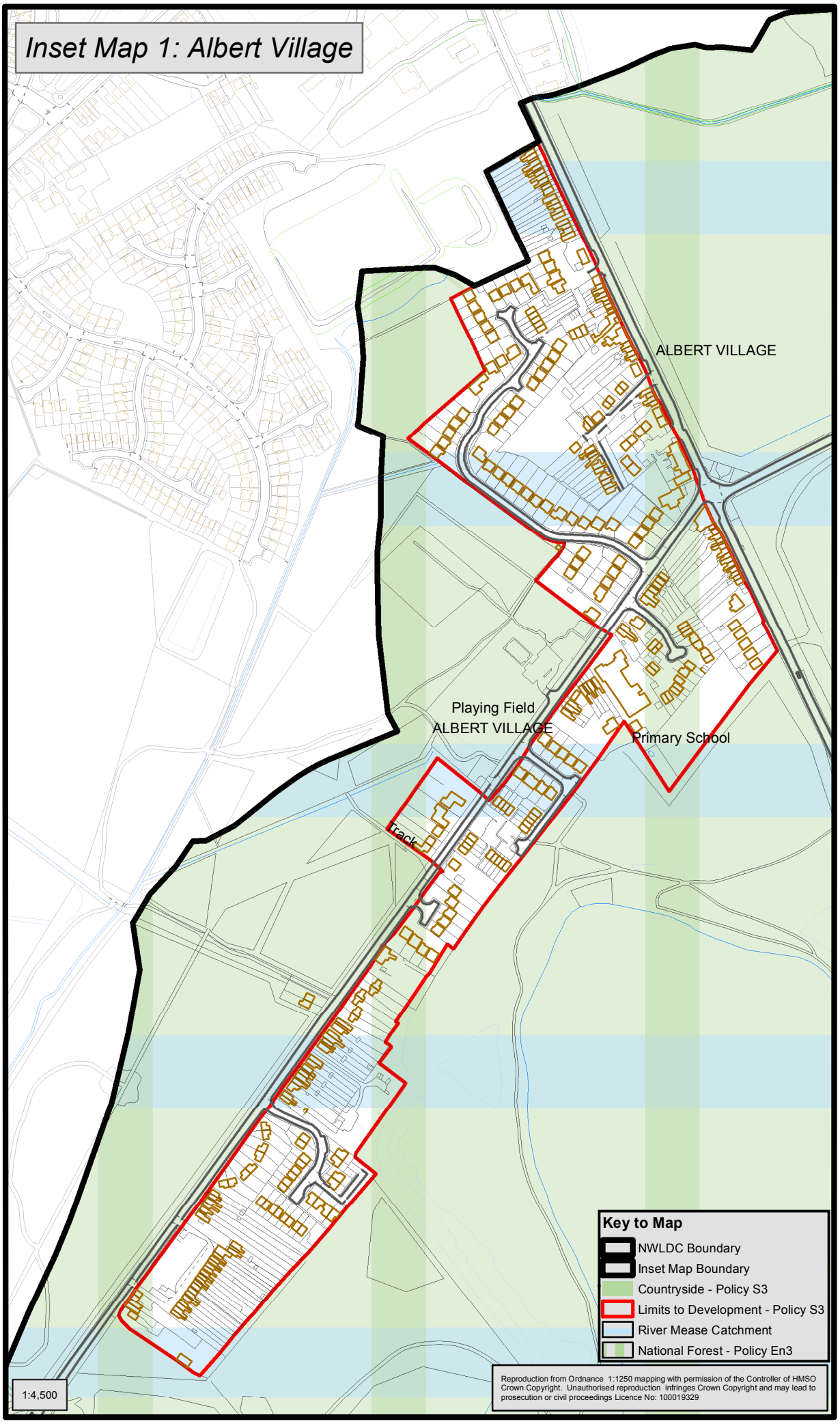
Adopted

November 2017

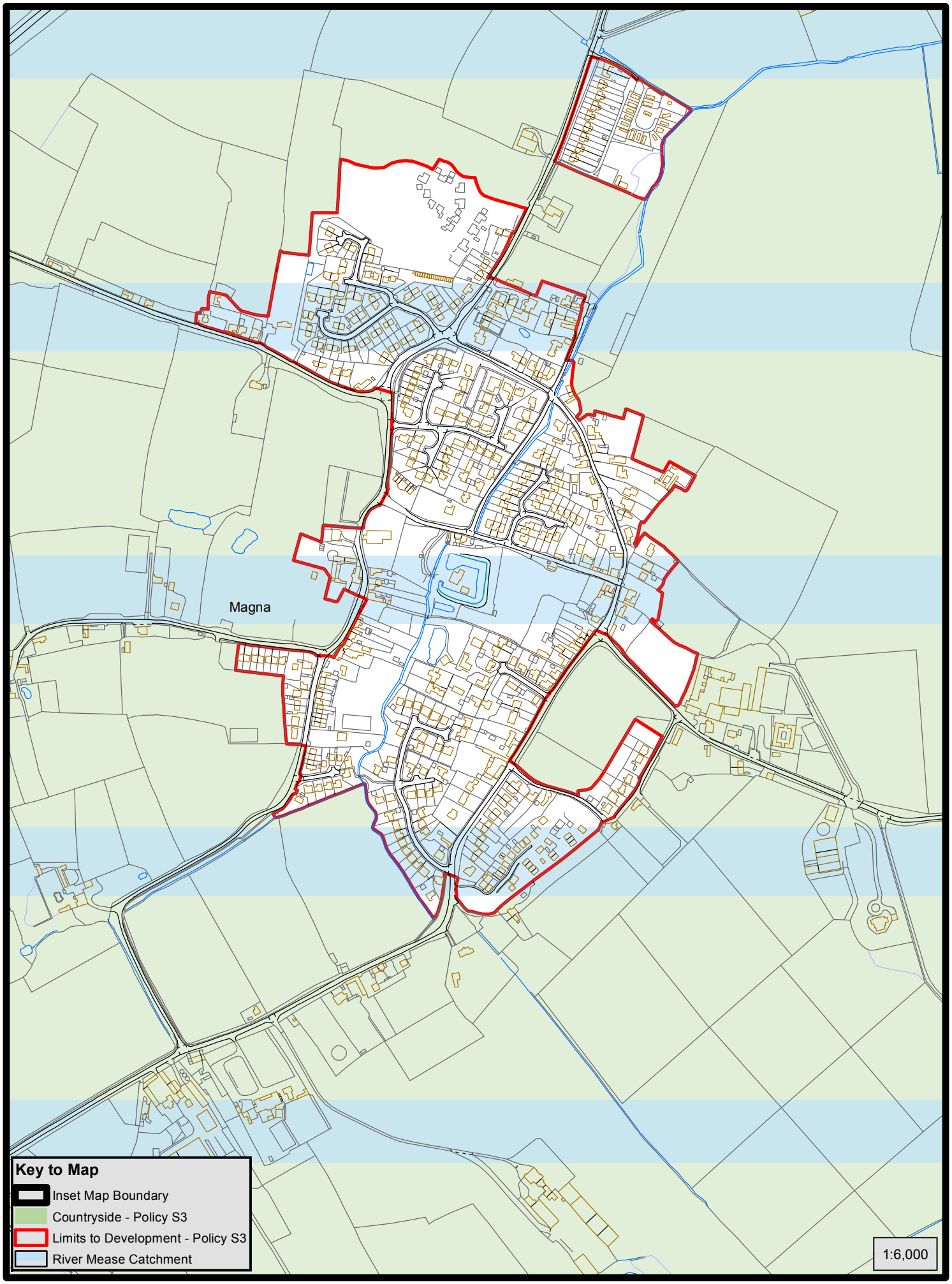
Schedule of Maps

The District-wide Policies Map and the maps showing the areas potentially suitable for small scale and for medium/large scale wind energy are available separately.

INSET MAP NUMBER	SETTLEMENT
1	Albert Village
2	Appleby Magna
3	Ashby de la Zouch
4	Ashby de la Zouch Town Centre
5	Belton
6	Blackfordby
7	Breedon on the Hill
8	Castle Donington
9	Castle Donington Town Centre
10	Coalville Urban Area, Coleorton, Ellistown, Ravenstone and Swannington
11	Coalville Town Centre
12	Diseworth
13	Heather
14	Ibstock
15	Kegworth
16	Long Whatton
17	Measham and Oakthorpe
18	Moira and Donisthorpe
19	Packington
20	Worthington

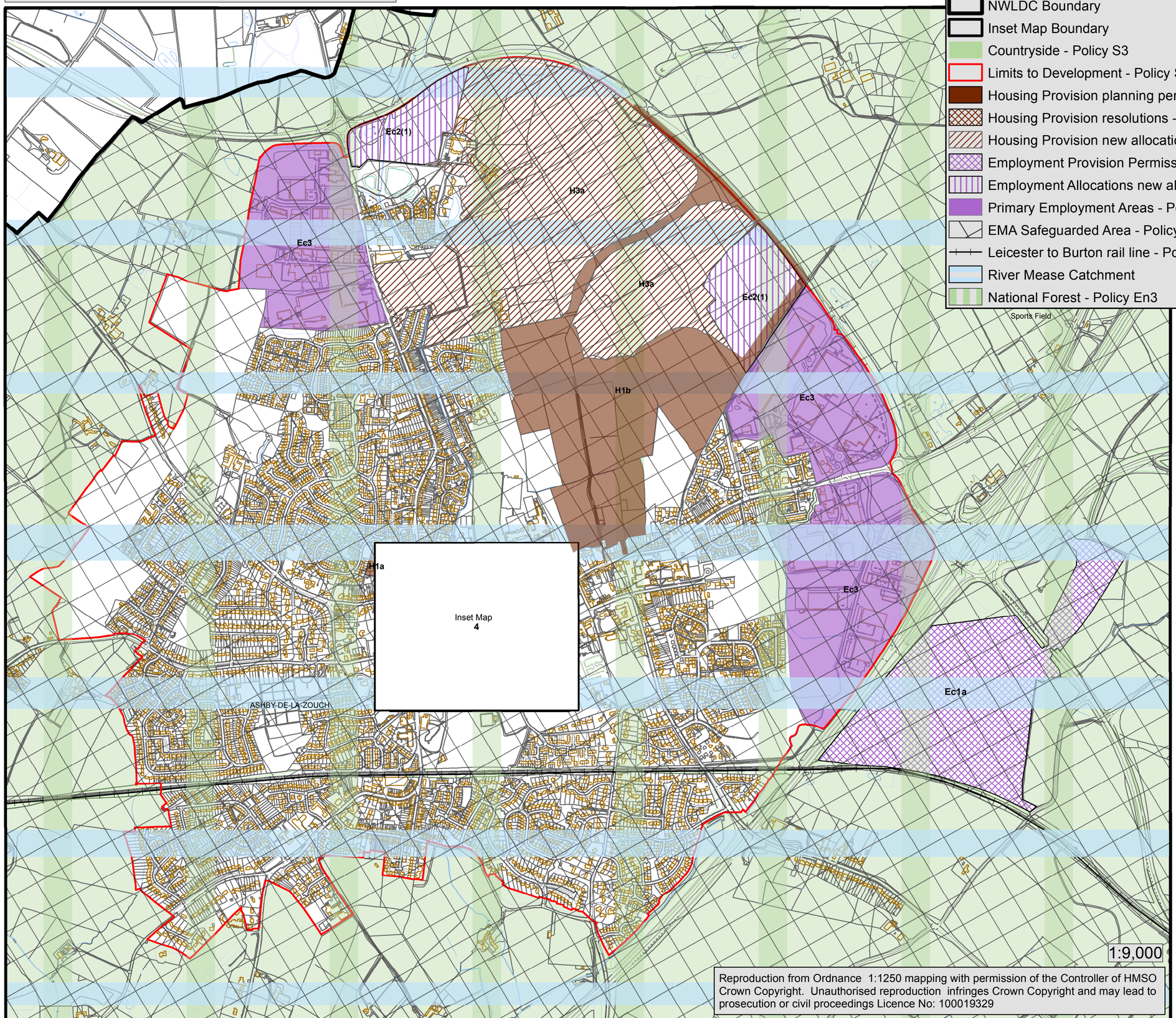

Inset Map 1: Albert Village
ALBERT VILLAGE
Playing Field
ALBERT VILLAGE
Primary School
Track
Key to Map
NWLDC Boundary
Inset Map Boundary
Countryside - Policy S3
Limits to Development - Policy S3
River Mease Catchment
National Forest - Policy En3
1:4,500
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Inset Map 2: Appleby Magna



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Inset Map 3: Ashby de la Zouch

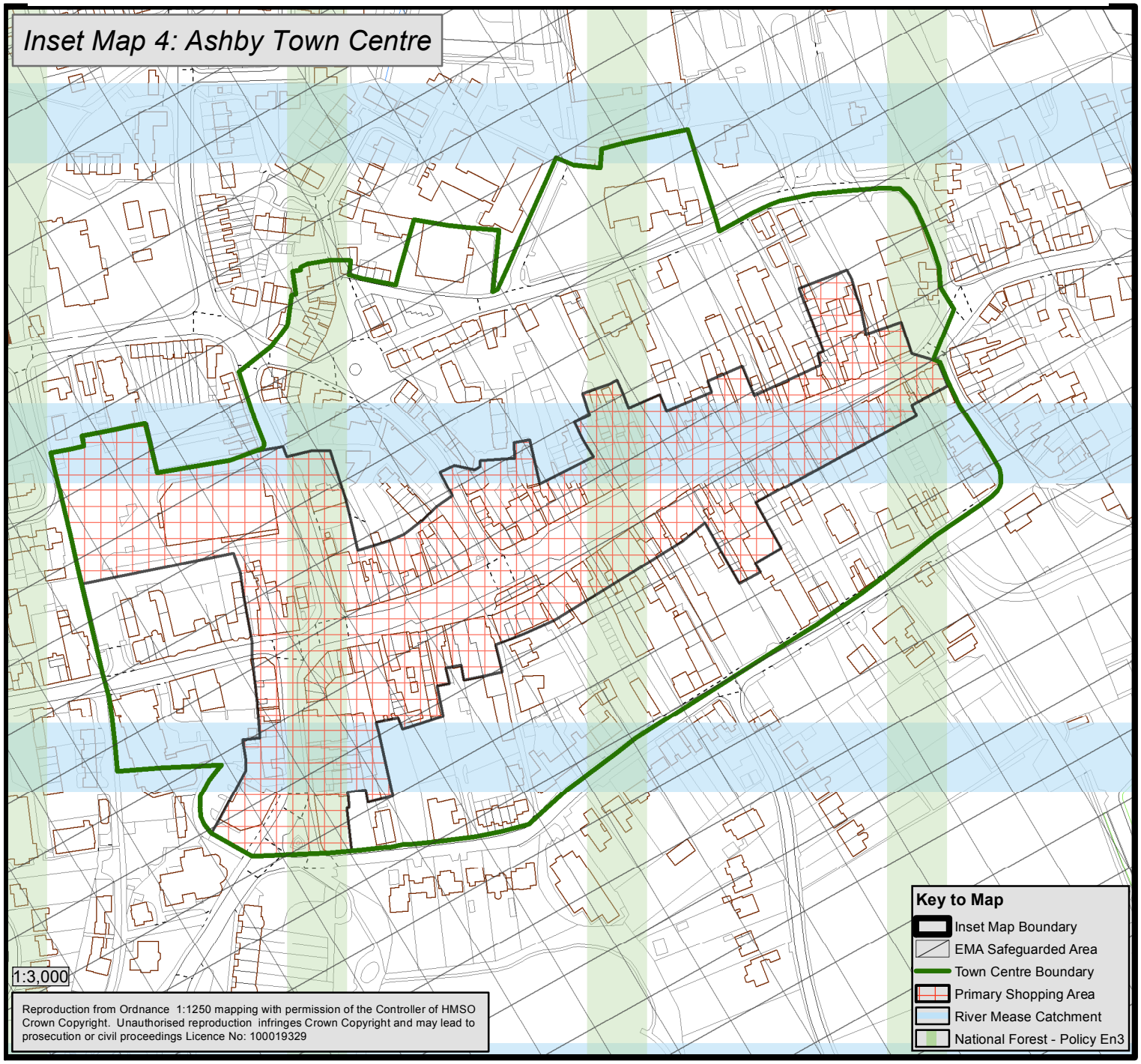


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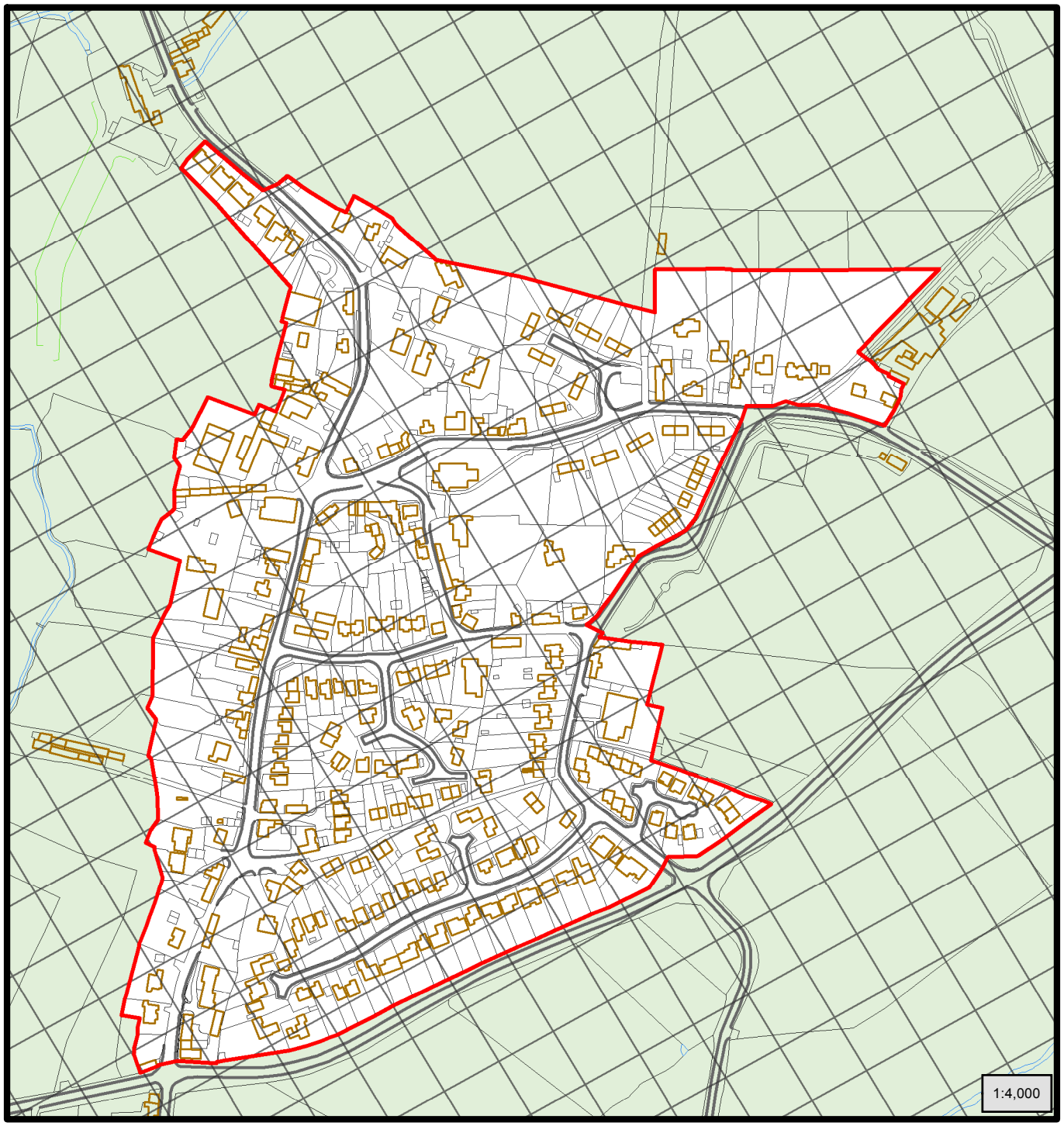
- NWLDC Boundary
- Inset Map Boundary
- Countryside - Policy S3
- Limits to Development - Policy S3
- Housing Provision planning permissions - Policy H1
- Housing Provision resolutions - Policy H2
- Housing Provision new allocations - Policy H3
- Employment Provision Permissions - Policy Ec1
- Employment Allocations new allocations - Policy Ec2
- Primary Employment Areas - Policy Ec3
- EMA Safeguarded Area - Policy Ec5
- Leicester to Burton rail line - Policy IF5
- River Mease Catchment
- National Forest - Policy En3

1:9,000

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Inset Map 4: Ashby Town Centre
1:3,000
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Key to Map
Inset Map Boundary
EMA Safeguarded Area
Town Centre Boundary
Primary Shopping Area
River Mease Catchment
National Forest - Policy En3

Inset Map 5: Belton

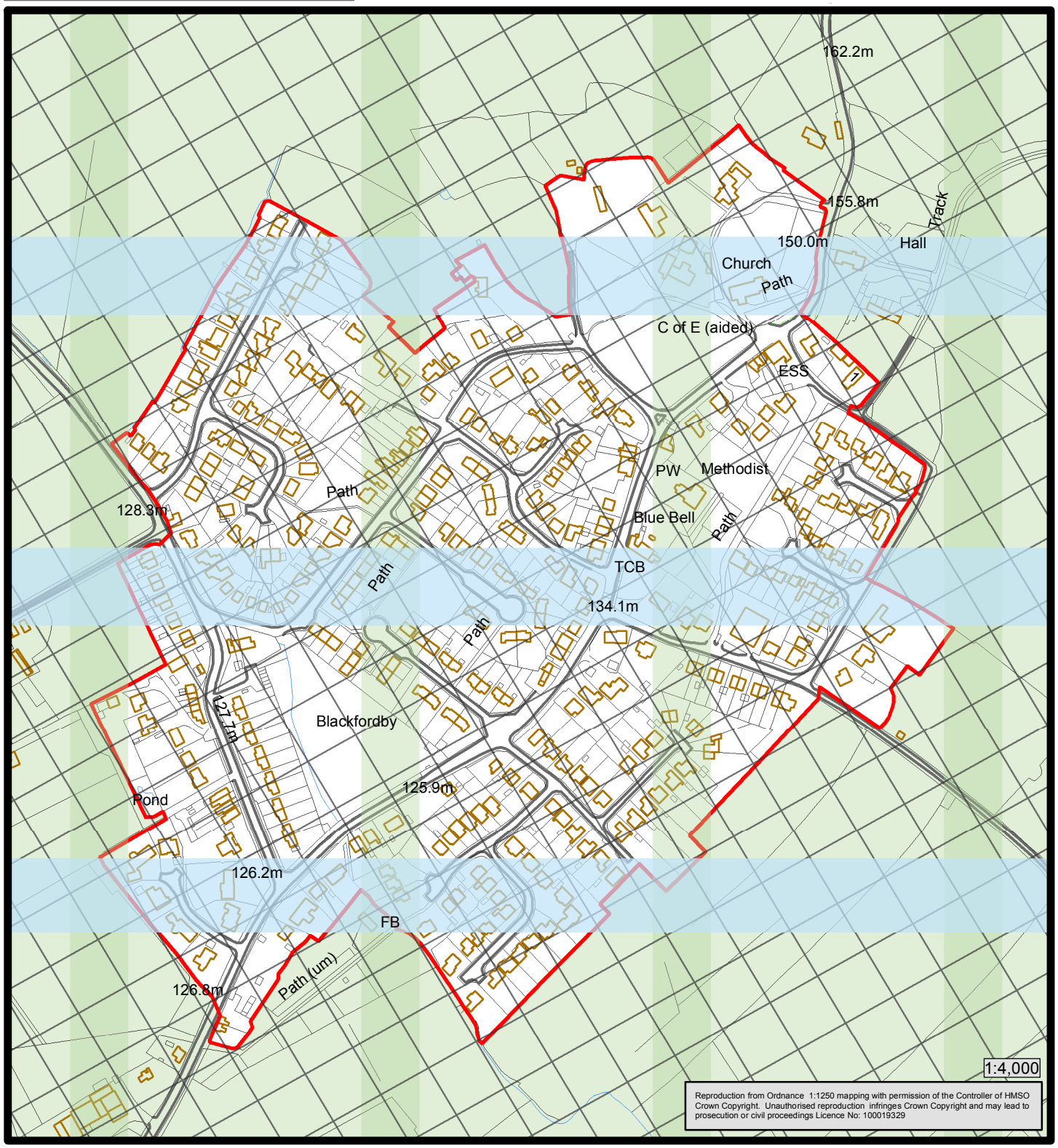


Key to Map

- Inset Map Boundary
- Countryside - Policy S3
- Limits to Development - Policy S3
- EMA Safeguarded Area - Policy Ec5

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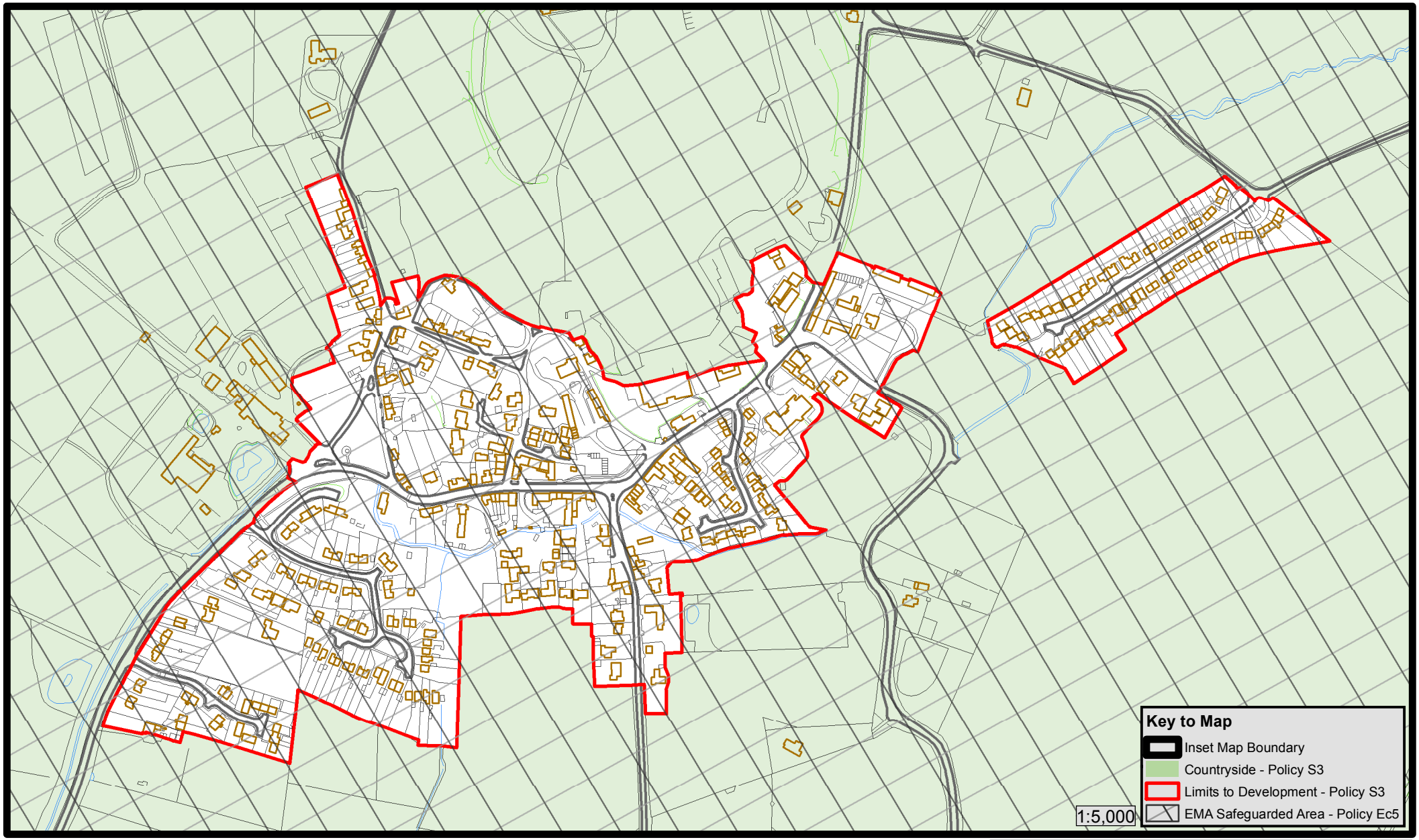
Inset Map 6: Blackfordby



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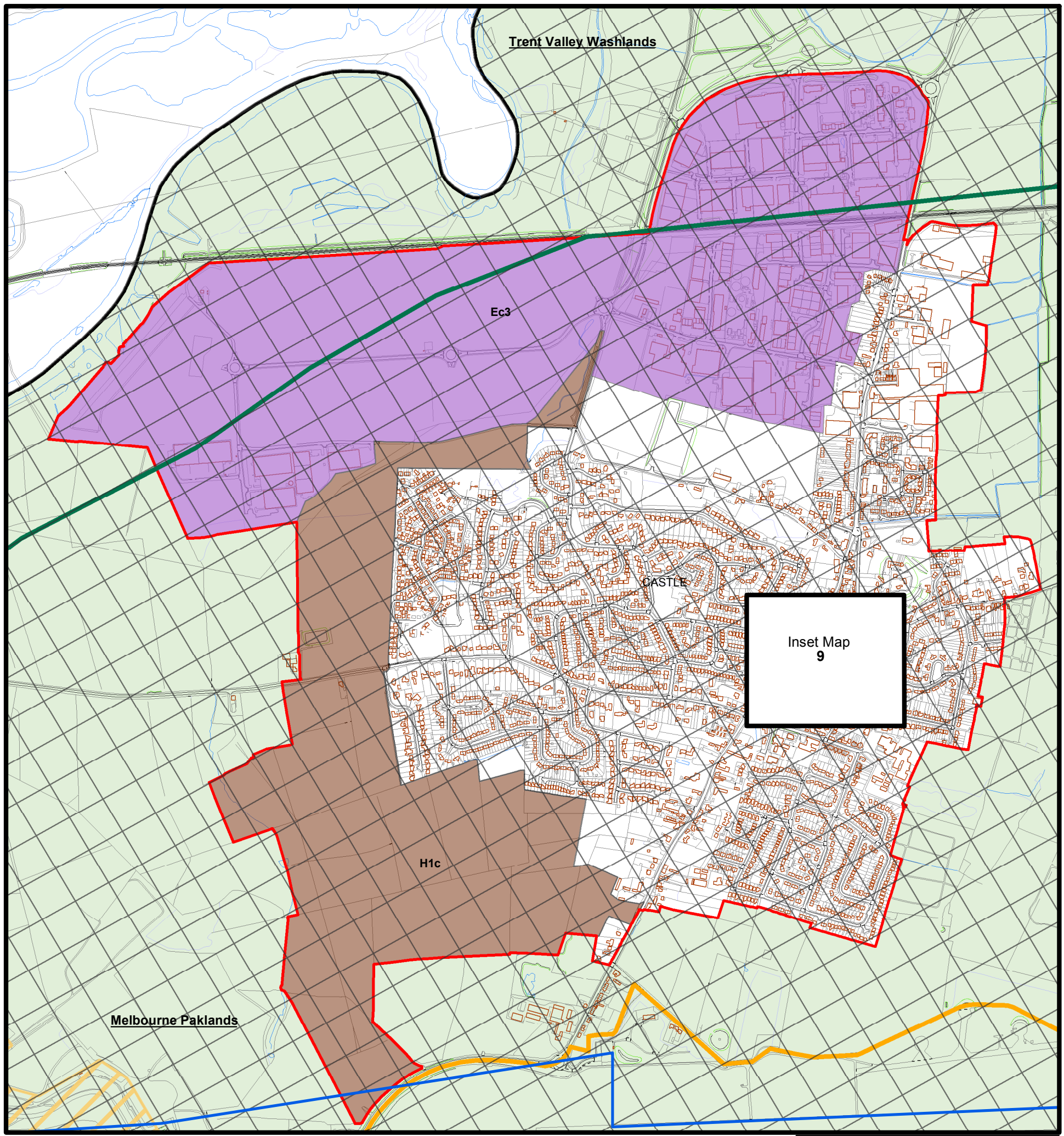
- Inset Map Boundary
- Countryside - Policy S3
- Limits to Development - Policy S3
- EMA Safeguarded Area - Policy Ec5
- River Mease Catchment
- National Forest - Policy En3

Inset Map 7: Breedon on the Hill



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Inset Map 8: Castle Donington

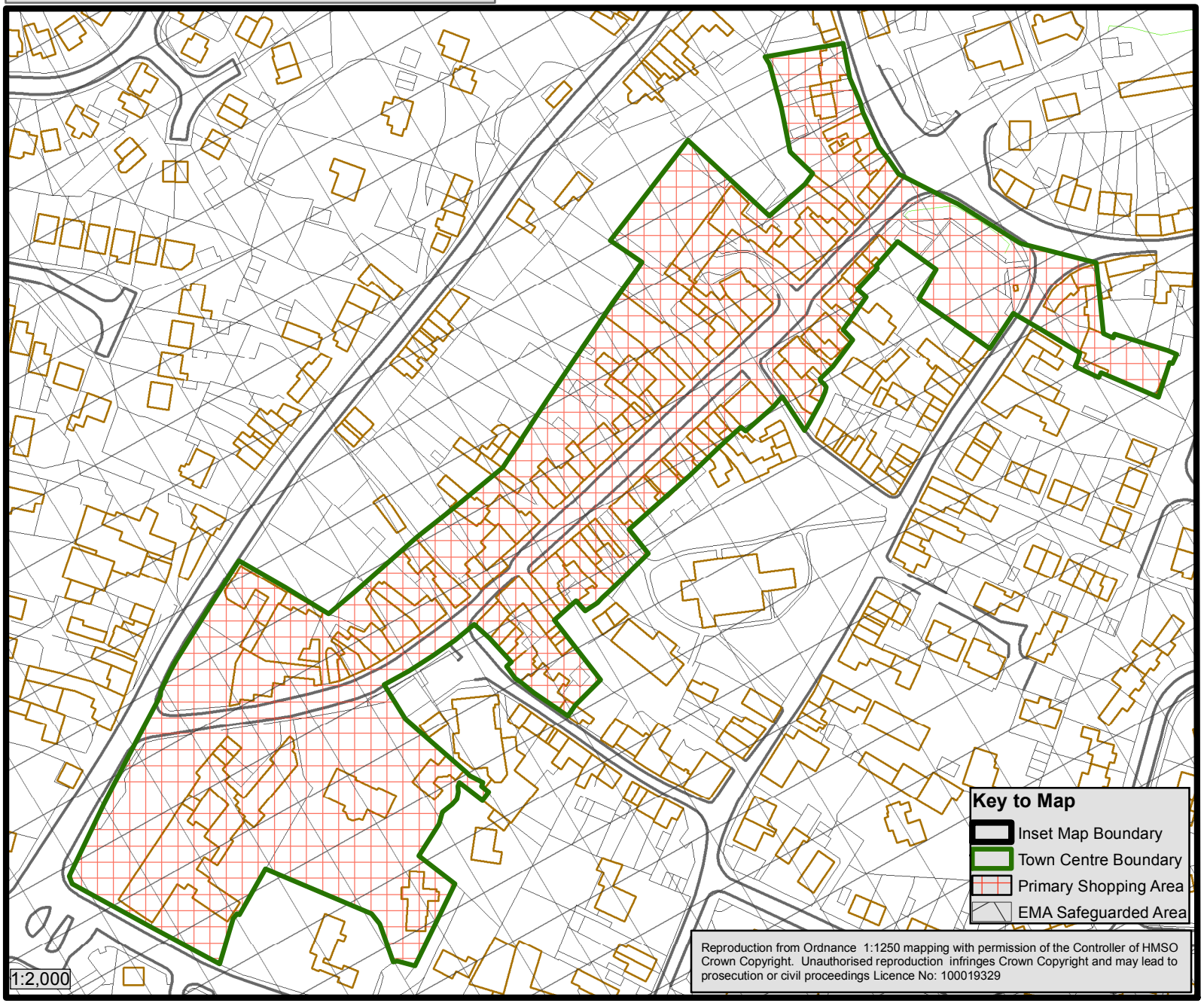


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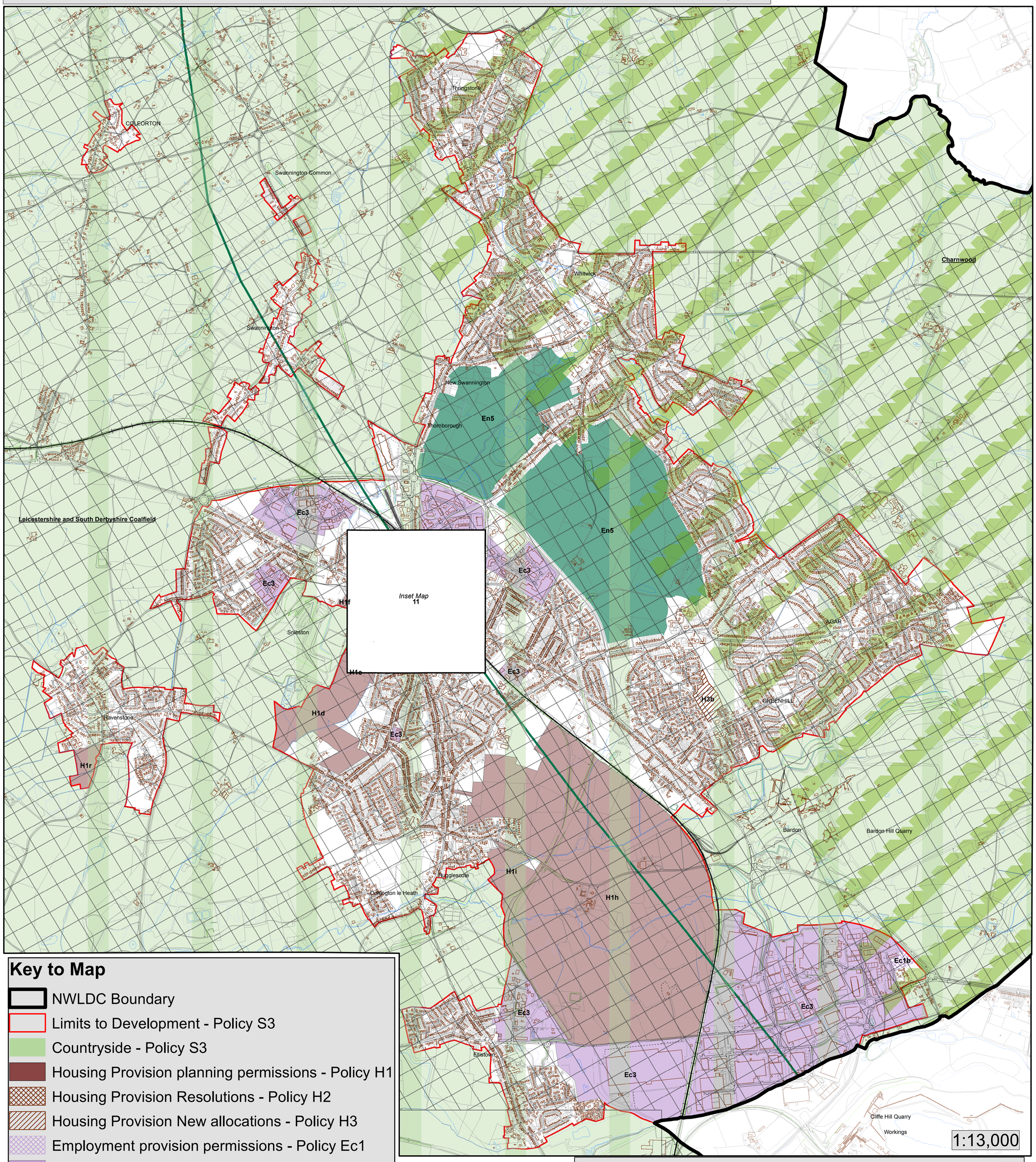
- Inset Map Boundary
- EMA Public Safety Zones - Policy Ec6
- EMA Safeguarded Area - Policy Ec5
- Landscape Character Area
- Limits to Development - Policy S3
- Donington Park - Policy Ec7
- Primary Employment Areas - Policy Ec3
- East Midlands Airport Boundary - Policy Ec4
- Housing Allocations planning permissions - Policy H1
- NWLDC Boundary
- Melbo Countryside - Policy S3

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Inset Map 9: Castle Donington Town Centre



Inset Map 10: Coalville Urban Area, Coleorton, Ellistown, Ravenstone and Swannington

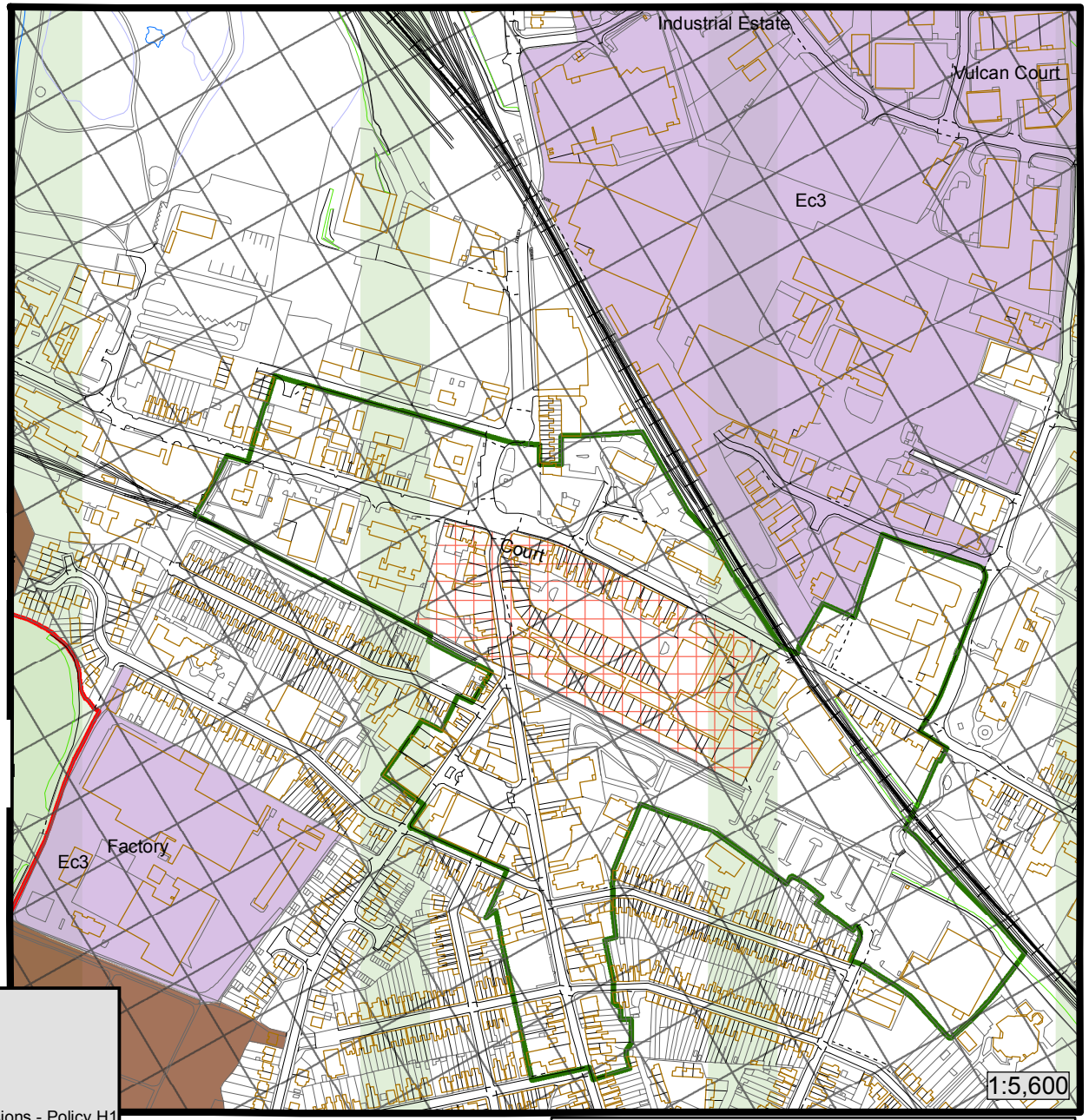


Key to Map

- NWLDC Boundary
- Limits to Development - Policy S3
- Countryside - Policy S3
- Housing Provision planning permissions - Policy H1
- Housing Provision Resolutions - Policy H2
- Housing Provision New allocations - Policy H3
- Employment provision permissions - Policy Ec1
- Primary Employment Areas - Policy Ec3
- EMA Safeguarded Area - Policy Ec5
- National Forest - Policy En3
- Charnwood Forest - Policy En4
- Areas of Separation - Policy En5
- Leicester to Burton rail line - Policy IF5
- Leicestershire — Landscape Character Area

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Inset Map 11: Coalville Town Centre

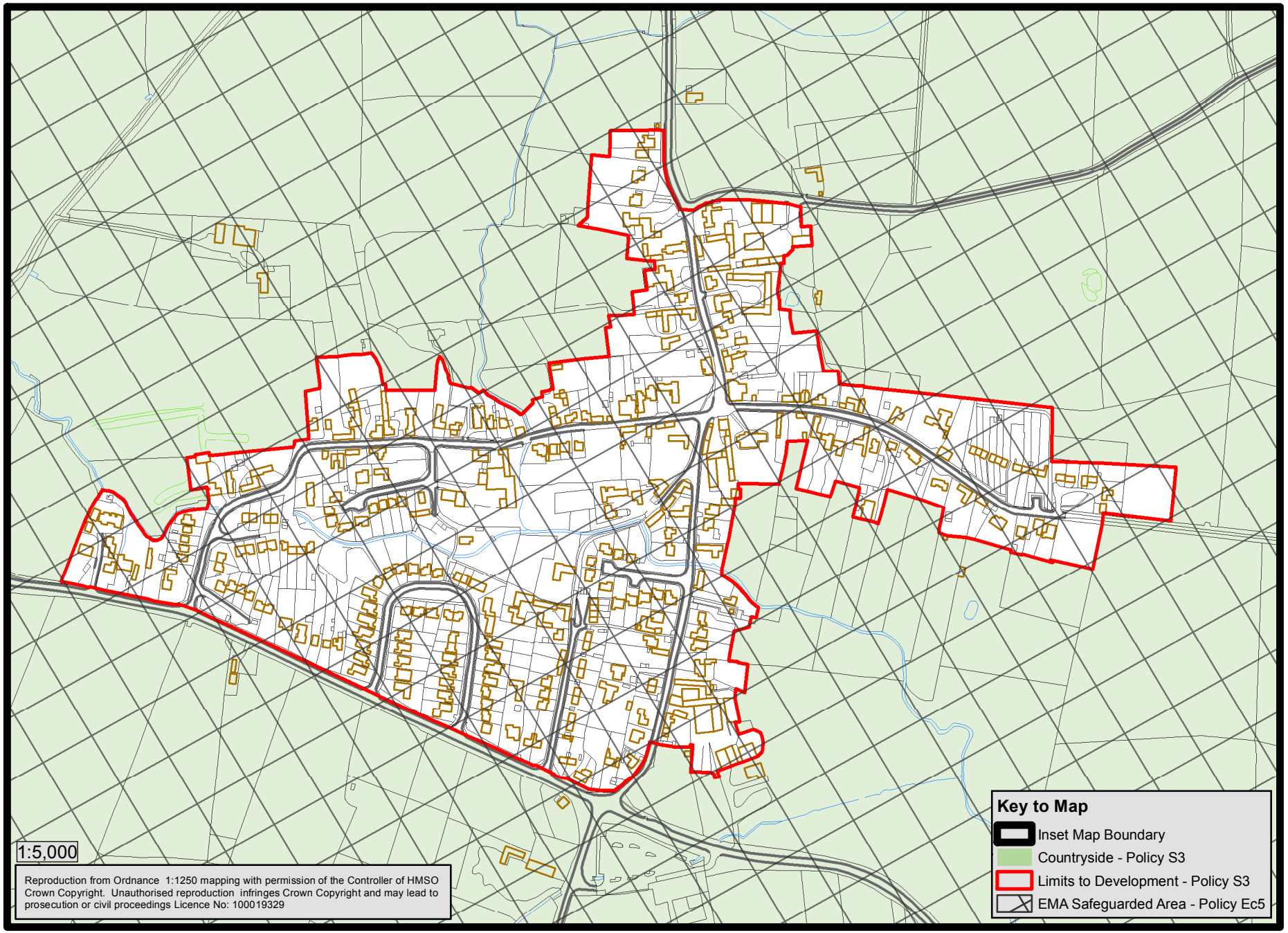


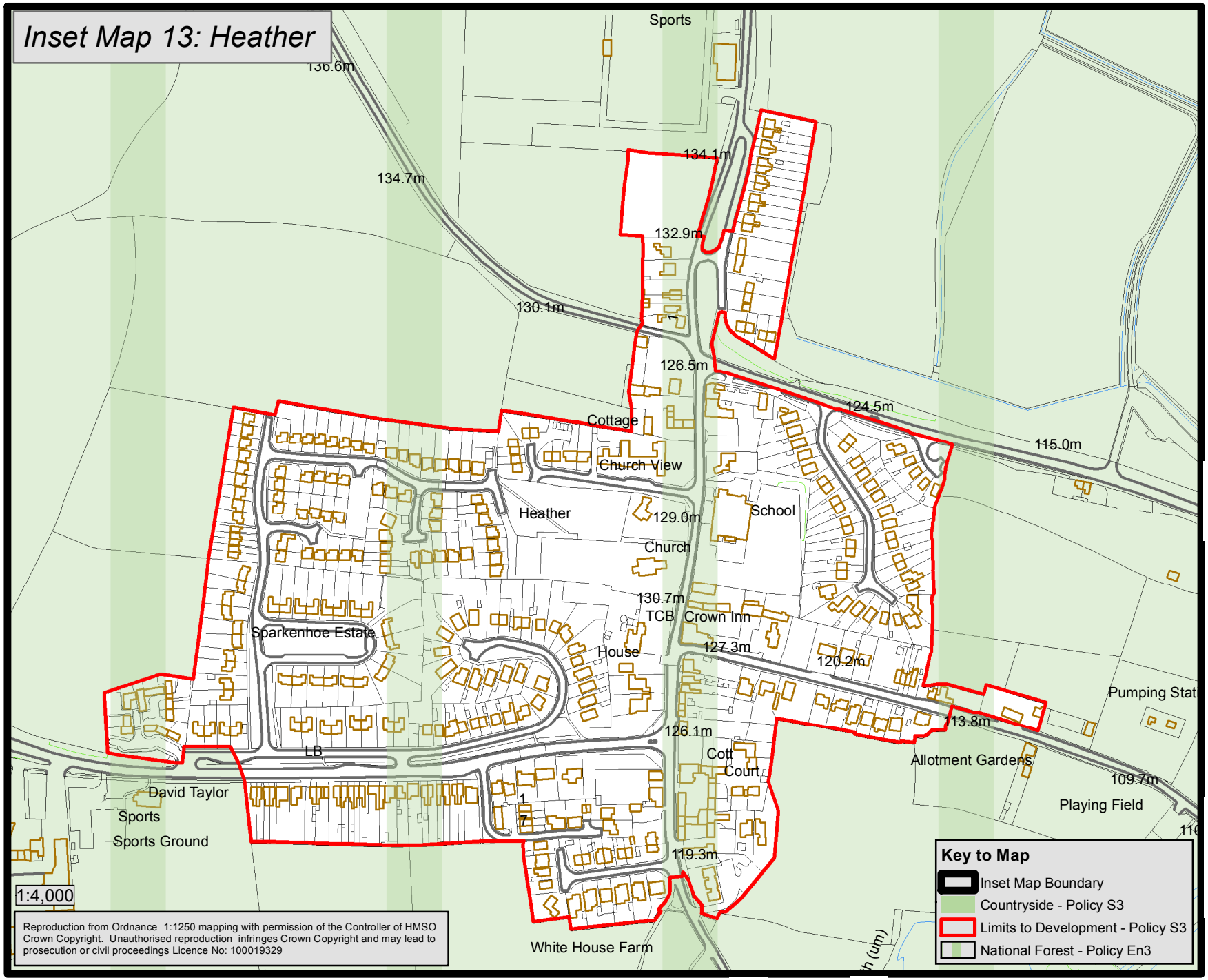
Key to Map

- Inset Map Boundary
- Town Centre Boundary
- Primary Shopping Area
- Housing Provision planning permissions - Policy H1
- Primary Employment Areas - Policy Ec3
- National Forest - Policy En3
- EMA Safeguarded Area - Policy Ec5
- Leicester to Burton Rail Line - Policy IF5

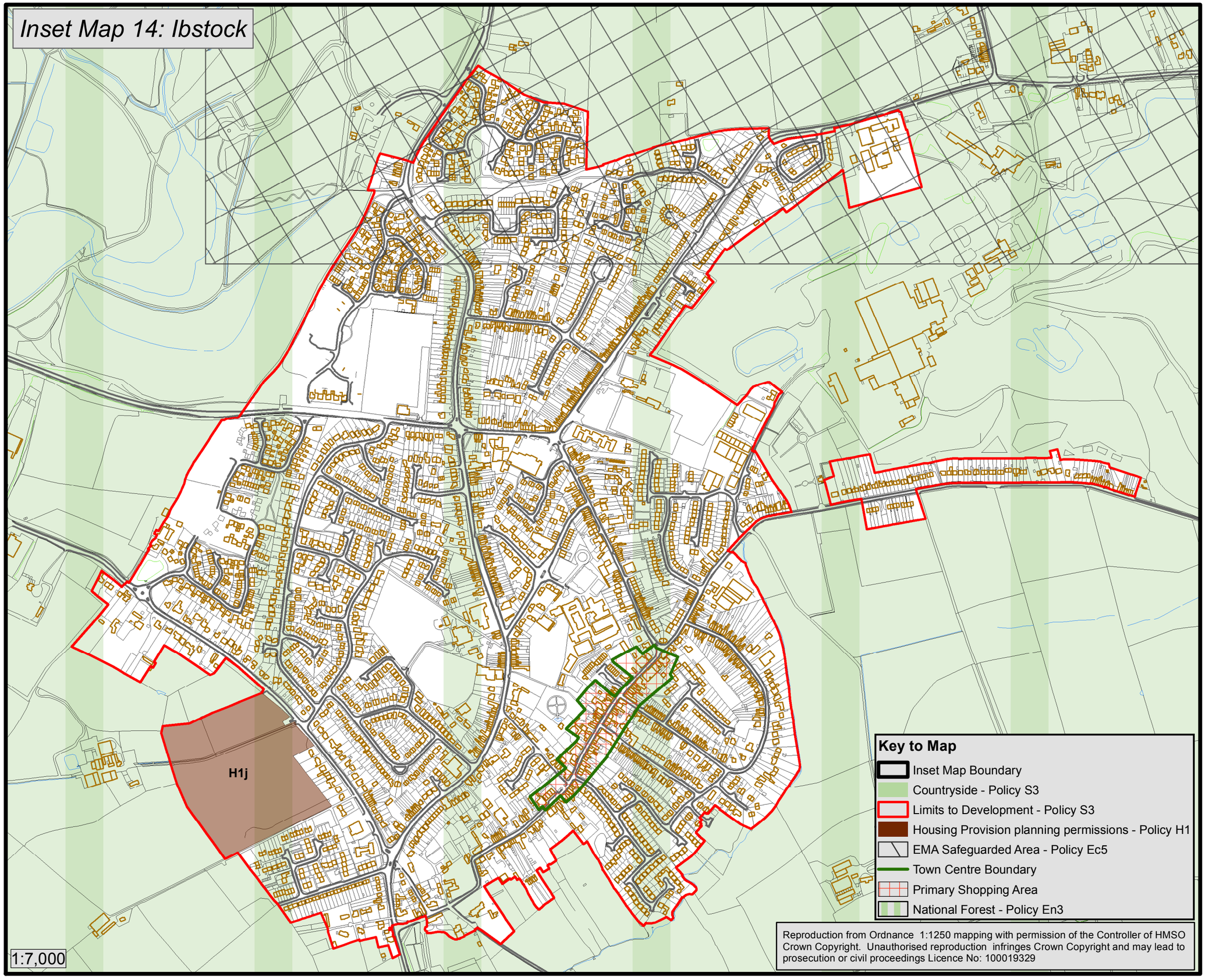
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Inset Map 12: Diseworth




Inset Map 13: Heather
Sports
136.6m
134.7m
134.1m
132.9m
130.1m
126.5m
124.5m
115.0m
Cottage
Church View
Heather
129.0m
School
Church
130.7m
TCB
Crown Inn
Sparkenhoe Estate
House
127.3m
120.2m
Pumping Stat
113.8m
126.1m
Cott
Court
LB
Allotment Gardens
109.7m
David Taylor
Sports
Sports Ground
Playing Field
1
7
119.3m
White House Farm
1:4,000
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Key to Map
Inset Map Boundary
Countryside - Policy S3
Limits to Development - Policy S3
National Forest - Policy En3

Inset Map 14: Ibstock



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Inset Map 15: Kegworth

Key to Map

- NWLDC Boundary
- Inset Map Boundary
- Limits to Development - Policy S3
- Countryside - Policy S3
- Housing Provision planning permissions - Policy H1
- Housing Provision Resolutions - Policy H2
- Housing Provision New allocations
- Primary Employment Areas - Policy Ec3
- Town Centre Boundary
- Primary Shopping Area
- EMA Safeguarded Area - Policy Ec5
- EMA Public Safety Zones - Policy Ec6
- Trent — Landscape Character Area

Trent Valley Washlands

Ec3

H1m

H1l

Ec3

Ec3

Bridge

Bridge

Kegworth

H1k

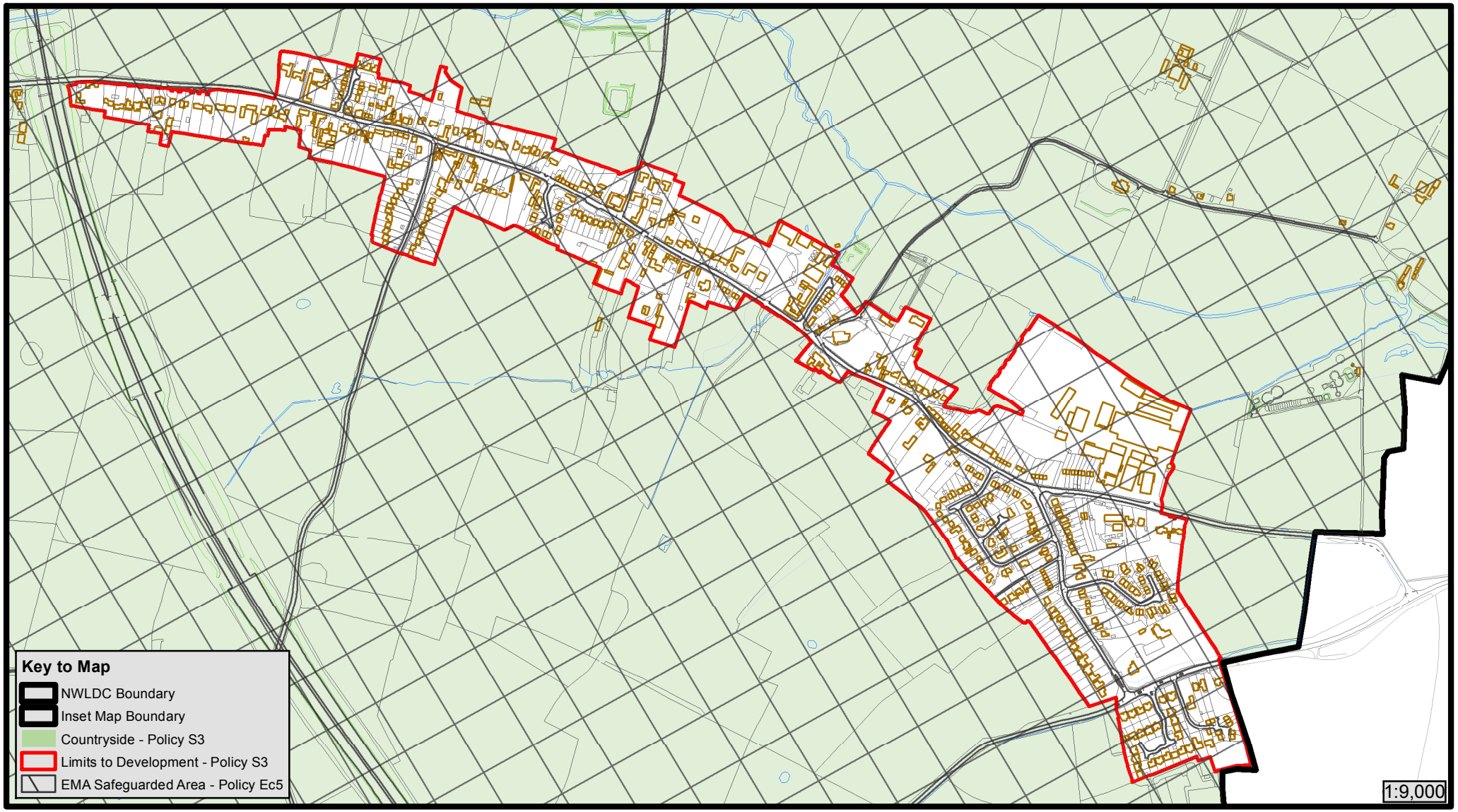
H3d

Melbourne Parklands

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Inset Map 16: Long Whatton



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Inset Map 17: Measham and Oakthorpe

Oakthorpe

H1o

H3c

H2a

Ec3

Measham

Leicestershire and South Derbyshire Coalfield

Mease/Sence Lowlands

Key to Map

- Inset Map Boundary
- Countryside - Policy S3
- Limits to Development - Policy S3
- Housing Provision planning permissions - Policy H1
- Housing Provision resolutions - Policy H2
- Housing Provision new allocations - Policy H3
- Primary Employment Areas - Policy Ec3
- Town Centre Boundary
- Primary Shopping Area
- River Mease - Policy En2
- River Mease Catchment
- National Forest - Policy En3
- Ashby Canal - Policy IF6
- Landscape Character Area

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Inset Map 18: Moira & Donisthorpe

H2b

Ec3

H1n

Moira

Donisthorpe

H1g

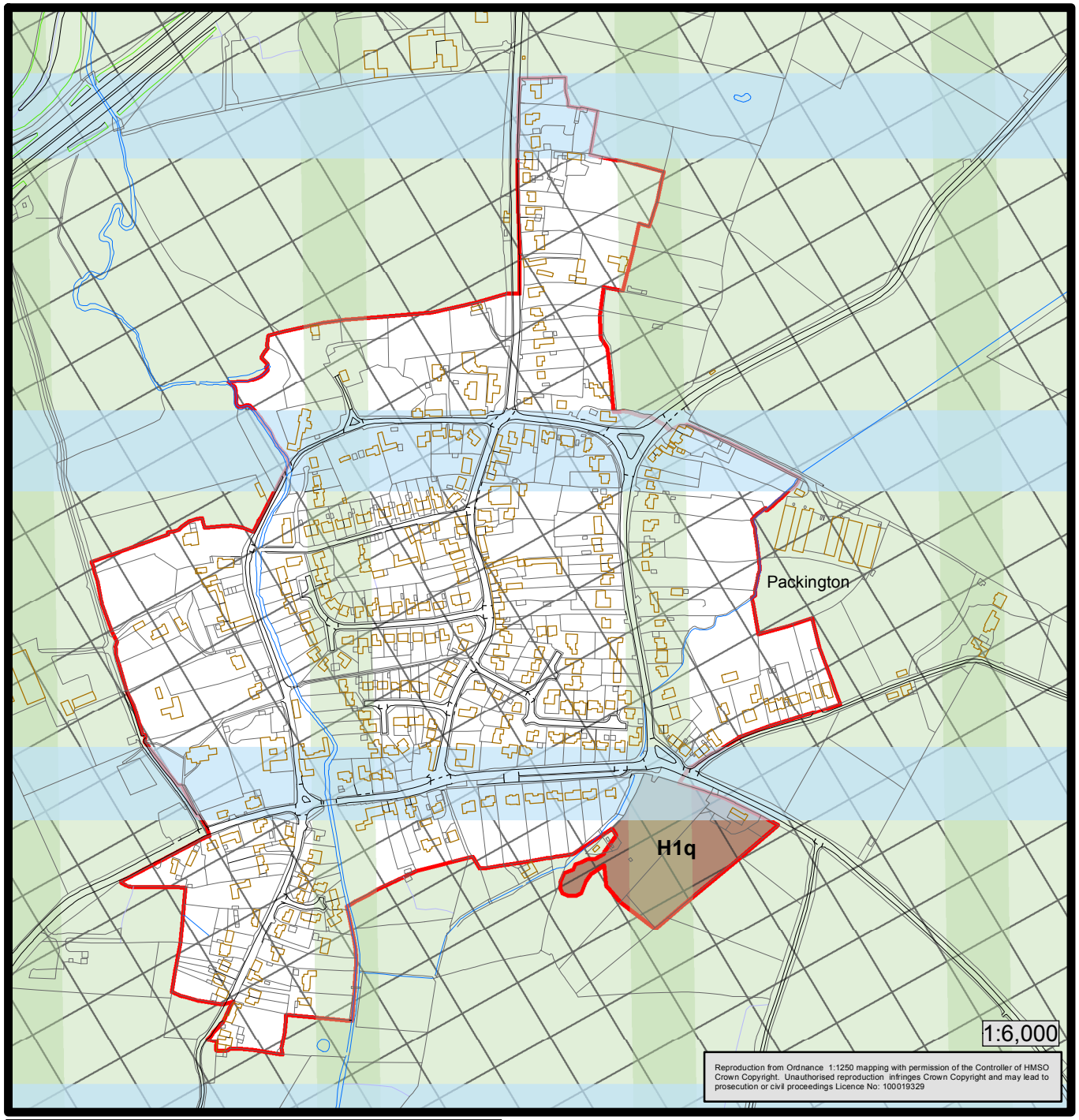
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Key to Map

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- Inset Map Boundary
- Countryside - Policy S3
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- Housing Provision Resolutions - Policy H2
- Primary Employment Areas - Policy Ec3
- EMA Safeguarded Area - Policy Ec5
- Leicester to Burton Rail Line - Policy IF5
- Ashby Canal - Policy IF6
- River Mease Catchment
- National Forest - Policy En3

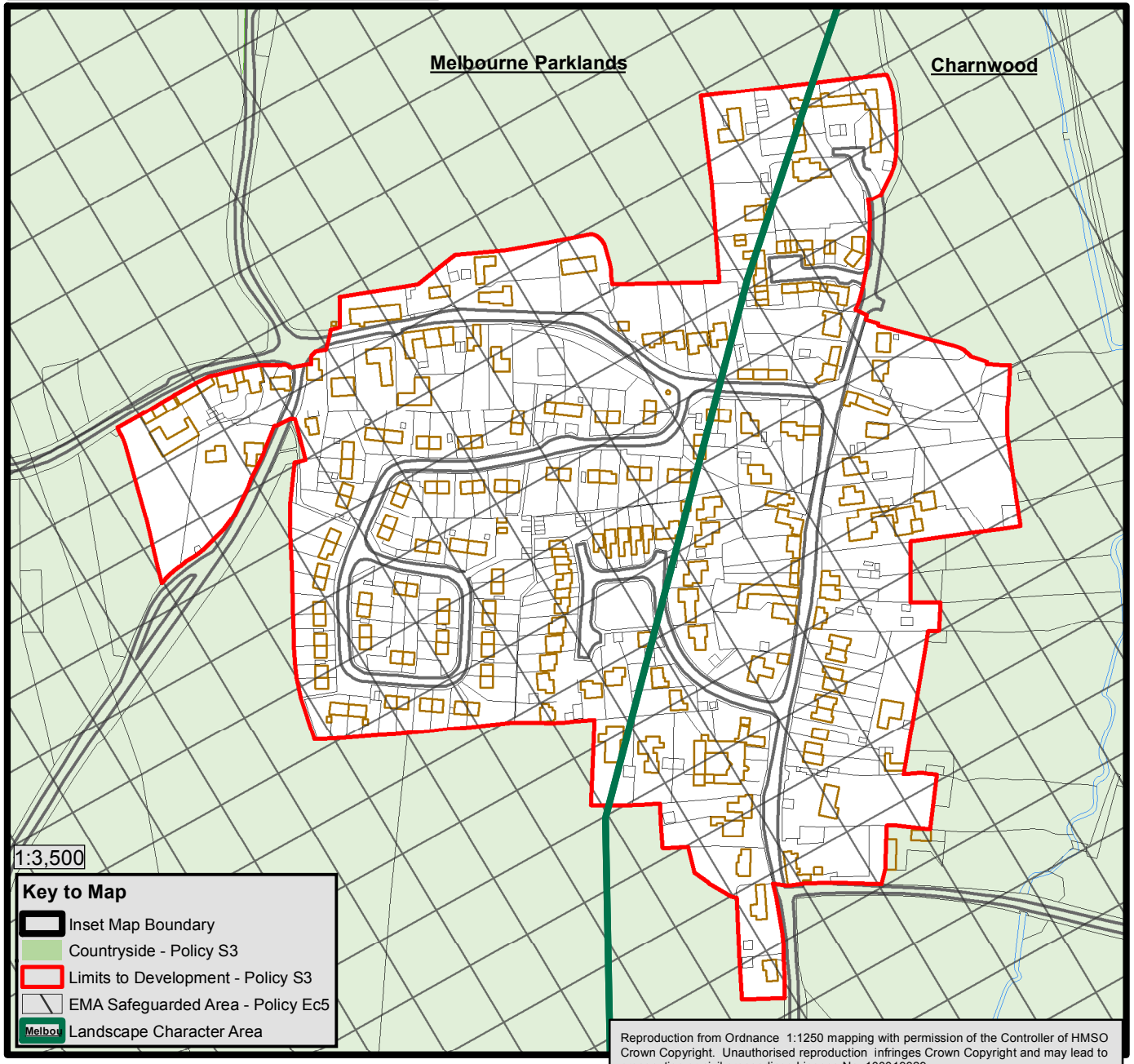
Inset Map 19: Packington



Key to Map

- Inset Map Boundary
- Countryside - Policy S3
- Limits to Development - Policy S3
- Housing Allocations planning permissions - Policy H1
- EMA Safeguarded Area - Policy Ec5
- National Forest - Policy En3
- River Mease Catchment

Inset Map 20: Worthington



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Areas Potentially Suitable for Medium/Large Scale Wind Energy

North West Leicestershire
Local Plan Policies Map
Adopted November 2017

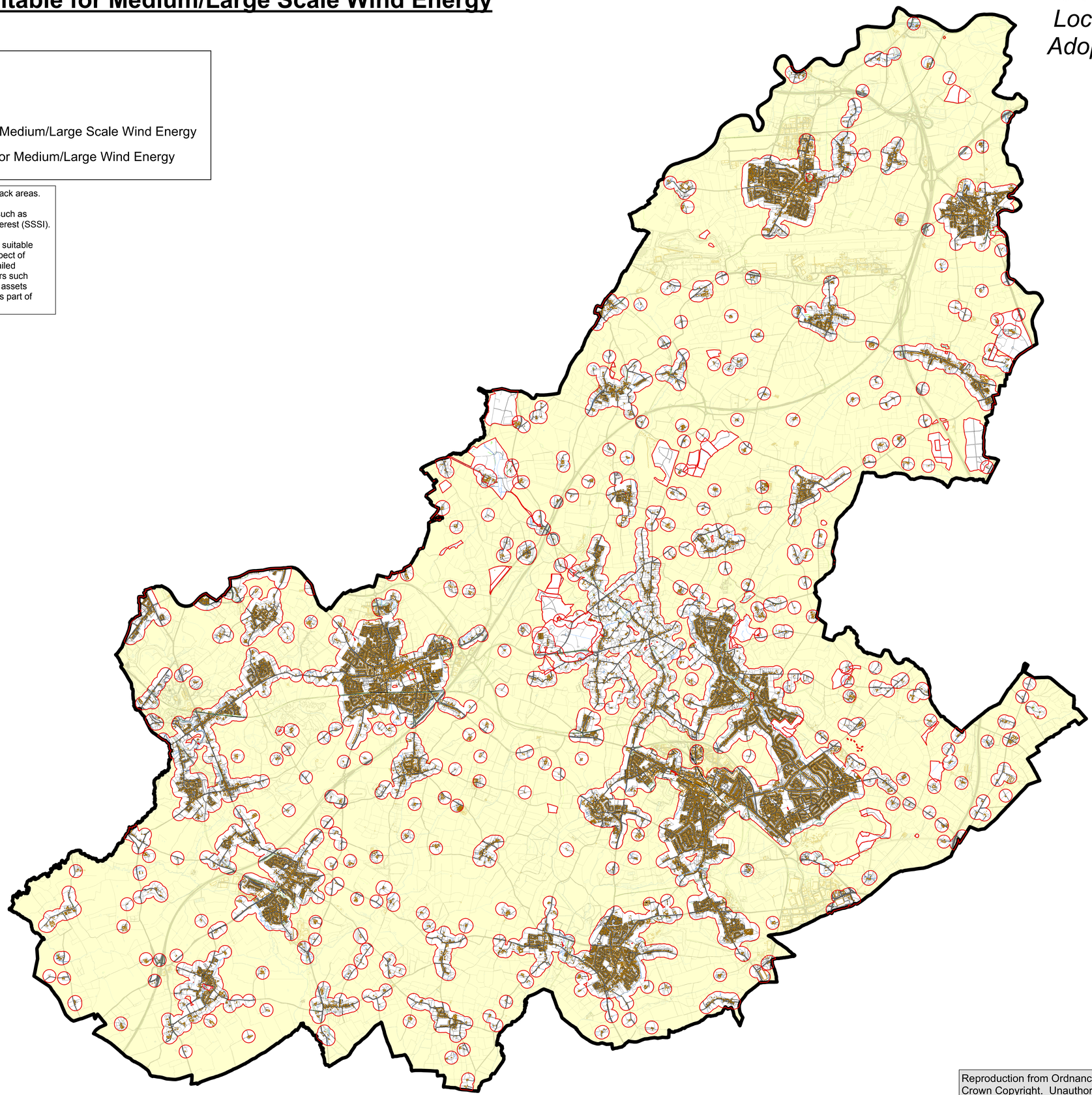
Key to Map:

- NWLD Boundary
- Areas Potentially Suitable for Medium/Large Scale Wind Energy
- Areas Potentially Unsuitable for Medium/Large Wind Energy

The settlements within the district are the darker orange/black areas.

The large blank white areas are areas to be safeguarded such as historic parks and gardens or Sites of Special Scientific Interest (SSSI).

It should be noted that those areas identified as potentially suitable have only been the subject of detailed assessments in respect of wind speed and proximity to residential properties. No detailed assessment has been undertaken in respect of other factors such as landscape character or potential impacts upon heritage assets or their settings. Any proposal will need to consider such as part of a detailed assessment.



North West Leicestershire District Council

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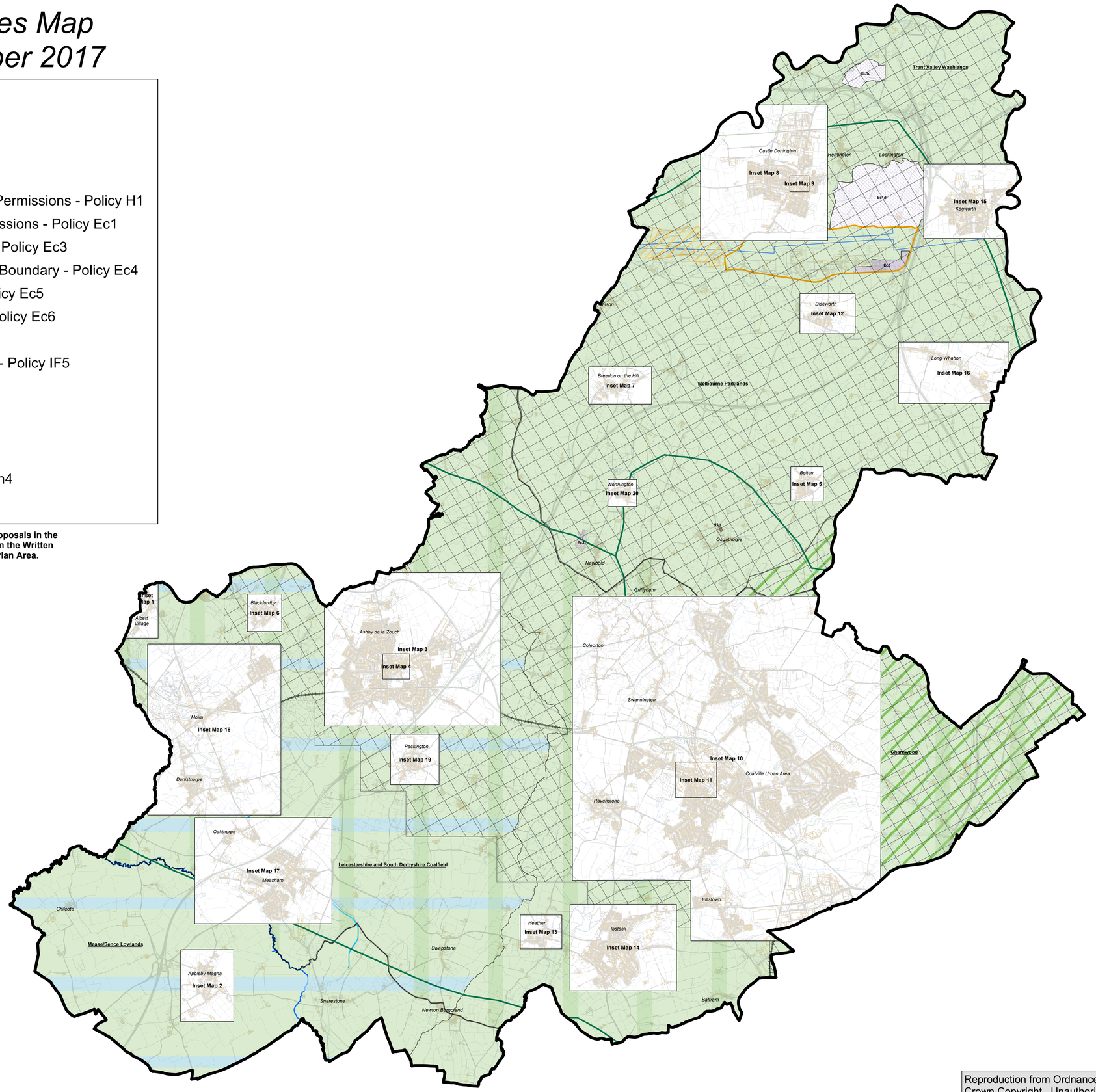
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North West Leicestershire Local Plan Policies Map Adopted November 2017

Key to Map

- NWLDC Boundary
- Inset Maps
- Countryside - Policy S3
- Housing Provision Planning Permissions - Policy H1
- Employment Provision Permissions - Policy Ec1
- Primary Employment Areas - Policy Ec3
- East Midlands Airport (EMA) Boundary - Policy Ec4
- EMA Safeguarded Area - Policy Ec5
- EMA Public Safety Zones - Policy Ec6
- Donington Park - Policy Ec7
- Leicester to Burton Rail Line - Policy IF5
- Ashby Canal - Policy IF6
- River Mease - Policy En2
- River Mease Catchment
- National Forest - Policy En3
- Charnwood Forest - Policy En4
- Landscape Character Areas

Code numbers refer to policies and proposals in the Written Statement. All other policies in the Written Statement apply throughout the Plan Area.



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North West LEICESTERSHIRE DISTRICT COUNCIL

Areas Potentially Suitable for Small Scale Wind Energy

North West Leicestershire
Local Plan Policies Map
Adopted November 2017

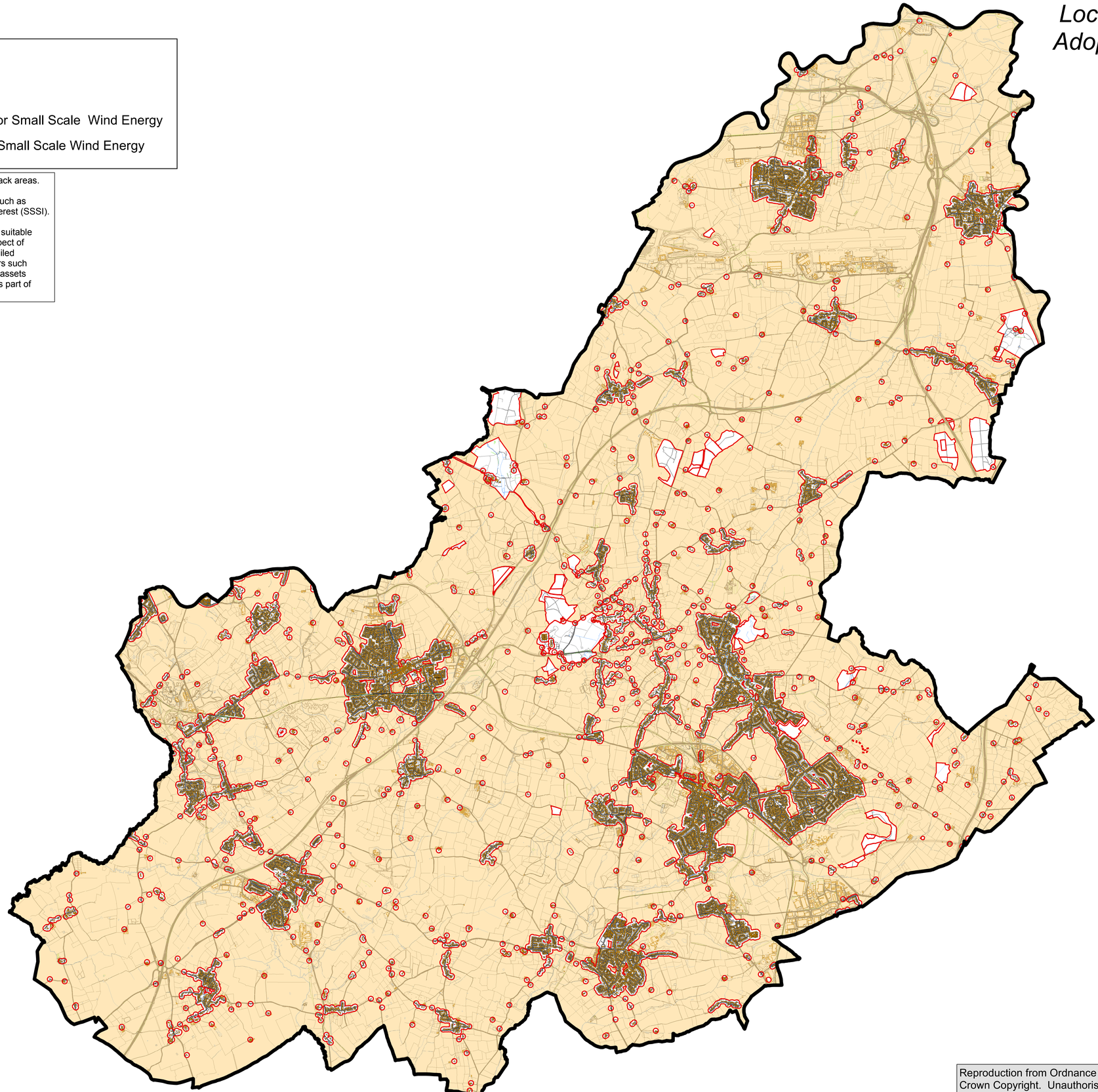
Key to Map:

- NWLD Boundary
- Areas potentially Unsuitable for Small Scale Wind Energy
- Areas potentially Suitable for Small Scale Wind Energy

The settlements within the district are the darker orange/black areas.

The large blank white areas are areas to be safeguarded such as historic parks and gardens or Sites of Special Scientific Interest (SSSI).

It should be noted that those areas identified as potentially suitable have only been the subject of detailed assessments in respect of wind speed and proximity to residential properties. No detailed assessment has been undertaken in respect of other factors such as landscape character or potential impacts upon heritage assets or their settings. Any proposal will need to consider such as part of a detailed assessment.



North West Leicestershire District Council

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North West Leicestershire District Council

DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020 - 2040

PROPOSED POLICIES FOR CONSULTATION



January 2024

www.nwleics.gov.uk

FOREWORD

We know that North West Leicestershire is a great place to live and work. It is home to a number of major national and multi-national businesses including DHL (logistics), Refresco (food and drink manufacturing), Plastic Omnium (manufacturing) and Ibstock Brick (building materials). Over the last few years, we have seen significant improvements in the quality of new developments. We have many Conservation Areas and Listed Buildings which provide us with a connection to our past. We are also part of the National Forest and the Charnwood Forest and home to an international airport and Donington Park race circuit.

As we move forward, we face many challenges. These challenges are many and varied; a growing population, a shortage of homes, addressing the impact of climate change, revitalising our town and local centres, delivery of new infrastructure, providing more jobs whilst also protecting the environment and heritage of our district. These challenges are not mutually exclusive and we must set out how our district will respond to them in a balanced way.

A Local Plan provides the framework for doing this. It sets out a blueprint for how our district will respond to an increasing population up until 2040. But it is not just about where new development will go. It protects and seeks to improve the things that are important to people; like the Charnwood Forest and National Forest, our parks and green spaces, supporting more sustainable transport such as walking and cycling and also enhancing community facilities.

Having a new Local Plan in place means that we have our say on where development should be located. Otherwise, change will happen to our towns and villages in an unplanned way, with speculative development and little benefit to local community. A good Local Plan makes sure that decisions about the future of North West Leicestershire are made here in the district and not by others.

I am pleased, therefore, to present our initial proposals for the future of North West Leicestershire. This particular document sets out the draft policies which the District Council is proposing should form part of the new Local Plan for North West Leicestershire. The other documents upon which we are consulting are:

- Proposed Housing and Employment Allocations
- Limits to Development Review

I encourage everyone living and working in North West Leicestershire to have a look at these important documents and let us know what you think.



Infrastructure Portfolio Holder
January 2024

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APPENDICES

APPENDIX A – PROPOSED CHANGES TO THE POLICIES MAP

APPENDIX B – GLOSSARY

THIS DOCUMENT WAS PREPARED PRIOR TO THE REVISIONS MADE TO THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF) ON 20 DECEMBER 2023. ANY REFERENCES TO THE NPPF ARE TO THE PREVIOUS VERSION DATED SEPTEMBER 2023 AND WILL BE CORRECTED AT THE NEXT STAGE OF THE PLAN.

1. INTRODUCTION

What is a Local Plan?

1.1. Planning law requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise.

1.2. The development plan for North West Leicestershire comprises:

- The **Local Plan**, prepared by North West Leicestershire District Council
- The Minerals and Waste Local Plan, prepared by Leicestershire County Council
- Any Neighbourhood Plans prepared by town and parish councils in the district[1]

1.3. The Local Plan sets out the planning policies on where and how development will take place in North West Leicestershire during the plan period to 31 March 2040. It seeks to ensure that local development accords with the principles of sustainable development as set out in the National Planning Policy Framework (NPPF).

Why is the Local Plan important?

1.4. The current Local Plan was adopted on 16 March 2021, following a partial review. We need to prepare a new plan to:

- Ensure consistency with national planning policy and guidance, particularly the National Planning Policy Framework (NPPF);
- Extend the Plan period to 2040 so it will cover a 15-year time horizon from the date of adoption (as recommended in the NPPF). This will allow us to anticipate and respond to long term requirements and opportunities; and
- Provide for new housing, employment and other development that will be required to meet future needs over the plan period.

Document structure

1.5. This document is structured as follows:

Chapter	Content
Chapter 2 – Consultation	Outlines what we are consulting on and how to respond to the consultation.
Chapter 3 – Background to the Local Plan	Summarises what has happened to date and explains the relationship between the Local Plan and other plans and guidance.
Chapter 4 – Strategy	Sets out the overall strategy which we propose to pursue.
Chapter 5 - Creating Attractive Places	Policies that are designed to ensure that new development is of a high quality

[1] Currently, the 'made' Neighbourhood Plans for Ashby de la Zouch, Ellistown and Battleflat, Hugglescote and Donington le Heath, Blackfordby and Swannington form part of the development plan in North West Leicestershire.

Chapter 6 – Housing	Policies to be applied to housing developments to deliver the housing needed in the district. Our proposed housing sites are in the Proposed Housing and Employment Allocations consultation document.
Chapter 7 – The Economy	Sets out how we will support economic growth. Our proposed employment sites are in the Proposed Housing and Employment Allocations consultation document.
Chapter 8 – Town and Local Centres	Policies designed to ensure that our town and local centres can grow and develop.
Chapter 9 – Infrastructure and Facilities	Sets out our general approach to securing infrastructure as well as more specific requirements for different types of infrastructure to support new development.
Chapter 10 – Environment	Policies to manage and improve the outdoor environment for people and wildlife, enhance biodiversity and manage impacts from new development on the environment.
Appendix A	Changes proposed to the Policies Map relating to Existing Employment Areas, East Midlands Airport and Town Centres. The full Policies Map is included as a separate document.
Appendix B	A glossary for planning and technical terms used throughout this document.

Strategic policies and non-strategic policies

1.6. The NPPF states that local plans should differentiate between strategic and non-strategic policies. Strategic Policies set out an overarching approach, including the pattern, scale and quality of development, and deal with major subject matters that are of fundamental importance to decision making. Non-strategic policies will typically add an extra layer of detail for specific areas or types of development to inform decision making.

1.7. We have denoted in this document where policies are strategic. All other policies are non-strategic. Neighbourhood Plans and their policies can only supersede non-strategic policies; they cannot supersede strategic policies.

The Policies Map

1.8. Reference is made in the draft policies to the Policies Map. The Policies Map forms part of the Local Plan and identifies sites or areas where specific policies apply.

How will we deal with responses to this consultation?

1.9. This consultation is known as 'Regulation 18' and represents our preferred options for development. Following the consultation, we will review all responses and report them to the Council's Local Plan Committee for their consideration. We will also need to reflect on the results of further evidence gathering we are in the process of undertaking. We will then make any changes deemed necessary to the Plan as we work towards the next stage of consultation; The Publication Plan (or 'Regulation 19').

What happens next?

1.10. Our Local Development Scheme sets out an indicative timetable for next stages of the Local Plan review:

- **Preferred Options Plan (Regulation 18) consultation**[2] [*this consultation*]– February to March 2024
- **Publication Plan (Regulation 19) consultation** – January to February 2025
- **Submission to the Secretary of State for independent examination** – May 2025
- **Local Plan examination**[3] – October 2025
- **Main modifications**[4] – date to be determined
- **Adoption** – date to be determined

[2] Pending the outcome of this consultation, we may undertake further Regulation 18 consultations on specific elements of the Plan, but have no plans to do so at this stage.
[3] Undertaken by an independent planning inspector.
[4] These are modifications suggested by the planning inspector which are deemed necessary for the plan to be 'sound'.

2. CONSULTATION

What are we consulting on?

2.1. We are consulting on the Draft North West Leicestershire Local Plan (2020 – 2040) from **Monday 5 February to Sunday 17 March 2024**.

2.2. There are three consultation documents:

- Proposed Policies for Consultation [this document]
- Proposed Housing and Employment Allocations for Consultation
- Proposed Limits to Development for Consultation

2.3. We have also published a draft Policies Map which shows the policies and proposals in map form.

2.4. Together, these cover the matters included in a full draft Local Plan. We hope that having separate documents makes it easier for people interested in just one aspect of the plan.

2.5. We have also prepared some Topic Papers which provide more background information on individual subjects.

2.6. All the documents can be viewed on the Council's website www.nwleics.gov.uk/localplanmysay

2.7. As further background, you may also want to look at the following:

- Local Plan Evidence – these are the studies and assessments which have underpinned the new Local Plan so far.
- Sustainability Appraisal – this compares the sustainability credentials of different Local Plan options.

Responding to the consultation

2.8. There are a number of ways you can tell us what you think.

- Submit comments **on-line** via our website www.nwleics.gov.uk/localplanmysay .
- **Download a response form** from www.nwleics.gov.uk/localplanmysay and either:
  - **Email** it to planning.policy@nwleicestershire.gov.uk ; or
  - **Post** your response form to us at Planning Policy & Land Charges Team, North West Leicestershire District Council, PO Box 11051, Coalville, LE67 0FW.

2.9. Please make sure you tell us which **document** and which **policy/paragraph** your comments relate to.

2.10. We must receive your response by the end of **Sunday 17 March 2024.**

2.11. If you have any difficulties accessing or responding to this consultation, please contact the Planning Policy & Land Charges Team by email at planning.policy@nwleicestershire.gov.uk or by phone on 01530 454676.

3. BACKGROUND TO THE LOCAL PLAN

3.1. Whilst the Local Plan addresses issues relating to North West Leicestershire, it must comply with certain legal and procedural requirements. In particular, it must be based on evidence and be consistent with national policies as set out in the National Planning Policy Framework (NPPF). We are also required to satisfy a legal 'duty to co-operate' requirement.

3.2. This section provides more information about these various requirements and also provide a brief overview of what has happened to date.

The National Planning Policy Framework

3.3. The NPPF sets out the government's planning policies for England and how these are expected to be applied. It was originally published in March 2012 and has been revised on several occasions since then.

3.4. The NPPF must be taken into account in the preparation of development plans including the Local Plan and is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development, which is central to both plan-making and decision-taking.

3.5. The NPPF sets out three dimensions to sustainable development:

- **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types 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 infrastructure;
- **A social objective** – to support strong, vibrant and healthy communities, by ensuring that 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, beautiful and safe places, 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 our 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.

3.6. The government states that these three components should be pursued in an integrated, mutually supportive way, looking at solutions which deliver multiple goals.

The Planning Practice Guidance

3.7. The government's Planning Practice Guidance provides detailed guidance on the policies contained in the NPPF and their interpretation for decision making and plan making. It is published online as an accessible resource that is updated as necessary.

The evidence base

3.8. The NPPF requires that plans should be "*underpinned by relevant evidence and up-to-date evidence*".

3.9. To date, we have prepared a range of evidence support the plan. We will continue gathering evidence as necessary as we work towards the Regulation 19 version of the plan. The responses to the current consultation will be part of the evidence we will draw on to help with amendments to the plan.

3.10. The studies prepared so far are available our website New Local Plan – Evidence Base.

3.11. Future key evidence work we will be undertaking include:

- Transport modelling to understand the potential implications of proposed development on the transport network
- A Viability Assessment
- An Infrastructure Delivery Plan
- Sustainability Appraisal
- Habitats Assessment

3.12. We are required to ensure that the policies in the plan, including the provision of infrastructure, will not make development unviable as this will mean much needed development will not take place. The Viability Assessment will, in simple terms, consider the cost of development compared to any returns that might be generated to determine if our planning policy requirements are credible and viable given the commercial value that any development scheme may deliver.

3.13. The Infrastructure Delivery Plan will identify all the infrastructure which is required to support development and the likely costs. The outcome of this will feed into the Viability Assessment.

3.14. Effective plan-making is central to the achievement of sustainable development. The sustainability credentials of an emerging plan are tested through a Sustainability Appraisal (SA). The SA Scoping Report contains baseline information about the environmental, social and economic characteristics of the district and sets out the 17 Sustainability Appraisal objectives which will be used to assess the Local Plan's emerging policies and proposals, as well as reasonable alternative approaches. The consultation we undertook between January and March 2022 was supported by a Sustainability Appraisal of Spatial Options. All the potential housing and employment sites have also been subject to a separate Sustainability Appraisal. More details of this are set out in the Proposed Housing and Employment Allocations consultation document.

3.15. The proposed policies included as part of this document will be subject to a Sustainability Appraisal. The outcome of this, together with comments received, will be used to inform the Regulation 19 version of the plan.

3.16. We will also be undertaking an assessment of the plan under the Habitat Regulations, to ensure that the River Mease Special Area of Conservation is not adversely impacted by new development.

The duty to co-operate

3.17. All local authorities have a legal duty to co-operate when preparing their local plans and this duty will be tested in the Local Plan examination.

3.18. The Leicester and Leicestershire local authorities have a strong and long-established record of commitment to joint working with each other and with other public bodies. The preparation of the Local Plan to date has involved constructive and ongoing engagement with neighbouring authorities, key stakeholders and public bodies on planning and economic matters.

3.19. Together, the local authorities have collaborated on a range of planning matters, including the preparation of a Strategic Growth Plan, evidence base documents and memorandums of understanding.

3.20. This collaboration is underpinned by a Statement of Common Ground which documents the cross-boundary matters being addressed and the progress in addressing those matters. The Statement of Common Ground will inform the next version of the Local Plan. A Duty to Co-operate Statement will also be published at that time.

The Leicester and Leicestershire Strategic Growth Plan

3.21. The Strategic Growth Plan (SGP) has been developed by a partnership made up of the Leicester and Leicestershire authorities and the Leicester and Leicestershire Enterprise Partnership (LLEP) It was formally approved by all members of the partnership in 2018 and seeks to shape the future of Leicester and Leicestershire up to 2050. It is a 'non-statutory' plan, but it provides an agreed framework to use when preparing individual Local Plans and other strategies.

3.22. Local plans across Leicester and Leicestershire are the main tools for delivering the SGP's overarching vision, as well as providing the local steer for infrastructure delivery.

3.23. With particular regard to North West Leicestershire, the SGP identifies the Leicestershire International Gateway (focussed on the northern parts of the A42 and the M1 around East Midlands Airport), as one of several locations for growth. In addition, Coalville (alongside the towns of Hinckley, Loughborough, Lutterworth, and Market Harborough) is identified as an Area of Managed Growth where growth will be managed through Local Plans.

Progress on the Local Plan

3.24. The North West Leicestershire Local Plan was adopted in November 2017. It covers the period up to 2031. Policy S1 of the adopted Local Plan required the Council to undertake an early review of the plan.

3.25. We decided to progress the plan review in two parts:

- **'Partial Review'** - concerned with amendments to Policy S1 only; and
- **'Substantive Review'** – a review of the whole Local Plan .

3.26. The Partial Review has been completed and the North West Leicestershire Local Plan (as amended by the Partial Review) was adopted in March 2021.

3.27. We have been progressing the 'substantive review' of the Local Plan (now referred to simply as 'the new Local Plan') for some time. Amongst other work, we had a 'call for sites' inviting people to submit potential housing and employment sites for assessment through the Local Plan process.

3.28. We consulted on the new Local Plan between January and March 2022. The consultation covered several key issues such as the distribution of housing and employment development across the district, as well as more specific policy topics such as how we might help to address climate change issues. The consultation document can be viewed from this link.

3.29. The responses to the consultation were considered at several meetings of the Local Plan Committee and, where relevant, are referenced in relation to specific policies in this document.

4. STRATEGY

Introduction

4.1 The National Planning Policy Framework (NPPF, paragraph 20) requires that strategic policies in plans should "set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for: a) housing (including affordable housing), employment, retail, leisure and other commercial development …".

4.2 This section of the plan sets out the overall plan strategy, starting off with the objectives we are seeking to achieve before identifying the amount of new housing and employment development we need to make provision for up to 2040. To meet these needs the development strategy aims to direct development to locations that provide access to jobs, services, infrastructure and where there are alternatives to the private car, whilst also recognising the need to protect the countryside.

4.3 Our development strategy also takes account of the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market area to address the challenges and opportunities in the area to 2050. The Growth Plan promotes developing Leicester's role as the central city. However, it also identifies the Leicestershire International Gateway focussed on the northern parts of the A42 and the M1, around East Midlands Airport, as one of several locations for growth across Leicester and Leicestershire.

Plan Objectives

What has happened so far? We consulted draft objectives as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 12 July 2022.

Is this subject covered in the adopted Local Plan? Yes. The adopted Local Plan has 15 objectives.

4.4 The plan objectives describe, in overall terms, what the new Local Plan aims to achieve and provides a guiding framework for the Plan's policies and proposals. Each policy will contribute to at least one of the objectives and these are identified at the start of each policy section. The 11 objectives are listed below. A 'shorthand' version of each objective is shown in brackets.

Plan Objectives

1. Enable the health and wellbeing of the district's population. *[Enabling health and wellbeing]*

2. Ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type. *[Ensuring the delivery of new homes]*

3. Achieve high quality development which is sustainable, which responds positively to local character and which creates safe places to live, work and travel. *[Achieving high quality development].*

4. Reduce the need to travel including by private car and increase opportunities for cycling, walking and public transport use, including connecting homes, workplaces and facilities and through the delivery of dedicated new infrastructure. *[Reducing the need to travel].*

5. Support the district's economy, including its rural economy, by providing for a range of employment opportunities and sufficient new sites which respond to the needs of businesses and local workers. *[Supporting the district's economy].*

6. Enhance the vitality and viability of the district's town and local centres which have an important role serving our local communities with a particular focus on the regeneration of Coalville. *[Enhancing our town and local centres]*

7. Ensure new development mitigates for and adapts to climate change, including reducing vulnerability to flooding, and contributes to reduced net greenhouse gas emissions to support the district becoming carbon neutral by 2050. *[Mitigating for and adapting to climate change].*

8. Conserve or enhance the district's built, cultural, industrial and rural heritage and heritage assets and their setting. *[Conserving and enhancing our heritage].*

9. Conserve and enhance the district's natural environment, including its biodiversity, geodiversity, water environments and landscape character, notably the River Mease Special Area of Conservation, the National Forest and Charnwood Forest as well as its other valued landscapes and pursue opportunities for biodiversity net gains. *[Conserving and enhancing our natural environment].*

10. Ensure the efficient use of natural resources, in particular brownfield land, control pollution and facilitate the sustainable use and management of minerals and the minimisation of waste. *[Ensuring the efficient use of natural resources].*

11. Maintain access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks and health & social care and ensure that development is supported by the physical and social infrastructure the community needs and that this is brought forward in a co-ordinated and timely way. *[Ensuring sufficient infrastructure]*

Policy S1 - Future Housing and Economic Development Needs (Strategic Policy)

What has happened so far? We consulted on how much new housing and employment we should provide as part of the Development Strategy and Policy Options Consultation (January to March 2022).

Is this subject covered in the adopted Local Plan? No.

Which Local Plan objective(s) does this help to address? Objective 1 - Enabling Health and Wellbeing; Objective 2 – Ensuring the delivery of new homes and Objective 5 –Supporting the district's economy.

4.5 A key part of the local plan preparation process is to set out a development strategy that identifies both:

- the overall amount of new development that needs to be provided for (principally housing and employment); and
- where this development should go.

4.6 The development strategy of this plan comprises the following policies:

- Policy S1 – Future Development Needs
- Policy S2 – Settlement Hierarchy
- Policy S3 – Local Housing Needs Villages
- Policy S4 – Countryside
- Policy H1 – Housing strategy
- Policy H2[5] – Housing provision: commitments
- Policy H3 – Housing provision: allocations
- Policy Ec1 – Economic strategy
- Policy Ec2 – Employment provision: commitments
- Policy Ec3 – Employment provision: allocations

How much housing should be provided for?

4.7 The National Planning Policy Framework (NPPF) is clear that:

> *"…to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for."* (paragraph 61).

[5] Regarding policies H2, H3, Ec1, Ec2 and Ec3, our proposed housing and employment allocations are the subject of the Proposed Housing and Employment Allocations consultation document. These policies will be set out in full at the next stage of the Local Plan.

4.8 The standard method was introduced by the government in 2018 and identifies the minimum number of new homes expected to be provided in each local authority area. Further details about the standard method and how it is calculated is in the Planning Practice Guidance (PPG). This states *"the standard method identifies a minimum annual housing need figure. It does not produce a housing requirement figure".* The standard method results in a minimum annual housing *need* figure of 372 dwellings each year for North West Leicestershire (April 2022). However, to arrive at a housing *requirement* figure for the Plan, it is necessary to consider a range of other factors.

4.9 The PPG identifies circumstances when it might be appropriate to plan for a level above the housing need figure, including where a neighbouring authority has identified that it cannot meet all of its housing needs within its own boundaries. Leicester City Council declared that it had an unmet, but unquantified, need in 2017. As a result of changes introduced by the government in December 2020, the level of housing need in Leicester City was increased by 35%. This took the level of unmet need to an estimated 18,700 homes.

4.10 All local planning authorities are under an obligation under the Duty to Cooperate to *"cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries*" (NPPF, paragraph 24). One such cross boundary issue is unmet housing need.

4.11 We have worked with all the Leicestershire authorities to agree how the unmet need from Leicester City could be met. A Leicester and Leicestershire Housing and Economic Needs Assessment was undertaken having regard to a range of factors to inform how this unmet need might be redistributed across the rest of Leicestershire. This noted that North West Leicestershire has a limited functional relationship with Leicester City. However, account was also taken of where future employment growth was expected to occur and sought to achieve a better balance between jobs and homes. In view of the existing and projected strength of the economy of the district, this resulted in a significant increase in the need for housing to **686 dwellings** each year.

4.12 This work resulted in a Statement of Common Ground which was considered by the Council at its meeting on 6 September 2022. Council agreed to sign the Statement of Common Ground, including a housing figure of 686 dwellings each year. This provides the basis for the housing to be provided as part of the Local Plan.

How much employment land should be provided for?

4.13 In terms of future employment land needs, the Council commissioned a report in 2020 (the North West Leicestershire – The Need for Employment Land study, known as 'the Stantec study') to assess how much 'general needs' employment land would be needed over the lifetime of the plan, that is land for offices, industry and smaller-scale warehousing[6]. The Leicester and Leicestershire Housing and Economic Needs Assessment also provides an assessment of future needs. A report to the Local Plan Committee of 12 July 2022 considered the two studies and concluded that the Stantec study should be the primary evidence for this new Local Plan as it is more detailed and locally specific.

[6] Warehousing units of less than 9,000 sqm

4.14 Based on the Stantec study, there is a need for some 255,090 sqm (2017-40) of new employment floorspace. Taking account of a) the amount of development which has already been built and permitted (2017-23) and the land allocated at Money Hill; b) an additional allowance to compensate for future losses of employment land to other uses; and c) a flexibility margin as insurance for uncertainty and changing business needs[7], the net requirements (2023-40) are up to 10,506sqm (1.75 ha) of new office floorspace and at least 114,562sqm (28.64 ha) of industrial and smaller-scale warehousing.

4.15 In addition to general employment land, we also need to make provision for what is referred to as strategic distribution. These are large scale warehouses of over 9,000 sqm. Working with the other Leicester and Leicestershire authorities we commissioned a study to estimate what the future needs might be for this type of use. The Leicester and Leicestershire Strategic Distribution Study (2021) identified a need for an additional 768,000 sqm (307 hectares) at rail served sites and 392,000 sqm (112 hectares) at non-rail served sites across Leicester and Leicestershire for the period 2020-41.

4.16 In the consultation we undertook in January 2022, we proposed that 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace be met in the district. This amounted to approximately 106,000 sqm once permissions granted subsequently were taken into account. The Local Plan Committee confirmed this as working figure at its meeting of 12 July 2022.

4.17 In the meantime, working with the other Leicester and Leicestershire authorities we have commissioned further work to assess how best to meet the needs identified in the Strategic Distribution Study (The Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study). This work has yet to be completed and so we do not yet know what the likely requirement will be for North West Leicestershire. It is our intention to address this as part of the Regulation 19 Plan.

Draft Policy S1- Future Development Needs (Strategic Policy)

(1) The housing requirement for North West Leicestershire is 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040 as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (June 2022).

(2) The requirement for employment land purposes to 2040 is 59,590 sqm for office uses (defined as the former B1 (now part of Class E)) and 195,500 sqm for industrial and small warehousing (defined as Class B2 and Class B8) of less than 9,000 sqm.

(3) The requirement for land for strategic B8 (warehousing) of more than 9,000 sqm will have regard to the outcome from the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace study.

[7] The approaches to flexibility and losses were agreed at Local Plan Committee on 12 July 2022.

(4) For the avoidance of doubt, the annualised district housing requirement for five year land supply and Housing Delivery Test purposes is 686 dwellings each year.

(5) In meeting the future development needs of the district, new development will be required to contribute towards meeting the Local Plan's objectives with particular emphasis upon the following:
(a) Being of a high-quality design, reflecting the Council's Design Code whilst also respecting the natural and built environment;
(b) Addressing climate change and reduce carbon emissions;
(c) Delivering new infrastructure to support both existing and future residents and businesses; and
(d) Contributing towards creating healthy places.

Policy S2 – Settlement Hierarchy (Strategic Policy)

What has happened so far? We consulted on the settlement hierarchy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 12 July 2022.

Is this subject covered in the adopted Local Plan? Yes. Policy S2 – Settlement Hierarchy.

Which Local Plan objective(s) does this help to address? Objective 4 - Reducing the need to travel and Objective 11– Ensuring sufficient infrastructure

4.18 In accordance with the National Planning Policy Framework (NPPF) the Local Plan should:

- promote a sustainable pattern of development that seeks to meet development needs, align growth and infrastructure (paragraph 11);
- incorporate strategic policies which set out an overall strategy for the pattern, scale and design quality of places (paragraphs 20) and
- focus significant development on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 105)

4.19 To help do this we define a settlement hierarchy to distinguish between the roles and functions of different settlements and to guide the location of future development.

4.20 As part of consultation we undertook in January 2022 we included a Settlement Study (2021) of all settlements in terms of what services and facilities they had available. Services looked at include schools, post offices, general stores, doctors surgeries, recreational and community facilities as well as accessibility by public transport and non-car modes. The frequency of public transport services to and from settlements and also the range of destinations of services have also been taken into account. Consideration was also given to the role of

specific settlements. For example, some settlements will have services and facilities which only serve the immediate population, whilst in other settlements there is a greater range of services and facilities which serve an area wider than the settlement itself.

4.21 The study concluded that the settlement hierarchy in the adopted Local Plan was largely appropriate, although what were formally Small Villages would become Local Needs Housing Villages where new housing would be restricted to that which meets a local need. This is addressed in a separate policy (Policy S3).

4.22 The following settlements (in alphabetical order) offer the most comprehensive range of services and facilities and they also, to a varying extent, serve other settlements:

- Ashby de la Zouch;
- Castle Donington;
- Coalville Urban Area;
- Ibstock;
- Kegworth; and
- Measham

4.23 These six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development.

4.24 An exception to this is the new settlement we are proposing to the south of East Midlands Airport (Isley Woodhouse). We consulted on a range of possible development options between January and March 2022. These different strategies were also subject to a Sustainability Appraisal assessment. Having considered the various options, the Local Plan Committee of 27 September 2022 agreed that Option 7b was the preferred development strategy. This option included a new settlement. This is a long-term development that will go well beyond the end of the plan period and is consistent with the Leicester and Leicestershire Strategic Growth Plan which identifies this area as the Leicestershire International Gateway, one of a number of locations for growth across Leicester and Leicestershire.

4.25 Outside of these settlements there are a number of settlements which have some services and facilities but on a much lesser scale. Some development in these settlements will be appropriate. Any further development in such settlements will be restricted to either infilling or previously developed land which is well related to the settlement concerned. We term these as Sustainable Villages and they comprise:

Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Woodville, Worthington.

4.26 It is possible that during the plan period some services and facilities in Sustainable Villages could be lost to the extent that they would no longer meet the requirements for a Sustainable Village. The extent and nature of any such loss will be a material consideration in the determination of planning applications.

Draft Policy S2 – Settlement Hierarchy (Strategic Policy)

(1) The strategy of this plan is to direct new development to appropriate locations within the Limits to Development consistent with the settlement hierarchy below, subject to development being proportionate to the scale and character of the settlement concerned.

(2) As an exception to the hierarchy, which is based on established settlements, Policy H3 identifies land south of East Midlands Airport (Isley Woodhouse) for a new settlement where a large amount of growth will take place during the plan period and beyond.

Hierarchy Classification	**Settlements**
Principal Town The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by sustainable transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here, including retail development, to support the regeneration of Coalville Town Centre.	Coalville Urban Area comprising Coalville, Donington le Heath, Greenhill, Hugglescote, Snibston, Thringstone, Whitwick and Bardon employment area
Key Service Centre Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some sustainable transport. A significant amount of development will take place in these settlements but less than that in the Principal Town	Ashby de la Zouch Castle Donington
New settlement (Isley Woodhouse) Land south of East Midlands Airport	

Local Service Centre Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place.	Ibstock Kegworth Measham
Sustainable Villages Settlements which have a limited range of services and facilities where a limited amount of growth.	Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Woodville, Worthington
Local Housing Needs Villages Settlements with very limited services and where development will be restricted to that which meets a local need in accordance with policy S3	Battram, Boundary, Coleorton, Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Normanton le Heath, Osgathorpe, Peggs Green, Sinope, Snarestone, Swepstone, Wilson
Small villages or hamlets in the countryside Small groups of dwellings with no services and facilities and where development will be considered in the context of the countryside policy (Policy S4).	Settlements not named in the above tiers

(3) If during the plan period any of the Sustainable Villages were to lose facilities and services to the extent that they would no longer meet the requirements for a Sustainable Village, this will be a material consideration in the determination of planning applications in these settlements.

Policy S3 – Local Housing Needs Villages (Strategic Policy)

What has happened so far? The Settlement Study 2021 explains how the Local Housing Needs Villages were identified. We consulted on the inclusion of Local Housing Needs Villages in the settlement hierarchy and potential local connection

criteria as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 12 July 2022, where amended policy criteria were also agreed.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

4.27 To aid social sustainability, we are proposing to allow a limited amount of new housing for local needs in settlements not deemed appropriate for general market housing. These settlements are identified as Local Housing Need Villages in the settlement hierarchy (Policy S2).

4.28 This policy is not intended to enable speculative development. Planning applications for housing in the Local Housing Need Villages will only be acceptable in principle if the intended occupant has a demonstrable local connection to the Local Housing Needs Village or Parish in which the application is located. This means that:

- the intended occupant(s) for each dwelling applied for will need to be identified at the application stage; and
- applicants will need to demonstrate that at least one of the intended occupants for each dwelling applied for satisfies the policy criteria.

4.29 Appropriate evidence which satisfies at least one of the Policy S3 criteria must form part of the application submission. Proof of residence is required for all criteria. This could be in the form of the electoral register, council tax statements, banking information, mortgage or rental evidence, tax statements or any other suitable official documentation. In cases where the intended occupant is having difficulty demonstrating residence for a continuous ten-year period (for example because it was a substantially long time ago or because they were under 18 for the duration or part of this period), a signed affidavit witnessed by a solicitor will be required, in addition to as much evidence as the applicant can reasonably provide. Criteria c) and d) also require medical evidence.

4.30 If none of the intended occupants meet any of the criteria, the principle of housing is not acceptable, and the application should be refused.

4.31 To ensure the housing is used to meet local needs as intended, we will secure the occupancy of new homes in Local Housing Need Villages home through a Section 106 legal agreement. To reflect the fact that people's personal circumstances change over time, this will be for a limited period (usually three years).

4.32 As the Local Housing Needs Villages do not have Limits to Development, we expect any new housing to be well-related to the existing settlement. This will be a matter of judgement in each specific case, but the application site must be in close proximity to and not feel separate or distinct from the Local Housing Need Village in question.

Draft Policy S3 – Local Housing Need Villages (Strategic Policy)

(1) New dwellings at Local Housing Need Villages will only be supported when each dwelling is:

(a) Well-related to the Local Housing Needs Village; and
(b) Intended for occupation by at least one person with a demonstrable local connection to the Local Housing Needs Village.

(2) To demonstrate a local connection, at least one of the intended occupants must satisfy at least one of the following criteria:

(a) They are an existing resident in the Parish in which the application site is located and have been so for a continuous period of at least 10 years prior to an application being submitted;
(b) They are no longer a resident in the Parish in which the application site is located but were previously residents for a continuous period of at least 10 years;
(c) They require frequent attention and/or care due to age, ill health, disability and/or infirmity as demonstrated by written evidence from a medical doctor or relevant statutory support agency and therefore has an essential need to live close to a close family member who currently resides in the Parish in which the application site is located and has done so for a continuous period of at least 10 years; or
(d) Their existing accommodation is in the Parish in which the application site is located but is no longer suitable for their needs due to ill health or disability, as demonstrated by written evidence from a medical doctor or relevant statutory support agency.

(3) A Section 106 legal agreement will be used to secure the occupancy of new dwellings in Local Housing Needs Villages for at least three years.

Policy S4 – Countryside (Strategic Policy)

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes. Policy S3 - Countryside.

Which Local Plan objective(s) does this help to address? Objective 8 – Conserving and enhancing our heritage and Objective 9 – Conserving and enhancing our natural environment.

4.33 North West Leicestershire is a mainly rural district. The areas that separate our towns and villages consist of largely undeveloped countryside. Although major infrastructure, urban and industrial influences are rarely far away, there remains substantial areas of open, mainly arable, farmland. We want to maintain, and where possible enhance, the environmental,

economic and social value of the countryside consistent with the National Planning Policy Framework (NPPF) (paragraph 174).

4.34 The Local Plan has an important role to play by guiding development. Managing development in areas of countryside is fundamental to delivering the pattern of development as set out in our settlement hierarchy. The countryside also has an important role in providing the landscape setting to our settlements which contributes to their identity. The landscape of the countryside varies in character and appearance across the district. It is important that account is taken of these differences in considering development proposals in the countryside.

4.35 Natural England has defined National Character Areas across the whole country. There are five National Character Areas within North West Leicestershire:

- Trent Valley Washlands (Area 69)
- Melbourne Parklands (Area 70)
- Leicestershire and South Derbyshire Coalfield (Area 71)
- Mease/Sence Lowlands (Area 72)
- Charnwood (Area 73)

4.36 Each of these areas has a profile associated with it which describes in detail the key landscape features and identifies any issues and opportunities. We will have regard to these, along with the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Assessment, National Character Areas, and any subsequent pieces of evidence when considering development proposals in a countryside location.

4.37 We have defined Limits to Development around most of our settlements as a means of distinguishing between areas of potential for new development and areas which can be regarded as countryside where development will be considered having regard to the provisions of Policy S4. Our Local Housing Needs Villages and Small Villages/Hamlets, as defined in the settlement hierarchy, do not have Limits to Development and are considered part of the countryside when it comes to making planning decisions.

4.38 The uses listed in Policy S4 are those which would be potentially appropriate in the countryside subject to satisfying the criteria set out in part 2 of the policy.

4.39 Agriculture is the dominant use in rural areas and remains an important part of the local economy. Most agricultural development can be undertaken without requiring planning permission, provided it is associated with a trade or business, although it may be necessary to submit a prior notification application. Where not operated as a business (often referred to as 'hobby farming' where the enterprise is not the applicant's main, principal or full-time occupation or business) then the permitted development benefits do not apply. Where permission is required, Policy S4 (2) will be used to assess both applications and prior notifications.

Draft Policy S4 – Countryside (Strategic Policy)

(1) Land outside the Limits to Development, as shown on the Policies Map, is identified as countryside where the uses listed (a) to (r) below will be supported, subject to the considerations set out in criteria 2 (a) to (d).

(a) Agriculture, where it can be demonstrated that any new building is reasonably necessary for the efficient long-term operation of the business;
(b) Agricultural and forestry workers dwellings in accordance with Policy S5.
(c) The conversion of redundant or disused buildings;
(d) Flood protection;
(e) Local needs housing in accordance with Policy S3;
(f) Affordable housing exceptions sites in accordance with Policy H6;
(g) The extension and replacement of dwellings, in accordance with Policy S5;
(h) Employment land in accordance with the provisions of Policy Ec4;
(i) Expansion of business and enterprise including farm diversification, both through conversion of existing buildings and well-designed new buildings;
(j) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H9;
(k) Community services and facilities meeting a proven local need in accordance with Policy IF2;
(l) Tourism attractions and facilities and visitor accommodation in accordance with Policy Ec12;
(m) Sports and recreation facilities;
(n) Renewable energy; in accordance with Policy AP3;
(o) Development at East Midlands Airport in accordance with Policy Ec8;
(p) Development at Donington Park Circuit in accordance with Policy Ec11;
(q) Transport infrastructure;
(r) Development by statutory undertakers or public utility providers.

(2) Development in the countryside in accordance with (a) to (r) above will be supported where:

(a) The proposed development respects the appearance and character of the landscape, including its historic character; and
(b) It does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements; and
(c) It does not create or exacerbate ribbon development; and
(d) New built development is well integrated with existing development.

Policy S5 – Residential Development in the Countryside

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? No, this is a new policy.

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

4.40 The National Planning Policy Framework (NPPF) (paragraph 80) sets out a range of circumstances where homes may be acceptable in the countryside. Policy S4 of the Local Plan generally presumes against new residential development in the countryside except in a limited number of circumstances:

- To meet a local need (Policy S3); or
- Affordable housing (Policy H5); or
- To meet the needs of a rural worker that cannot be met elsewhere (Policy S5); or
- To provide a replacement dwelling (Policy S5).

Rural workers

4.41 Policy S4 allows for housing that is essential to support the rural economy such as agricultural and forestry business that have a functional need for workers to live on site. A rural worker is a person employed in agriculture, forestry or other rural enterprise. Policy S5 below sets out the considerations that will apply in respect of such dwellings.

4.42 The location of rural workers dwellings is usually dictated by the need to be close to the place of work. To promote sustainable patterns of development rural workers will usually be expected to find housing in existing rural communities. However, there may be circumstances where a rural worker need to be on site for example, in the interests of animal welfare or the regular monitoring of crops. Security concerns on their own will not be sufficient to justify a new dwelling.

4.43 Applications for rural workers' dwellings will need to be accompanied by evidence which demonstrates the essential operational nature of the need, and that suitable accommodation can only be provided through the construction of a new dwelling.

4.44 In order for such dwellings to remain affordable for rural workers, proposed dwellings will need to be of a size which matches the scale of the operation and other buildings on the site. The design should reflect the immediate context and its wider rural setting. We may remove permitted development rights to prevent further enlargement of the dwelling without planning permission, to keep the dwelling at a size and value that will be affordable for rural workers.

4.45 Permissions for rural workers dwellings will be subject to occupancy conditions to ensure the dwelling remains tied to the agricultural or other appropriate occupational use and is not sold or rented to non-qualifying occupants. To prevent abuse of the exception for rural workers dwellings the removal of such conditions will need strong evidence to show that the

occupancy by a rural worker is no longer justified, such as evidence of marketing at an appropriate price for a period of at least 12 months.

Temporary rural workers' dwellings

4.46 Where a rural business has been established for less than three years, we will consider granting permission for temporary accommodation comprising a caravan or other suitable structure which can be dismantled and removed. To do this we will require the submission of appropriate evidence to demonstrate what the of essential need is, a firm intention to develop the enterprise and sound financial planning. A 'firm intention' and sound financial planning might be demonstrated by the construction of new buildings; the purchase of stock needed to operate a rural business; appropriate agricultural or rural business training and qualifications; work experience; and evidence of sufficient finances to establish the enterprise.

4.47 Where permission is granted for temporary accommodation, it will be subject to a condition or Section 106 legal agreement requiring the temporary structure to be removed three years from the date of the planning permission.

Replacement residential development

4.48 There may be instances where properties that are within the countryside are in poor repair, or not appropriate for current needs in terms of their design or size. Where this can be demonstrated the provision of a replacement dwelling may be considered acceptable.

4.49 Relocation elsewhere within the existing residential curtilage may make the replacement dwelling less intrusive in the landscape or may be required to achieve safer access to the highway.

4.50 In cases where a replacement dwelling is permitted within an existing residential curtilage, but not on the site of the original dwelling, the demolition of the original dwelling will be required by condition or Section 106 legal agreement.

4.51 In determining planning applications for replacement dwellings, we may remove permitted development rights in order to retain the identity and character of the surrounding countryside.

Draft Policy S5 –Residential Development in the Countryside

Permanent rural workers dwellings

(1) Proposals for permanent rural workers dwellings will only be permitted providing it has been demonstrated:

(a) The enterprise has been established for at least three years, is economically viable and has clear prospects of remaining so; and
(b) That there is an essential operational need to live permanently at or near their place of work in the countryside; and

(c) The need cannot be met within a nearby settlement, or by existing housing at or near the site or through the conversion of a suitable redundant or disused rural building at the site; and
(d) The size and nature of the dwelling is reflective of the location and setting and proportionate to the needs of the intended occupants.

Temporary rural workers dwellings

(2) Where an enterprise has been established for less than three years, the Council will only permit temporary accommodation, such as a caravan or mobile home, for rural workers.

(3) Proposals for temporary rural workers dwellings will only be permitted where:

(a) There is a firm intention to develop the enterprise; and
(b) That there is an essential operational need to live permanently at or near their place of work in the countryside; and
(c) The need cannot be met within a nearby settlement, or by existing housing at or near the site or through the conversion of a suitable redundant or disused rural building at the site; and
(d) The size and nature of the dwelling is reflective of the location and setting and proportionate to the needs of the intended occupants.
(e) A condition or planning obligation is used to require that the temporary accommodation is removed three years from the date of the planning permission.

Loss of rural workers dwellings

(4) Permission for rural workers dwellings will be subject to an occupancy condition. Proposals to remove an agricultural or other workers' occupancy condition will be permitted where it has been demonstrated:
(a) A dwelling is no longer needed for the enterprise; and
(b) The property has been actively marketed for at least 12 months at a price which reflects the existence of the occupancy condition.

Replacement residential dwellings

(5) The replacement of residential dwellings in the countryside will only be permitted providing:

(a) The original dwelling is a permanent structure, not a temporary or mobile structure; and
(b) The replacement dwelling is of a similar size and scale and no more visually intrusive than the original dwelling; and
(c) The number of new dwellings is no more than the number of dwellings to be demolished and replaced; and
(d) The replacement dwelling is positioned on the footprint of the existing dwelling, unless a more appropriate location within the existing dwelling's curtilage is identified.

5. CREATING ATTRACTIVE PLACES

Introduction

5.1. This chapter focuses on design, climate change, health and wellbeing and water management.

5.2. The National Planning Policy Framework (NPPF) identifies that good design is central to creating attractive and sustainable places. High quality design is not just about how development looks; it is also about how it responds to the site and the environment around it. High quality design creates environments where people want to live, work and visit and which are safe, long lasting and adaptable to changing needs.

5.3. High quality design can also respond effectively to a wide range of issues including responding to the effects of climate change, providing healthier and more active places and flooding.

Policy AP1 – Design of New Development (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy D1 – Design of New Development.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing; Objective 3 – Achieving high quality development; and Objective 4 – Reducing the need to travel.

5.4. Section 12 of the National Planning Policy Framework (NPPF) sets out how well-designed places should be achieved. Following the adoption of the Local Plan in 2017, the 2021 iteration of the NPPF included new guidance on design[8], notably:

- The amendment of the social objective of planning to achieve "well-designed, **beautiful** and safe places" (paragraph 8b).
- A requirement to set a strategic policy for the design quality of places (paragraph 20).
- A new requirement for "high quality, **beautiful and sustainable** buildings and places" (paragraph 126).
- An expectation for all local planning authorities to prepare design guides or codes consistent with the principles set out in the National Design Guide (2021) and the National Model Design Code (2021) (paragraph 128).
- Advice that design guides and codes "can be prepared at an area-wide, neighbourhood or site specific scale and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents" (paragraph 129).

[8] This guidance was carried forward into the September 2023 version of the NPPF.

- A requirement for tree-lined streets[9] and the incorporation of trees elsewhere in developments (such as parks and community orchards) (paragraph 131).
- Guidance that "development that well designed should be refused, especially where it fails to reflect local design policies and government guidance on design (paragraph 134).

5.5. We currently seek well-designed places via Policy D1 of the adopted Local Plan and the Good Design Supplementary Planning Document (SPD). Non-residential development is expected to accord with eight place making principles and residential development is required to perform positively against Building for Life 12 (which has now been superseded by Building for a Healthy Life in 2020).

5.6. We are in the process of updating our Good Design SPD so that it is consistent with the principles of the National Design Guide and the National Model Design Code. Compared to previous iterations[10], the 2021 NPPF gave local planning authorities greater power to refuse planning applications which don't accord with local design policies including "any local design guidance and supplementary planning documents such as design guides and codes" as well as government guidance on design contained in the National Design Guide and National Model Design Code (NPPF, paragraph 134).

5.7. The new Local Plan will need to reflect the changing national policy context on design. We will progress Policy AP1 in tandem with the new Good Design SPD. As the SPD will have significant weight in decision making (as directed by NPPF paragraph 134), there is the potential to streamline Policy AP1 to make clear that development proposals will be expected to achieve a high standard of design in accordance with the SPD.

Policy AP2 – Amenity

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy D2 - Amenity.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing and Objective 3 – Achieving high quality development.

5.8. Impact on amenity is a fundamental consideration when determining planning applications. Noise, odour, light and overlooking associated with new development are key amenity factors and can adversely impact the quality of life of future occupants or existing residents in the vicinity.

5.9. Guidance on amenity issues runs throughout the National Planning Policy Framework (NPPF) which advises that local planning policies and decisions should:

[9] Footnote 50 of the NPPF says that new streets should be tree-lined "unless in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.
[10] The adopted Local Plan was prepared in accordance with the 2012 NPPF.

- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users (paragraph 130).
- Prevent 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 (paragraph 174e).
- Ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (paragraph 185).
- mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life (paragraph 185a).
- Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. (paragraph 185c).
- ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs) (paragraph 187).

5.10. Amenity is currently covered by Policy D2 of the adopted Local Plan. There is the opportunity to tidy up the policy numbering for the purposes of clarity and the reference to a Supplementary Planning Document is no longer relevant. Otherwise, the policy is considered broadly fit for purpose and no fundamental changes are proposed.

Draft Policy AP2 – Amenity

(1) New development should be designed to minimise its impact on the amenity and quiet enjoyment of both future residents and existing residents in the vicinity of the development. Development proposals will be supported where:

(a) They do not have a significant adverse effect on the living conditions of existing residents through the loss of privacy, excessive overshadowing and overbearing impact.
(b) 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.

(2) Development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants.

(3) Proposals for external lighting schemes should be designed to minimise potential pollution from glare or light spillage. 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.

Policy AP3 – Renewable Energy (Strategic Policy)

What has happened so far? We consulted on a potential renewable energy policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023.

Is this subject covered in the adopted Local Plan? Yes; Policy Cc1 – Renewable Energy.

Which Local Plan objective(s) does this help to address? Objective 7 – Mitigating for and adapting to climate change and Objective 10 – Ensuring the efficient use of natural resources.

5.11. Energy generation from fossil fuel sources must be reduced to help meet our net zero carbon targets. This means that energy will need to be generated from renewable forms of energy. Renewable energy technologies include solar panels, wind turbines and heat pumps. The generation and use of renewable energy reduces the demand for fossil fuels which in turn reduces harmful greenhouse gas emissions.

5.12. Our Renewable and Low Carbon Energy Study (2021) provides evidence on the likely technical potential of different forms of renewable and low carbon energy in the district. The Study identifies that the main opportunities for NWLDC going forward will be wind energy, solar energy, and heat pumps.

5.13. The subject of renewable energy and the inclusion of a target for renewable energy generation was considered in the Development Strategy and Policy Options Consultation (January 2022), After reviewing the consultation responses, members of the Local Plan Committee agreed amendments to the draft policy wording for further consultation.

5.14. The delivery of renewable and low carbon energy schemes is supported in this plan. We recognise that even small-scale projects, including retro-fitting energy-efficiency measures to existing buildings can contribute towards cutting greenhouse gas emissions. The incorporation of small-scale renewable energy technologies in an individual building, through for example the inclusion of solar panels, heat pumps and domestic wind turbines, are permitted development and therefore do not require planning permission, unless the building is sited in a designated area (e.g. a conservation area) or is a listed building.

5.15. Any physical changes to historic buildings designed to improve the building's energy efficiency will require careful attention in order not to detract from the quality of the heritage asset. There are opportunities in most historic buildings to improve energy conservation without causing harm through measures such as secondary glazing, improved loft insultation using natural materials, low energy lighting and the use of fuel efficient boilers. Where conflict is unavoidable, the benefits of such measures should be weighed against the extent of harm to the significance of the heritage asset.

5.16. Our Renewable Wind Energy Study identifies broad areas that may be suitable for small scale[11] and medium/large scale[12] wind energy generation. These areas are 'area of search' within which we will consider whether turbines should be granted permission in line with local and national policy. National policy sets out a series of technical tests (including distances from homes and heritage assets (including scheduled monuments and listed buildings) and their visual impact is demonstrated to be acceptable).

5.17. The NPPF[13] states that planning applications for wind energy development involving one or more turbines "*should not be considered acceptable unless it is in an area identified as suitable for wind energy development in the development plan or a supplementary planning document; and, following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been appropriately addressed and the proposal has community support*." Whether a proposal has the backing or support of the local community is a judgement the planning authority will have to make on a case by case basis.

5.18. In terms of solar energy generation, the Renewable and Low Carbon Energy Study confirms that photovoltaic (PV) farms are among the most cost-effective ways of generating renewable electricity. They can be installed more flexibly than many other low/zero carbon (LZC) technologies, and that they should be considered a key opportunity for renewable energy in North West Leicestershire at a strategic scale, provided that the impacts of such developments are acceptable.

5.19. The provision and benefit of medium and large-scale renewable energy schemes needs to be balanced against the environmental impacts of the proposals. Planning practice guidance makes it clear that renewable energy does not automatically override environmental protection[14].

5.20. In order to maximise the potential of renewable energy generation, Policy AP3 supports appropriately located renewable energy generation in the district and sets out our renewable energy targets. The targets were initially set out in our Zero Carbon Roadmap and were confirmed as achievable in the Renewable and Low Carbon Energy Study. The targets in the Roadmap are to 2050 but have been adjusted to align with the plan period.

5.21. The targets which we included in our Development Strategy and Policy Options Consultation have been updated in the following ways:

- Wind target extended to 2040.
- Solar target extended to 2040 and updated to reflect the most recent (April 2023) Renewable Energy Planning Database (REPD) figures.

5.22. Although we have identified targets for renewable energy generation these are not intended to represent a maximum amount of renewable energy that should be generated by renewable

[11] Up to 50m in turbine tip height
[12] 50m+ in turbine tip height
[13] Footnote 54
[14] Renewable and low carbon energy guidance Paragraph 003 Reference ID: 5-003-20140306

means over the plan period. It will not be possible to record, for example, small scale renewable energy installations that do not require planning permission.

5.23. Policy AP3 includes a clause regarding the decommissioning of renewable energy infrastructure to ensure that if at any time renewable energy infrastructure becomes redundant, sites are restored (as far as possible) to their original state. We will include planning conditions and/or Section 106 legal agreements to ensure that redundant turbines are removed when no longer in use and land is restored to an appropriate use.

Draft Policy AP3 – Renewable Energy (Strategic Policy)

(1) The Council will support renewable energy proposals that contribute towards achieving the following renewable energy generation targets by 2040:

(a) 50.62 MW of energy generated by solar energy generation.
(b) 47.8 MW of energy generated by wind generation.

(2) Proposals for renewable energy generation as part of new housing developments should be proportionate to the scale of the proposed development and appropriate to their setting.

(3) Planning applications for renewable energy including any new grid connection lines and any ancillary infrastructure and buildings associated with the development will be supported where:

(a) There is no unacceptable impact on residential amenity as result of the development alone or in conjunction with any permitted and existing renewable energy schemes in terms of noise, shadow flicker, vibration, topple distance, glint and glare and visual dominance; and
(b) There is no unacceptable impact on the landscape character taking account of the special qualities set out within the individual National Character Areas; and
(c) Proposals are accompanied by details to demonstrate how future maintenance will be undertaken and how the site will be decommissioned to ensure the restoration of the site following cessation, such details will be secured by means of condition and/or Section 106 legal agreement; and

(4) In addition to the above considerations, proposals for wind energy developments will be supported where:

(a) The site and scale of development proposed corresponds with the 'Areas Identified as potentially suitable for small scale or medium/large scale turbines' as defined on the Policies Map or is set out within an area defined as being suitable for wind energy development within a made Neighbourhood Plan; and

(b) It can be demonstrated that the proposal has support from the local community; and
(c) All impacts on air traffic safety and radar and communications have been assessed, consulted upon and addressed.

(5) Proposals for solar energy developments including both mounted and standalone ground mounted installations and extensions and repowering of solar extensions, should avoid using the best and most versatile agricultural land where possible.

Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

What has happened so far? We consulted on a potential reducing carbon emissions policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 7 – Mitigating for and adapting to climate change and Objective 10 – Ensuring the efficient use of natural resources.

5.24. The National Planning Policy Framework (NPPF) is clear that the planning system should support the transition to a low-carbon future in a changing climate. It places a strong emphasis on delivering sustainable development and taking a proactive approach to mitigating and adapting to climate change.

5.25. The Council declared a Climate Emergency in June 2019 and in 2020 adopted ambitious targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon district by 2050. In order to achieve these targets, we published a Zero Carbon Roadmap and accompanying Action Plan.

5.26. To meet our targets, greenhouse gas emissions will need to be reduced as much as possible.

5.27. The Development Options and Policy Options Consultation (2022) outlined some options for how reducing carbon emissions could be addressed in the new Local Plan. The consultation document included a single policy that covered energy efficiency, reducing carbon, overheating and how development could demonstrate that it is addressing climate change.

5.28. Following the consultation, changes to the Building Regulation requirements came into effect in June 2022. Part L of the Building Regulations set out requirements for energy efficiency standards of new and existing buildings and Part O (Overheating) covers the overheating mitigation requirements for new residential dwellings. It was agreed that local plan policy would not repeat the requirements set out in Building Regulations.

5.29. In terms of considering how it can be demonstrated that proposed developments are addressing carbon emissions, members agreed to revise the policy wording to remove requirements for Whole Life Cycle carbon assessments which could affect development viability and add significantly to the resource burden of the Council.

Future Homes Standard

5.30. To reduce carbon emissions in new residential developments, the government has introduced the Future Homes Standard (FHS) and Future Buildings Standard which come into effect in 2025. Ahead of the Standards coming into effect, an interim uplift was introduced to Part L of the Building Regulations in June 2022 to reduce carbon emissions by 31% in residential dwellings and 27% in other buildings compared to the previous Building Regulation requirements. At the same time, the government also made changes to Part F (ventilation) of the Building Regulations and introduced two new Building Regulation requirements regarding overheating (Part O) and infrastructure for charging electric vehicles (Part S). The Local Plan does not address these matters as they are adequately dealt with through Building Regulations.

5.31. It is considered that the move to the FHS in the early years of this Local Plan, as is the government's stated intention, coupled with the 2022 uplift in the Building Regulations in respect of reducing carbon emissions from new building, will deliver significant and meaningful contributions to achieving a zero carbon future for the district (as set out in our Zero Carbon Roadmap and Action Plan). As such, the Local Plan does not require energy-efficiency standards that go above the Building Regulation requirements at the present time.

5.32. The Local Plan does, however, require a number of other measures that seek to contribute towards a reduction in carbon emissions in the district.

Energy hierarchy

5.33. The energy hierarchy concept is a sequence of steps, in order of priority, that seek to minimise energy consumption in a building. Proposed development should be designed to meet the energy hierarchy in the correct order, to the maximum possible degree. There are many ways to implement the energy hierarchy in building design, below are some examples:

- **Energy Reduction:** The first step is to reduce operational carbon emissions by designing buildings to require less energy to run. The energy demand of buildings can be reduced by considering the orientation of buildings and site layout in a way that optimises natural lighting and ventilation and by including design features such as south facing windows which can allow for heat and light from the sun to be captured passively, whilst roof overhangs can provide natural shading, thereby reducing the need for cooling systems. The use of high efficiency lighting and mechanical ventilation with heat recovery should also be considered.
- **Energy Efficiency:** Buildings should be as energy efficient as possible and this can be achieved through, for example, greater air tightness, ventilation and thermal insulation which can minimise or eliminate heat loss. The changes to Building Regulations and the Future Homes Standard and Future Buildings Standards will go

some way to address this element although new developments are encouraged to go beyond the energy efficiency requirements where possible.

- **Renewable Energy:** After reducing energy and employing energy efficiency measures, steps should be taken to make up for any shortfalls in energy needs through renewable sources. This can be achieved through strategic building design that has the facilities and capacity to both store and deliver energy from renewable sources.
- **Low Carbon Energy:** the next step is to supply energy efficiently via low carbon energy including the use of heat pumps and Combined Heat and Power (CHP) systems.
- **Conventional Energy**

5.34. Applicants will be required to demonstrate that they have had regard to the energy hierarchy and have utilised, where possible, steps to reduce energy consumption in developments.

5.35. All major developments will be required to submit an Energy Statement that details the energy consumption reductions that have been considered at each stage of the energy hierarchy.

5.36. All other applications can either submit an Energy Statement or include a relevant section in the Design and Access Statement that sets out energy consumption reductions that have been achieved through energy reduction and efficiency measures, renewable and/or low carbon technologies.

Whole Lifecycle Carbon Emissions

5.37. The construction process for new development uses a significant amount of resources and creates a large amount of waste. To reduce emissions associated with development and the impact of this on our environment, developments will need to carefully manage the production, use and disposal of materials.

5.38. Our Renewable and Low Carbon Energy Study notes that to reach net zero, planning policies will need to address a range of emissions that occur over the building's lifecycle. One way to do this is through a Whole Lifecycle Carbon (WLC) emissions assessment. A WLC assessment considers both the embodied carbon emissions and operational carbon emissions. Embodied carbon emissions are a building's emissions during construction, including the manufacturing of materials and transportation of materials. The operational carbon emissions are the emissions generated during the operational lifetime of a building and include the energy required to power, heat, cool and light a building.

5.39. The requirement for WLC assessments is an emerging policy area and as such we need to undertake further work to determine what would be a reasonable requirement for applicants to demonstrate proposed development has taken steps to minimise WLC emissions.

5.40. One option would be for development to complete a checklist that identifies that the applicant has considered WLC emissions and identified if there are opportunities for the

proposed development to reduce such emissions. At this stage we anticipate that the requirements of Policy AP4 would only be applicable to major developments[15].

Carbon offset fund

5.41. 'Carbon offsetting' refers to compensating for carbon dioxide (CO2) or other greenhouse gas (GHG) emissions in one area by taking actions that reduce emissions elsewhere. For example, it may not be possible for new development to deliver the necessary reductions in CO2 emissions onsite. In this instance, developers would be required to make a financial contribution towards a carbon offset fund. The money would then be used to pay for interventions off-site that would result in an equivalent amount of CO2 being avoided.

5.42. Carbon offset funds can either be administered through Section 106 processes or set up as a separate fund.

5.43. The Renewable and Low Carbon Energy Study notes (section 6.1.2) that "*when developing a strategy for carbon offsetting, the most important guiding principle is that it should be a last resort where other opportunities for reducing direct and indirect CO2 emissions have been prioritised"*.

5.44. We are still in the process of looking at the feasibility of setting up a carbon offset fund. This will require additional work. Pending this work, the policy below includes provision for a carbon offset fund as a last resort.

Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

(1) Development is required to contribute to the Council's aim for a carbon neutral district by 2050. To achieve this, all new development will be required to demonstrate how the following requirements are satisfied:

  (a) Achieve energy efficiency targets in line with the latest standards at the time a planning application is determined, as set by national policies (including any transitional arrangements); and
  (b) Demonstrate that measures have been taken to minimise energy consumption by following the steps in the energy hierarchy; and
  (c) Major developments will be required to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.

(2) Renewable energy generation should be maximised as much as possible on-site. Where the use of on-site renewables to match the total energy consumption of the development/site is demonstrated not to be technically feasible or economically viable, a financial contribution will be required to the

[15] For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.

Policy AP5 – Health and Wellbeing (Strategic Policy)

What has happened so far? We consulted on a potential strategic health policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing.

5.45. Our Health and Wellbeing Strategy and the Integrated Care Board's[16] Community Health and Wellbeing Plan both seek to improve the health and wellbeing of everyone in North West Leicestershire. Particular issues include low levels of physical activity, unhealthy eating and weight, social isolation, limited access to services, poor mental health wellbeing and meeting the challenges of an ageing. Furthermore, those living in our most deprived wards, located within Greenhill, Measham and Ashby Woulds, can suffer from poor general and mental health and lower life expectancy.

5.46. Improving our health and wellbeing requires more than improving access to medical treatment and services. Planning can positively contribute to a range of health benefits including:

- **Housing design and affordability -** housing can support the creation of inclusive communities, providing for a variety of tenures, lifetime homes and good standards of amenity.
- **Physical activity -** provide opportunities for active travel with better access to open spaces and recreational facilities.
- **Healthy lifestyles -** access to healthy food can be supported through safeguarding against the loss of allotments as well as opportunities for food growing in new developments and the management of the location of unhealthy food outlets.
- **Pollution and Climate Change -** the impacts of air and noise pollution can be minimised, including for our more vulnerable populations, through ensuring land uses are compatible and reducing the need to travel by car and facilitating access by more sustainable forms of travel alongside support for renewable energy use, a reduction in carbon emissions and minimising flood risk.

[16] The NHS Leicester, Leicestershire and Rutland Integrated Care Board is the statutory NHS organisation which is responsible for developing a plan for meeting the health needs of its population, managing the NHS budget and arranging for the provision of health services in its geographical area.

- **Safe and inclusive communities -** creating a safe environment with opportunities for social interaction, active street frontages and high quality public spaces, that provide a sense of ownership and mental health benefits.
- **Health and Social Inequality -** where an individual was born, and where they live and work as well as their age, are some of the factors that can impact on an individual's health. Quality of life can be improved through better access to education and skills, quality jobs, and local services and facilities as well as providing high quality places to live.

5.47. Policy AP5 will complement other policies in the Local Plan which guide the location and design of new development, as well as the protect the natural environment.

5.48. The planning system also has a role to play in the provision of health care infrastructure, for example, GP surgeries. We will continue to work with health care providers to assist in the planning for, and provision of, healthcare facilities to meet the needs of the district's population, in accordance with Policy IF1.

Draft Policy AP5 – Health and Wellbeing (Strategic Policy)

(1) Development that maintains and improves the health and wellbeing of our residents, encouraging healthy lifestyles by tackling the causes of ill health and inequalities will be supported. Health considerations will be embedded in decision making and the Council will support the creation of a high quality, accessible and inclusive environment.

(2) To achieve this, the Council will:

(a) Ensure homes are high quality, good homes and allow people to live healthy lives within them and remain in their homes for longer.
(b) Facilitate the creation of healthy and resilient communities with opportunities for social interaction, and where people feel safe.
(c) Support the delivery of a safe walking and cycling network to increase access to active travel, considering active design within development and connections with the wider community, services and employment opportunities.
(d) Promote and increase access to, and the protection and improvement of, green and blue spaces, sports facilities and play and recreation opportunities.
(e) Maintain and improve accessibility to healthcare, social care, education and community facilities and wider support services.
(f) Prevent negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.
(g) Support healthy eating and promote healthy food choices, through opportunities for sustainable food development, such as allotments and community growing places, and controlling the location of, and access to, take away uses.

Policy AP6 – Health Impact Assessments

What has happened so far? We consulted on a potential Health Impact Assessment policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023 and concluded further works would be undertaken to provide clarity on our approach

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 1-Enabling health and wellbeing.

5.49. A Health Impact Assessment (HIA) is a process which evaluates the potential health effects of a proposed development on our population, particularly on vulnerable or disadvantaged groups. It seeks to identify the positive opportunities for health from a proposal as well as highlighting potential negative impacts that need mitigation. Its role is not to provide a definitive answer on whether planning permission should be granted but as a support tool to create healthy environments and reduce health inequality.

5.50. There are different types of HIA that can be undertaken, according to the nature of the development proposed and the extent of the HIA. The three types of HIA are:

- **Desktop HIA** – involves engaging with a small number of stakeholders and using available evidence to assess health impacts.
- **Rapid HIA** – a brief assessment of health impacts and gathering additional knowledge and evidence from local stakeholders. This is generally used for simpler proposals.
- **Comprehensive HIA** – this is most suited to more complex and larger proposals and is more in depth. It involves more extensive literature searches and data collection, as well as working with multiple stakeholders and involving public engagement.

5.51. Although the Planning Practice Guidance highlights the value of Health Impact Assessments, there is no adopted standardised HIA in England which enables local authorities to decide what the process will look like, including when it is required, or the opportunity to tailor an approach to local circumstances and specific issues that they face.

5.52. We previously sought views on the inclusion of a HIA policy and whether a HIA Screening Statement should be used as a tool to determine whether certain types of development proposals would require a more comprehensive HIA. There was general support for the use of HIAs, however there were concerns raised over the use of a Screening Statement particularly in terms of lack of clarity over when and how it would be used. The approach was also considered to be disproportionate and would add further bureaucracy to the development process.

5.53. We are continuing to work with other Leicestershire authorities and the Public Health Team at Leicestershire County Council on the evolution of an HIA policy with the aspiration to have a

common approach across these authorities. This work is currently focusing on the role of local plan policy to identify the circumstances when a HIA would be required, which will need to be supported by a 'toolkit'.

5.54. Moving forward, we are exploring the following triggers for a HIA :

- The Local Planning Authority to work with Public Health (Leicestershire) and identify those Local Plan site allocations where a HIA would be required. If it is concluded that a HIA is needed, this would be identified as a policy requirement for the specific site allocation.
- Identification of a numerical threshold, such as the number of dwellings, where a HIA would be required. For example, this could be for larger scale developments.
- For smaller sized developments, consider the identification of key geographical areas where a HIA will be required, where there are issues surrounding health inequality and/or the vulnerability of the population.

5.55. As this collaborative work is on-going, we are not in a position to propose a draft policy at this stage.

Policy AP7 – Flood Risk (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy Cc2 – Flood Risk.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing and Objective 7 – Mitigating for and adapting to climate change.

5.56. Planning Practice Guidance[17] defines "flood risk" as a combination of the probability and the potential consequences of flooding. Areas at risk of flooding are those at risk of flooding from any source, such as fluvial (from rivers), surface water, groundwater, overwhelmed sewers and drainage systems as well as mine water rising and from canals, now or in the future.

5.57. The district lies wholly within the catchment of the River Trent and as such the primary source of flood risk in the district is from fluvial flooding. There is a Catchment Flood Management Plan (CFMP) in place which covers the entire River Trent Catchment as well as all of its tributaries. The River Trent CFMP sets out the flood risk in the River Trent catchment and the preferred plan for sustainable flood risk management.

5.58. The north and east of the district is vulnerable to flooding from the River Trent and the River Soar, both independently and, when a flooding incident is more widespread, collectively. The

[17] Paragraph: 001 Reference ID: 7-001-20220825 (Revision date 25/08/2022)

south and west of the district is at risk of fluvial flooding from the River Mease, the River Sence and a tributary of the River Soar. Throughout North West Leicestershire there are several other tributaries of the River Trent and the River Soar which present a flood risk, most notably Gilwiskaw Brook and Grace Dieu Brook.

5.59. There are existing flood defences throughout the River Trent catchment. Flood defence embankments are in place along the River Trent and the River Soar where the rivers form the northern and eastern parts of the district's boundary.

5.60. In addition to fluvial flood risk, surface water flooding has become an increasing concern in recent years. Surface water flooding occurs when water is unable to permeate the ground or enter the drainage systems quickly enough. Climate change is set to cause an increase in surface water flood risk through increased rainfall intensities.

5.61. The National Planning Policy Framework (NPPF) sets out strict tests to protect people and property from flooding. The sequential risk-based approach to development and flood risk applies at all levels of the planning process whether allocating land or when considering planning applications, meaning new development should be steered towards areas with the lowest probability of flooding and must not exacerbate flood risk elsewhere.

5.62. Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA) which assesses the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change. The SFRA is used to inform the Local Plan Sustainability Appraisal so that flood risk is fully taken into account when considering site allocations and in the preparation of policies. The most recent SFRA for NWLDC was published in June 2015. A Climate Change Addendum to the SFRA was published in November 2016. A review of the SFRA has been undertaken which recommends that a full updated SFRA be prepared concurrently with the new Local Plan. A new SFRA has been commissioned and we will take this into account at the next stage of the Local Plan.

5.63. The NPPF sets out the circumstances when a planning application should be accompanied with a site-specific flood risk assessment[18]. The PPG also provides advice on what site-specific flood risk assessments should contain.

5.64. The adopted Local Plan Policy Cc2 deals with flood risk. The policy however largely repeats what is set out in the NPPF.

5.65. The following are potential options for how flood risk could be addressed in the new Local Plan.

[18] NPPF footnote 55

ADVANTAGES	DISADVANTAGES
Option 1 – Delete policy and rely on NPPF	
• Current policy largely repeats national policy, it is not necessary to repeat national policy at the local level. • Provides clarity for all users of the plan about the criteria that will apply.	• No local plan policy on flood risk, gives the impression that it is not an important issue. • Risk that locally specific aspects are missed.
Option 2 – Amend the policy wording to make the policy more concise and retain any locally specific elements	
• Provides clarity for all users of the plan about the criteria that will apply. • The Policy would not repeat the requirements set out at the national level. • The flood risk policy would be more locally specific.	• Question whether it would add anything to National Policy and Guidance.

5.66. The preferred approach is to retain a flood risk policy in the new Local Plan. The policy in the adopted Local Plan does include some locally specific elements particularly in relation to the potential sources of flooding (from mine water rising and canals) that can be retained. It is considered that the existing policy could be refined to avoid repeating the requirements set out in National Policy and Guidance.

Draft Policy AP7 – Flood Risk (Strategic Policy)

(1) Flood risk will be managed by directing development to areas with the lowest probability of flooding with reference to the Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (SFRA) unless a Sequential Test and, if necessary, an Exception Test demonstrates the development is acceptable.

(2) Proposals will be supported where:

(a) A site-specific Flood Risk Assessment (if required), fully considers the issues of flooding from sewers, canal infrastructure failure, groundwater rising from former coal mining areas, and watercourses; and
(b) Flood protection / mitigation measures appropriate to the level and nature of flood risk and are agreed and secured and measures put in place for their implementation and maintenance; and
(c) The development does not place itself or existing land or buildings at increased risk of flooding. For a greenfield site the rate of runoff from the developed site should be no greater than the existing rate of runoff from the site. For a development on previously developed (brownfield) land,

the rate of runoff should not exceed the runoff from the site in its previously developed condition.

Policy AP8 – Sustainable Drainage Systems

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes; Policy Cc3 – Sustainable Drainage Systems.

Which Local Plan objective(s) does this help to address? Objective 7 – Mitigating for and adapting to climate change.

5.67. Sustainable Drainage Systems (SuDS) aim to mimic the natural drainage process and provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. There are different types of SuDS available, including green roofs, permeable paving swales, detention basins, ponds and wetlands. In addition to controlling surface water run-off, they also offer opportunities to enhance the biodiversity in an area, reduce flood risk and improve water quality.

5.68. The type of SuDS suitable for a development site will depend on the nature of the development and its location, for example permeable paving and soakaways are often incorporated into higher density developments. SuDS are equally applicable to urban areas and rural areas, and for residential, commercial and/or industrial developments.

5.69. Leicestershire County Council is the Lead Local Flood Authority (LLFA) and is the lead organisation for providing advice and guidance on surface water runoff and run off rates.

5.70. The requirement in the National Planning Policy Framework (NPPF) to include SuDS in new developments has been strengthened since the adopted Local Plan was being prepared. The 2012 NPPF required development to give *"priority to the use of sustainable drainage systems"*[19] whereas the 2023 NPPF now requires "*development should incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate*"[20]

5.71. The NPPF currently only requires major developments and developments in areas at risk of flooding (that meet the sequential test[21] and exceptions test[22]) to incorporate SuDS. Paragraph 169 of the NPPF sets out the criteria that sustainable drainage systems should

[19] NPPF 2012 Paragraph 103.
[20] NPPF 2023 Paragraph 169.
[21] The approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk.
[22] The Exception Test requires two additional elements to be satisfied (as set out in paragraph 164 of the National Planning Policy Framework) before allowing development to be allocated or permitted in situations where suitable sites at lower risk of flooding are not available following application of the sequential test.

incorporate, unless there is clear evidence that it would be inappropriate. The SuDS used should:

a) take account of advice from the lead local flood authority;
b) have appropriate proposed minimum operational standards;
c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
d) where possible, provide multifunctional benefits.

5.72. The adopted Local Plan contains a policy (Policy Cc3) on sustainable drainage systems. The policy sets out the requirements for SuDS as part of new developments.

5.73. In January 2023 the Department for Environment, Food and Rural Affairs (DEFRA) published a report and policy statement that set out the government's intention to implement Schedule 3 to the Flood and Water Management Act 2010 that will mandate SuDS in new developments in England.

5.74. DEFRA is due to consult on the statutory instruments in 2023 and the new SuDS requirements will be brought into force in 2024. SuDS are expected to become mandatory for most new development and will require a SuDS-specific authorisation by the SuDS Approval Body (SAB) prior to construction starting (even where planning permission is not required). As part of the requirements the right to connect surface water run-off to public sewers will be removed and instead will be conditional on the approval of the SuDS by the SAB.

5.75. In terms of the new Local Plan, we are proposing to include a policy relating to SuDS at this stage. However, we acknowledge that once SuDS become a legislative requirement there may be no need for a Local Plan policy.

Draft Policy AP8 – Sustainable Drainages Systems

(1) All major development proposals will include Sustainable Drainage Systems (SuDS) for the management of surface water run-off unless it can be clearly demonstrated that:

(a) SuDS are not technically, operationally or financially deliverable or viable and that surface water drainage issues from the development can be mitigated in an alternative way; or
(b) The SuDS scheme will itself adversely affect the environment or safety and that surface water drainage issues from the development can be mitigated in an alternative way.

(2) All schemes with the inclusion of SuDS should demonstrate that they have considered all four areas of good SuDS design: quantity, quality, amenity and biodiversity.

(3) Where appropriate, every effort should be made to link SuDS into wider initiatives to enhance green infrastructure, improve water quality and benefit wildlife and biodiversity.

(4) Arrangements must be put in place for the management and maintenance of the SuDS over the whole period during which they are needed.

Policy AP9 – Water Efficiency

What has happened so far? We consulted on a potential water efficiency policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 10 – Ensuring the efficient use of natural resources.

5.76. Water is a finite resource and with population growth and changing weather patterns including hotter summers and drier winters, the demand for water could begin to exceed supply. Water efficiency is the practice of reducing water consumption by measuring the amount of water needed for any particular purpose and ensuring that the consumption is limited to only what is required.

5.77. The National Planning Policy Framework (NPPF) (para 153) requires local plans to take a proactive approach to mitigating and adapting to climate change, which includes taking into account the long-term implications for water supply.

5.78. All new homes already have to meet the mandatory national standard of water efficiency as set out in Part G of the Building Regulations to limit consumption to 125 litres per person per day (l/p/d). To help manage demand for water, the Optional Technical Standards for water efficiency confirms that Local Plan policies can require new dwellings to meet the Building Regulations optional requirement of 110 l/p/d where there is a clear local need.

5.79. The Environment Agency published a report on Water Stressed Areas (July 2021). The report provides formal advice to the Secretary of State on which water company areas in England are areas of serious water stress. North West Leicestershire is within the Severn Trent area which has been classed as 'seriously water stressed'.

5.80. On 1 September 2022, following the Development Strategy and Policy Options Consultation (January 2022), Steve Double MP wrote to all local authorities in England regarding water efficiency in new homes. The letter confirms that in areas of serious water stress the letter can be used as evidence by local planning authorities to set out local plan policies requiring new homes to meet the optional tighter standard of 110 l/p/d.

5.81. This level is in line with the optional water efficiency requirement contained within Part G of the Building Regulations 2010 (2015 Edition with 2016 amendments). The Building Regulations require a condition to be attached to planning permission to require the optional standard of 110l/ p/d. As such, planning permission for new residential dwellings will include a condition for the optional tighter water efficiency standard.

5.82. There is currently no nationally applied standard for water efficiency of non-residential buildings such as offices, industrial buildings and schools. The Building Research Establishment Environmental Assessment Method (BREEAM) sets out standards for minimum water performance of non-residential buildings which is achieved using the BREEAM water calculation method (BREEAM Wat 01 calculator). This is the method for the assessment of water efficiency in most common types of new non-domestic buildings and is considered to provide the most suitable equivalent mechanism to ensure high standards of water efficiency in new non-residential development.

5.83. BREEAM Wat 01 credits are a measure of the water efficiency of a building compared to a baseline performance standard. The more water-efficient the building is, the more credits it can earn. The credits are based on the water consumption per person per day and range from 0 to 5 depending on the building type and the method of calculation.

5.84. There are two methods to assess the credit, the standard method and the alternative method. The standard approach is the default method for calculation and uses the buildings actual component specification and default usage patterns for the building type and its activity areas. The output is compared against a baseline standard for the same use and the percentage improvement is used to determine the number of BREEAM credits achieved. The standard building types are:

- Office
- Retail
- Industrial
- Education

5.85. If the development does not meet the standard building types the alternative method can be used. This assesses the performance level of each component used and compares it against a table of water efficient consumption levels by component type (Table 36 within the BREEAM manual) to determine the level of performance for each type.

5.86. We will require water efficiency in non-residential development to demonstrate that Excellent BREEAM credits for WAT 01 are being targeted. An assessment of the building's water efficiency performance should be carried out by a BREEAM approved assessor using the BREEAM Wat 01 calculator, or equivalent best practice standard, and should be submitted as part of a planning application. Compliance will be secured through the use of a planning condition.

Draft Policy AP9 – Water Efficiency

(1) All proposals for new residential development are required to achieve the national optional water efficiency standard of a maximum of 110 litres of water per person per day, this will be secured by a planning condition.

(2) All proposals for new non-residential buildings are required to demonstrate that BREEAM excellent credits for WAT 01 are being targeted and this will be secured by a planning condition. An assessment of the building's water efficiency performance should be carried out by a BREEAM approved assessor using the BREEAM Wat 01 calculator, or equivalent best practice standard, and should be submitted as part of a planning application.

6. HOUSING

Introduction

6.1. The National Planning Policy Framework (NPPF) requires local planning authorities to support the government's objective of significantly boosting the supply of housing. It is important that a sufficient amount and variety of land can come forward where it is required to address the different needs. Policy S1 sets out the overall housing requirement that needs to be provided for up to 2040.

6.2. There is a very strong record of delivery of new housing in the district going back nearly 10-years. The annual requirement in the adopted Local Plan (481 dwellings) has been exceeded every year since 2014. In some of those years the number of new homes built was more than twice the requirements. However, the level of need is now greater, so we need to ensure that build rates are maintained in the future.

6.3. This chapter sets out policies on the mix of housing, the standard of housing the council expects, affordable housing, rural exception sites, self and custom build housing, the issue of houses in multiple occupation in Kegworth and addressing the needs of gypsies and travellers.

Policy H1 – Housing Strategy (Strategic Policy)

What has happened so far? This is the first time we are consulting on this issue.

Is this subject covered in the adopted Local Plan? No.

Which Local Plan objective(s) does this help to address? Objective - 1 Enabling health and wellbeing and Objective 2 – Ensuring the delivery of new homes.

6.4. Planning for a sufficient amount of housing growth in North West Leicestershire is essential, but it is vital that the housing development addresses the needs of the area. This strategic policy sets out the Council's overall strategy to ensure that this happens.

6.5. It is not just the overall number that needs to be addressed. There is a need to ensure that the right type, tenure and size of new housing is provided to address the needs of different groups in the community. New developments will be expected to provide a range of house types and sizes, whilst also providing much needed affordable housing. Policy H1 and other policies in this chapter provide the policy framework to achieve this, whether it be for young professionals or older people, for families or those with specialist needs.

6.6. It is important that the need to deliver a mix of new homes across the district is not considered in isolation and the Local Plan also considers and plans for issues such as the provision of new community facilities and infrastructure required to support new development. In addition, other policies address the need to secure high quality, accessible developments. It is a combination of these elements which are required to deliver sustainable communities and

these issues are addressed in other relevant chapters of this Local Plan and supporting evidence base.

Draft Policy H1 – Housing Strategy (Strategic Policy)

(1) The Council will plan, monitor and manage the delivery of housing development in accordance with the development strategy and the site allocations set out in this plan. In accordance with Policy S1, provision will be made to address the housing requirement of 13,720 new dwellings in the period to 31 March 2040. The provision will include both affordable housing and market housing.

(2) The annualised district housing requirement for five year housing land supply and housing trajectory purposes will be 686 dwellings per year (net). The housing trajectory will be illustrated in an Appendix and the five year land supply forecast at the anticipated point of plan adoption will be set out in an Appendix in the plan.

(3) The total provision made in this plan includes a 10% flexibility allowance. For the avoidance of doubt, this does not uplift the net housing provision requirement in this policy above the set out in Policy S1.

(4) The overall distribution of new homes will be guided by the development strategy and settlement hierarchy (Policy S2)

(5) To meet the affordable housing requirement, provision will be made in the district over the plan period for a mix of affordable housing types to be delivered through development in accordance with Policy H5.

(6) To support the Plan objectives and delivery of the housing requirement, the Council will monitor and manage housing development in accordance with the monitoring framework [policy to follow at publication / Regulation 19 stage].

(7) In addition to the allocations proposed by the Council in the Local Plan provision may also be made in Neighbourhood Plans. Any such allocations will contribute towards the overall requirement of 13,720 dwellings.

(8) Proposals for residential development will be supported where they contribute positively towards meeting local housing needs and achieving sustainable development. Applications for major residential development should demonstrate how they will make an optimal use of land and provide a mix of homes including size, tenure and specialist adaptations to support people with different needs to ensure good quality homes are provided for all, both now and in the future.

Policy H2 – Housing Commitments

6.7. We have set out a list of housing commitments (as at 1 April 2023) in **Appendix A** of the Proposed Housing and Employment Allocations consultation document. Policy H2 will be updated with a current list of housing commitments at the next stage of the plan (Publication Plan/Regulation 19). Policy H2 is also likely to include the considerations which would apply if planning permission at one of the housing commitment sites were to lapse and a new planning application is required.

Policy H3 - Housing Provision – New Allocations

6.8. We have set out our proposed housing allocations in the Proposed Housing and Employment Allocations consultation document.

Policy H4 – Housing Types and Mix (Strategic Policy)

What has happened so far? This is the first time we are consulting on this issue.

Is this subject covered in the adopted Local Plan? Yes. Policy H6 – Housing Types and Mix

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

6.9. Housing monitoring in the Authority Monitoring Report 2021/22 (AMR) reveals that the size of market homes built since the Local Plan was adopted does not correspond with the needs evidence in the Housing and Economic Development Needs Assessment 2017 (HEDNA). The delivery of 1- and 2-bed properties is falling below the indicative requirements in the HEDNA whereas an apparent excess of 4-bed homes[23] have been built. Reasons for this outcome could include:

- The HEDNA dwelling mix is set out in the supporting text only, it is not part of Policy H6 itself
- The mix is expressed in the form of percentage ranges which allows significant variability.
- Policy H6(2) includes a very long list of factors to take into account when considering dwelling mix.
- The market knows what size homes sell the best which does not always correlate with the Council's evidence.

6.10. To address the concerns above, the revised housing mix policy below incorporates changes from the adopted Policy H6 as follows:

- It is based on the up-to-date analysis of housing needs in the Leicester & Leicestershire Housing and Economic Needs Assessment 2022 (HENA).

[23] AMR 2021/22 Table 9

- It includes the HENA percentage requirement figures in the policy itself, rather than in the supporting text.
- It allows up to 5% variation from this HENA profile to allow a reasonable degree of flexibility without undermining the objective of the policy.
- It includes a clearer list of considerations to justify any greater deviation from the evidence.

6.11. The pros and cons of this suggested approach are described in the table below.

ADVANTAGES	DISADVANTAGES
• Provides clarity of requirements • Gives policy weight to the requirements. • Allows some flexibility (+/- 5%)	• More prescriptive than the adopted policy. Some may consider that the market is a better judge of the most appropriate profile of homes to deliver at a point in time. • Demand can change over time. • For market homes, the number of bedrooms is a blunt measure which does not reflect room use e.g. using a bedroom as a home office.

6.12. We believe that the draft policy provides clarity, with an appropriate degree of flexibility, which will enable a suitable mix of market dwellings overall. The plan's supporting text will help the application of the policy by explaining what is meant by terms such as 'local area' for example.

6.13. The AMR monitoring information shows that the position for affordable provision is less stark with only 1-bed supply falling short of the HEDNA profile to a noticeable degree. In practice, the mix of affordable housing is decided on a case-by-case basis, taking into account supply in the local area and the housing register. We have some experience of registered providers not wanting to take on sites with a higher level (30%) of single bedroom properties, notwithstanding the need for these smaller properties which our evidence shows. A high proportion of the 1-bed need is derived from older households for whom 2-bed accommodation may be a better fit because of carer needs etc.

6.14. Policy H4 (below) applies to both market and affordable housing and aims to contribute to the objective of creating mixed and balanced communities by ensuring that residential schemes have a variety of dwelling types and sizes. The operation of Policy H5 - Affordable Housing also contributes to this social objective because it results in developments which are multi-tenure.

6.15. Recently we have seen a limited number of 100% affordable housing proposals come forward. Whilst such schemes deliver a welcome boost to our affordable housing supply, the tenure types are limited compared with most market-led schemes which also contain an element of affordable housing. In response, we will require 100% affordable housing proposals to supply evidence to demonstrate how the scheme will result in mixed and balanced communities. This may involve an analysis of the prevailing tenure mix in the local area or it could be that

the scheme incorporates specialist forms of affordable housing e.g. homes suitable for the elderly. This requirement does not apply to rural exceptions sites.

Housing for older people

6.16. Housing suited to older people can come in a variety of forms and includes:

a. Adapted housing (see Policy H11)
b. Single level homes such as bungalows and blocks of flats with lifts
c. Age-restricted general market housing which may include some shared amenities such as communal gardens but does not include support or care services.
d. Retirement living or sheltered housing. This does not generally provide care services but provides some support to enable residents to live independently such as 24-hour on-site assistance and a warden or house manager.
e. Extra care housing or housing-with-care, also known as retirement communities or villages. Residents live independently with 24-hour access to support services and staff and meals are also available.
f. Residential care homes and nursing homes

6.17. The HENA estimates that some 1,576 additional homes with care/support[24] (categories d) and e) above) will be needed in the district (2020-41) and 536 care home bedspaces (category f)). The HENA also observes that:

- it is important that supported and extra-care accommodation is delivered in sustainable locations, close to facilities and public transport links, therefore towns are typically more appropriate locations.
- Specialist housing schemes which involve provision of care and communal facilities typically need to be of a critical mass (50+ unit schemes) to be viable.
- Improving the housing options for older people enables their needs to be better met and, in turn, this can free up some larger, family homes.

6.18. The new Local Plan could address this issue in one or more of the following ways:

- Criteria-based policy for considering proposals for older peoples' housing.
- Require an element of older peoples' housing in larger housing schemes.
- Allocate specific sites exclusively for older peoples housing.

6.19. **Criteria-based policy.** This would apply to applications for specialist housing for the elderly (categories c-f above). The policy wording could be along the following lines: "*Applications for specialist housing for older people will be supported provided…*". Key considerations will include character and amenity and safe walking connections to services and public transport, including for staff. For these reasons, locations at Coalville Urban Area, Key Service Centres and Local Service Centres are likely to be the most appropriate.

ADVANTAGES	DISADVANTAGES
• Enables the key considerations to be set out e.g. accessibility to services[25])	• Does not identify how the measured needs will be met – relies on the market.

[24] Table 11.22
[25] PPG Paragraph: 006 Reference ID: 63- 006-20190626

6.20. **Require an element** of older peoples' housing in larger housing schemes

ADVANTAGES	DISADVANTAGES
• Demonstrates how needs will be met (or met in part) • Could definitely apply to the larger sites as part of a diverse, mixed community	• May have viability implications; conventional market housing always likely to be more profitable.

6.21. **Allocate specific sites** for housing for older people

ADVANTAGES	DISADVANTAGES
• Demonstrates how needs will be met (or met in part)	• Challenging to justify the selection of sites. A minimal number of sites submitted to the SHELAA are being promoted for older person's housing in addition to general market housing. • Most sites would also be suitable for (and more profitable for) general needs housing

6.22. At this stage, our preference is to prepare a criteria-based policy and to require an element of older people's housing on larger housing-led schemes. This approach would operate in conjunction with Policy H11 – Accessible, Adaptable and Wheelchair-user Homes and Policy H4– Housing Types and Mix.

6.23. The government has also recently highlighted that, where appropriate, councils should support proposals that will provide accommodation for children in care[26].

[26] Written Ministerial Statement 23 May 2023.

Draft Policy H4 –Housing Types and Mix (Strategic Policy)

(1) To achieve mixed, balanced communities and to address the changing needs of households over time, planning applications for major residential and mixed-use schemes should provide a mix of housing types and sizes including custom and self-build plots in accordance with the requirements of Policy H7 [to follow]

(2) The dwelling size breakdown in the HENA is the starting point:

	1-bed	**2-bed**	**3-bed**	**4-bed**
Market	5%	35%	45%	15%
Affordable for Rent	35%	40%	20%	5%
Affordable Ownership	15%	40%	35%	10%

(a) For market housing, any deviation of more than 5% from any of the figures in the HENA must be justified with reference to whichever of the following are relevant:

(i) character and context of the application site;
(ii) local stock profile and dwellings which have been permitted/built;
(iii) the nature of the scheme (e.g. flats, conversion of an existing building).

(b) For affordable housing, any deviation of more than 5% from any of the figures in the HENA must be justified with reference to whichever of the following are relevant:

(i) character and context of the application site;
(ii) local stock profile and dwellings which have been permitted/built;
(iii) the nature of the scheme (e.g. flats, conversion of an existing building).
(iv) the Housing Register;
(v) up to date local housing needs information;
(vi) the Registered Provider's requirements.

(3) 100% affordable housing schemes are required to demonstrate how the proposal will contribute to the objective of creating mixed and balanced communities.

(4) Developments which include housing suitable for older people will be supported. For schemes of 50+ dwellings, and in addition to the requirements of Policy H11 – Accessible, Adaptable and Wheelchair-user Homes, a proportion of the 1- and 2-bed homes should be in the form of bungalows or other single level housing.

Policy H5 – Affordable Housing (Strategic Policy)

What has happened so far? This is the first time we are consulting on this issue.

Is this subject covered in the adopted Local Plan? Yes. Policy H4 – Affordable Housing.

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

6.24. Policy H4 in the adopted Local Plan describes the circumstances when we require affordable housing to be provided as part of new housing developments. Some 540 affordable homes have been completed since the Local Plan was adopted in 2017 and on average 18% of all the homes built are affordable[27].

6.25. The on-going need for affordable housing in the district is measured in the Housing and Economic Needs Assessment (HENA) and also in the Local Housing Needs Assessment (LHNA). The HENA concludes there is a need for up to 382 affordable homes of all tenures per year and the equivalent figure in the LHNA is 387 affordable homes. In both cases this amounts to some 56% of our overall annual housing requirement.

6.26. These figures do not constitute a requirement that the plan must achieve; the actual amount of affordable housing delivered through the planning process will be less than this and, in the first instance, will be governed by the findings of the whole plan viability assessment. In the next iteration of the plan (Regulation 19) we will also set out how many affordable homes we expect be delivered on allocated sites.

Site size threshold

6.27. Affordable housing is only required on developments above a certain size. The affordable housing policy in the adopted plan includes different site size thresholds according to whether the application is for a greenfield or brownfield site. For this new plan, our working assumption is that the threshold will be set at sites of 10 or more dwellings (or 0.5ha) in line with the National Planning Policy Framework (NPPF).

Percentage requirements

6.28. The new Local Plan will set out the percentage of affordable housing which will be sought on housing and mixed-use sites. Adopted Local Plan Policy H4 applies differential percentages

[27] Table 8 Authority Monitoring Report 2021/22

according to location and whether the application site is greenfield or brownfield. To illustrate, a housing scheme on a greenfield site in Ashby de la Zouch is required to provide 30% affordable housing requirements whereas for a brownfield site in Coalville the requirement is 5%. This was justified by viability considerations because of variation in the strength of the housing market.

6.29. Also, to support the re-use of brownfield land, the NPPF directs that where vacant buildings are being reused or redeveloped, the affordable housing contribution should be reduced by a proportionate amount equivalent to the gross floorspace of the existing buildings[28].

6.30. A matter for this plan is whether the affordable housing requirements should again be varied in different parts of the district. In addition to viability considerations, spatial objectives may also have a bearing.

6.31. As an example, the Strategic Growth Plan identifies Leicestershire International Gateway as a location for growth. The site allocations being proposed in this area, (Isley Woodhouse/IW1, and Park Lane , Castle Donington/CD10), are expected to deliver in the region of 2,900 homes up to 2040. There is planning permission for a further 251 homes in Kegworth. The area is also a focus for a considerable amount of employment growth. It is a strategically important location, and a prime location for large-scale distribution in particular, because of its excellent connections to the strategic road network, to the rail freight terminal at East Midlands Gateway and East Midlands Airport. The nearby villages in North West Leicestershire provide a local labour supply but this is eclipsed by workforce commuting in from the major cities and towns outside the district such as Nottingham, Derby and Burton where, generally speaking, housing can be cheaper. Increased local recruitment could help to bear down on commuting distances, important in a district which is a net importer of labour and where 92% of journeys to work are by car compared with the national average of 78%.

6.32. Additional housing in the Gateway area can help sustain existing and future businesses by boosting local labour supply. Subject to viability testing, an enhanced level of affordable housing in this location, potentially above 30%, could also:

- Better enable people to live closer to their place of work
- Achieve sustainability benefits in terms of travel distances and feasibility of using more sustainable modes, including cycling
- Better facilitate shift-type working arrangements
- Help create a mixed, balanced communities, particularly in the proposed new settlement at Isley Woodhouse.

Tenure

6.33. The NPPF glossary explains the different affordable housing tenures, including:

- **Affordable housing for rent**: this includes Social Rent and Affordable Rent.
- **Discounted market sales housing:** including First Homes.
- **Other affordable routes to home ownership**: shared ownership, for example.

[28] Paragraph 64

6.34. Affordable housing for rent is best suited for those with acute needs with few alternative housing options with Social Rent being the best option for households in the most pressing housing need. Affordable rented housing can improve the viability of schemes and recognise that Homes England (HE) has stipulated it as a pre-requisite for HE funding of affordable housing-led schemes. Where rented units are delivered as affordable rent, we expect registered providers to cap rents to local housing allowance levels.

6.35. The aspiration for home ownership is one which the government supports through the planning system. The NPPF directs that, for major developments, at least 10% of a scheme's dwellings[29] should be for affordable home ownership unless meeting this target would "***significantly prejudice*** *the ability to meet the identified affordable housing needs of specific groups*"(paragraph 65, **our emphasis**). Further, at least 25% of the affordable housing requirement should be provided as First Homes[30].

6.36. The level of need for affordable home ownership has been difficult to quantify, particularly as a proportion of private homes which come up for sale on the open market are relatively more affordable. Whether an individual household opts for a market home or for an affordable ownership option will be based on diverse and personal considerations. Subject to these uncertainties, the LHNA estimates that there could be a need (or demand) for up to 197 affordable home ownership homes each year (2020-39) and the HENA suggests a figure of some 146 per year. In both cases, the figures are maximum levels; the need for affordable for rent is likely to exceed that for affordable home ownership.

6.37. The Local Plan viability study will consider the overall costs of development (including infrastructure costs) and will assess the implications of different affordable housing options, taking into account a number of variables:

- Percentage of affordable housing
- Tenure split
- Location
- Development size
- Greenfield/brownfield

6.38. In terms of tenure, the following scenarios could be assessed in the study:

1 – NPPF: at least 10% affordable home ownership and 25% First Homes with the balance as affordable for rent
2 – LHNA: 50% affordable for rent /50% affordable home ownership
3 – HENA: 60% affordable for rent /40% affordable home ownership
4 –Affordable for rent priority: 70% affordable for rent /30% affordable home ownership

6.39. Initial indications are that, if the percentage requirement is set towards the lower end (30% or below), the NPPF's 10% affordable home ownership requirement *may* undermine the ability to meet the identified affordable housing needs of specific groups i.e., those in need of rented

[29] Exceptions to this requirement are listed in paragraph 65 of the NPPF.
[30] Written Ministerial Statement 24 May 2021

accommodation that is affordable. We will need to consider further whether this is sufficiently significant to justify moving away from the 10% affordable home ownership expectation, particularly as such a decision would further restrict the number of affordable home ownership homes coming forward for non-first-time buyers.

6.40. There has been recent interest in Build to Rent schemes in the district which are purpose-built housing for let to tenants. 20% is the default level of affordable private rent homes to be provided (and maintained in perpetuity) as part of such schemes. As these are new build homes, rents are likely to be at a premium with the consequence that units offered at an affordable for rent (less than 80% of market rent) will still be out of reach for many in housing need. To address this, we will expect the affordable housing requirement to be met through social rented units and/or affordable for rent tied to local housing allowance levels and to be developed as a discreet element within the development with management through a Registered Provider.

6.41. The affordable housing should be integrated within the design and layout of a scheme such that they are externally indistinguishable from the market housing. Generally speaking, Registered Providers do not favour the 'pepper-potting' of units as this can make property management difficult although, equally, a mixed tenure approach helps to create more integrated neighbourhoods. As a rule of thumb, affordable housing units should be provided in groupings of up to eight units.

First Homes

6.42. First Homes are exclusively for first time buyers and are the government's preferred discount market tenure[31]. The discretionary aspects of the First Homes scheme are:

- a minimum discount level of 30% but higher discounts of 40% or 50% may be applied where justified by evidence and confirmed in a Local Plan policy.
- property price cap of £250,000 after discount can be reduced if this can be justified through the plan-making process. The price cap does not apply to resales.
- household income is capped at £80,000 but can be lowered via the Local Plan process.
- a local authority can choose to set local connection criteria for first time buyers. These apply for the first 3 months the First Home is on the market (including resales).
- key worker criteria can be applied to priorities those working in identified professions.

6.43. **Discount.** The HENA (paragraph 9.97) identifies that there may be justification for the discount to be 40% for 3- and 4-bed First Homes. The commentary in the HENA notes;

ADVANTAGES	DISADVANTAGES
• a greater percentage discount will open up home ownership to more potential first time buyers;	• a higher discount may impact on viability which, in turn, could impact on the number of homes of tenures needed

[31] NPPF First Homes Paragraph: 001 Reference ID: 70-001-20210524

ADVANTAGES	DISADVANTAGES
	by those with more acute need and with fewer choices. Any increase from the default 30% discount would need to be tested through the viability study; • although the First Homes guidance is not explicit, it could be interpreted that the Government expects the discount to be the same for all sizes of dwelling.

6.44. We consider that the case for an increased discount for 3- and 4- bedroom homes is marginal. The HENA shows that a 30% discount is more than sufficient to make a 2-bedroom property affordable compared with the costs of renting and it does bring 3- and 4- bedroom homes within the affordable price range for some, but not for everyone in the cohort of households who can afford to rent but not to buy. Our preferred, precautionary approach, recognising that increasing the discount is likely to have viability implications, **is to apply the national discount rate of 30%.**

6.45. **Price cap.** Analysis in the LHNA[32] shows that lower quartile property prices for the district are below £250,000 although there is variation between locations. Our understanding of the First Homes' guidance is that the same price cap must apply across the district; it cannot be varied to reflect local house price levels.

ADVANTAGES	DISADVANTAGES
• A lower price cap will mean First Homes are generally smaller, cheaper properties. • A lower price cap would increase the number of households who could potentially afford a First Home.	• The price cap will be fixed whereas house prices may change significantly over the plan period.

6.46. We consider it would be more prudent **to rely on the national default price cap** (and any subsequent updates to it) rather than fixing a level in the plan.

6.47. **Household income cap**. The national default is a household income of £80,000. This is well in excess of the median household income in the district of £34,100[33]. Based on this, the question is whether the limit should be reduced to better target those who will have greater difficulty purchasing a property; the arguments for and against reducing the income cap are described below.

[32] Figure 2.1

[33] LHNA Figure 2.5. 2019 data.

ADVANTAGES	DISADVANTAGES
• A lower household income cap will increase the pool of potential purchasers.	• Income levels will change over the plan period (although the gap between the local incomes and the £80,000 cap is considerable) • A high household income is not, of itself, a guarantee of being able to buy a home for the first time. Levels of debt and rental costs can mean that households may still struggle to afford a deposit. • The £80K income limit aligns with Homes England's income limit for shared ownership properties. Lowering the First Homes limit would remove this consistency.

6.48. We consider it would be more prudent **to rely on the national default income cap** (and any subsequent updates to it) rather than fixing a level in the plan.

6.49. **Local connection criteria**. The Planning Practice Guidance (PPG) confirms that *"First Homes are designed to allow people to get on the housing ladder in their local area, and in particular to ensure that key workers providing essential services are able to buy homes in the areas where they work."*[34] The Council has an established local connection test as part of its housing allocations policy. Individuals must satisfy at least one of the criteria which relate to residence, family connection and employment.

ADVANTAGES	DISADVANTAGES
• will ensure that residents and people with a connection to the district are prioritised. • Will ensure consistency with the approach for other affordable housing products in the district	• Will initially limit the number of potential purchasers for First Homes

6.50. The disadvantage outlined above is ameliorated by the fact that local connection criteria fall away if the First Homes is not under offer within three months. **Applying local connection criteria** is our preferred approach.

6.51. **Key workers**. The NPPF definition of 'essential local workers' is "*Public sector employees who provide frontline services in areas including health, education and community safety – such as NHS staff, teachers, police, firefighters and military personnel, social care and childcare workers*"[35]. North West Leicestershire has a lower proportion of public sector workers than

[34] Paragraph: 008 Reference ID: 70-008-20210524
[35] NPPF page 67

many other locations. 10.2% of employees work in the public sector whereas for the East Midlands the figure is 26.4% and for Great Britain is 26.9%.

ADVANTAGES	DISADVANTAGES
• will ensure that front line workers are prioritised.	• The HENA analysis (at the Leicestershire level) of local salaries for frontline public sector workers does not find a marked difference between such households and those working in other sectors. • Including key workers will be inconsistent with the approach for other affordable housing products in the district.

6.52. We consider that we should ***not*** **apply a priority for key workers**.

Draft Policy H5 – Affordable Housing (Strategic Policy)

(1) Affordable housing will be provided on site as part of major residential (Use Class C3) and mixed-use developments as follows:
(a) [Percentage requirements will follow after whole-plan viability testing]
(b) [Tenure mix will follow after whole-plan viability testing]

(2) Off-site provision will be accepted only where it is demonstrated that the circumstances set out in the NPPF (or its successor) are met.

(3) A lower proportion of affordable housing will only be accepted where a viability assessment, prepared in accordance with national planning policy and guidance, clearly demonstrates that the full policy requirement cannot be achieved.

(4) The affordable housing should be integrated within the design and layout of the scheme such that they are externally indistinguishable from market housing on the same site.

(5) Schemes which artificially reduce the scale of development to avoid the requirement for affordable housing, for example by sub-dividing a site, will not be acceptable.

(6) The Council's Local Connection Criteria will apply to prospective purchasers of a First Home for a period of three months from the date the property comes onto the market.

Policy H6 – Rural Exceptions Sites

What has happened so far? This is the first time we are consulting on this issue.

Is this subject covered in the adopted Local Plan? Yes. Policy H5 – Rural Exception Sites for Affordable Housing

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

6.53. Rural Exception Sites are sites in the countryside, outside the Limits to Development, which are permitted as an exception to normal planning policies in order to meet a local affordable housing need. The approach enables the delivery of much needed affordable housing in locations where development opportunities are limited and unlikely to bring forward new affordable units through the operation of Policy H5. Many households in rural areas face issues of housing affordability and the rural exceptions site approach addresses the need for communities to evolve and grow in a sustainable way which supports both the community and the economic stability of the village.

6.54. A Rural Exceptions Site must be justified on the basis of an identified local need for affordable housing. The applicant can best achieve this through a local housing need survey which provides an assessment of the actual and potential need for affordable housing from people living in, and connected to, the village in question. Whilst the survey should be the primary source of evidence, this can be supplemented with other information including demographic data and waiting list information.

6.55. Whatever approach is used, the applicant should ensure that the information has been gathered through meaningful engagement with the local community and provide certainty that there is a genuine local affordable housing need. If the survey identifies a need for particular house types and/or affordable tenures, the proposed scheme should reflect these as much as practically possible.

6.56. The properties on a rural exceptions site must remain affordable in perpetuity and are restricted in the first instance to those who have a strong local connection to the settlement. These requirements will be secured through a Section106 legal agreement.

6.57. We have concluded that the Rural Exceptions Site policy in the adopted Local Plan (Policy H5) remains fit for purpose. With the exception of minor changes to omit references to the River Mease catchment and to the preparation of a supplementary planning document (which has been completed), the policy is reproduced below. The Affordable Housing SPD provides valuable information about the evidence required to support exceptions sites applications. The need to revise this guidance will be reviewed once this plan is adopted.

Draft Policy H6 – Rural Exceptions Sites

(1) The provision of affordable housing outside of the Limits to Development will be allowed as an exception where:

(a) the housing is demonstrated to meet an identified local need for affordable housing; and
(b) the development is well-related to and respects the character and scale of the settlement and its landscape setting; and
(c) the occupants will have reasonable access to community services and facilities, where appropriate.

(2) Planning permission for a Rural Exception Site will be subject to a Section 106 legal agreement, to ensure that all initial and subsequent occupiers of the affordable dwellings will:

(a) be local people in housing need; and
(b) benefit from the status of the dwellings as affordable housing in perpetuity.

(3) On sites that are outside of, but well related to, a Sustainable Village or a Local Housing Needs Village, the inclusion of market housing on a Rural Exception Site will be supported where:

(a) it is demonstrated that there is insufficient subsidy for the scheme to go ahead without the inclusion of market housing; and
(b) it can be demonstrated through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development; and
(c) the majority of the homes provided are affordable.

Policy H7 – Self-build and Custom Housebuilding

What has happened so far? We consulted on a potential self-build and custom housebuilding policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 2- Ensuring the delivery of new homes

6.58. The National Planning Policy Framework (NPPF) aims to significantly boost the supply of homes. It requires that the needs of groups with specific housing requirements are addressed, including amongst others, those who wish to self-build.

6.59. The Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) ('the Act') provides a legal definition of a self-build and custom housebuilding as "*The building or completion by individuals, associations of individuals or persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals.*"

6.60. Self-build and custom housebuilding is where individuals or groups are involved in creating their own home, although the amount of personal involvement will vary. For example, self-build projects are defined as those where someone directly organises the design and construction of their own home. Custom build homes are where an individual or group works with a developer to deliver customised or bespoke homes.

6.61. The Act requires local authorities to keep and have a self-build and custom housebuilding register ("the register") which is a record of individuals and association of individuals seeking serviced plots of land in the area to self-build or custom build their own homes. A further duty requires councils to grant suitable permission for enough suitable plots of land to meet the demand in the area. The level of demand is established by the number of entries on the register although there is no requirement to directly match permissioned land to those on the register.

6.62. The Planning Practice Guidance (PPG) identifies the need to take into account the register when preparing planning policies and the number on the register is also likely to be a material consideration when determining planning applications for self-build and custom housebuilding. Local authorities are to engage with developers and landowners and encourage them to consider self-build and custom housebuilding plots.

Self-build and custom housebuilding in North West Leicestershire

6.63. The Council's register has been growing steadily since its launch in April 2016, with 129 people having registered their interest in self-build and custom housebuilding. The last few years have seen a noticeable increase in the number of individuals requesting they be added to the register. The Act requires the register to be split into base periods and this is used to calculate future demand. The level of demand in the District and the corresponding date this demand needs to be met by (granting of suitable permissions) is detailed in Table 1 below.

Table 1: North West Leicestershire Self Build and Custom Housebuilding Register (1 April 2016 to 30 October 2023)

Base Period	Number of new registrations	Date the demand is to be met
1 April 2016 – 30 October 2016 (7 months)	6	October 2019

31 October 2016 – 30 October 2017	10	October 2020
31 October 2017 – 30 October 2018	8	October 2021
31 October 2018 – 30 October 2019	14	October 2022
31 October 2019 – 30 October 2020	20	October 2023
31 October 2020 – 30 October 2021	14	October 2024
31 October 2021 – 30 October 2022	20	October 2025
31 October 2022 – 30 October 2023	37	October 2026

Proposed policy approach

6.64. In the Development Strategy and Policy Options Consultation we proposed a requirement for some plots on general market developments of 50 or more dwellings to be reserved for self-build and custom housebuilding. However, concerns have been raised over the use of this figure and whether it is suitably justified.

6.65. We have since been in discussions with the government's Right to Build Task Force to identify how we can increase the supply of plots for self and custom build. There are also now an increasing number of examples where Planning Inspectors are referring to the register as justification for granting planning permission at appeal.

6.66. In light of the above, we have updated our evidence base to consider in more detail the level of demand in the district and also to identify the future likely requirements over the plan period. This detail is provided in the Self-build and Custom Housebuilding Topic Paper and justifies the proposed policy approach, including the percentage requirement and the thresholds to be applied.

6.67. The proposed policy seeks to address the shortage of plots whilst not undermining other aspects of the Local Plan. The Council will support the delivery of serviced plots in our most sustainable locations on sites suitable for residential development within the defined Limits to Development. A serviced plot is required to have, or have been provided, within a specified period, access to a public highway and connection to electricity, water and wastewater, and gas where there is a gas network present in the area and a connection is viable.

6.68. The policy also requires the provision of self-build and custom housebuilding plots on general market housing sites, and based on our evidence, sites of 30 dwellings or more will be expected to deliver 5% of the planned dwellings as serviced plots for self and custom builders. This requirement will also apply to allocated sites, in the Local Plan, of 30 or more dwellings. The NPPF recognises the contribution that small and medium sites can make to housing delivery and a threshold of 30 dwellings is proposed to avoid burden being placed on small and medium sites and not to undermine their delivery.

6.69. On these development sites, developers will be required to enter into a Section 106 legal agreement that will cover issues addressing the timescale and phasing of serviced plots, as well identifying the marketing of the plots to be undertaken. The Council will expect marketing to be proactive and will provide support to facilitate this approach, particularly with respect to plots being offered to those on the Council's self-build register. Where there is insufficient interest in the purchase of an allocated service plot, rather than the plot remaining vacant indefinitely, it is preferable for a plot to be made available on the open market. Therefore, the policy provides the flexibility to facilitate the open market development of serviced plots that remain unsold for a specific period of time.

6.70. There may be circumstances when we will support self-build and custom housebuilding in the countryside, where there is evidence of demand and subject to other planning considerations. Demand is primarily established by the number of entries on the Council's register, although, when necessary, this can be supported by additional data from secondary sources. A reasonable walking or cycling distance to a range of local services and facilities is also necessary. We will have regard to the distance to each facility, in line with the Chartered Institute of Highways and Transportation (CIHT) acceptable and preferred maximum walking distance for the type of service or facility as well as the nature and convenience of the route such as safety, the provision of a footpath and street lighting and terrain. This approach represents a departure from existing policy however we are of the view that it is necessary to ensure that we meet our legal obligations with respect to self-build and custom housebuilding.

6.71. To ensure any planning permission for self-build and custom house build plot is used for the purpose it is intended, we will secure the initial occupancy of the new home through a Section 106 legal agreement with a requirement for the first occupant of the self-build or custom house build home to meet the legal definition of this type of dwelling. It will also seek to ensure that the property cannot be sold to anyone other than the owner or their family, for a limited period (usually three years), to reflect the fact that people's personal circumstances change over time.

Draft Policy H7 – Self-build and Custom Housebuilding

(1) The Council will support proposals for self-build and custom housebuilding where the site is located within the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages.

(2) On general market housing sites of 30 or more:

(a) The Council will require the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house

build plots will only be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved.

(b) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales), and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market.

(3) The Council will only support proposals for self-build and custom house building in the countryside, where:

(a) The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up to date Self and Custom Build Register; and

(b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; and

(c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located; and

(d) The site is within a reasonable walking distance to a good bus service route; and

(e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.

(4) 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).

Policy H8 – Houses in Multiple Occupation in Kegworth

What has happened so far? This is the first time we are consulting on this issue.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

6.72. The National Planning Policy Framework (NPPF) seeks a supply of housing that meets the housing needs of different groups. This can include housing in the form of Houses in Multiple Occupation (HMO); a property rented out by at least three people who are not from one household. HMOs include properties such as shared houses, bedsits, households with lodgers and student houses.

6.73. HMOs meet a need for private rented accommodation, as well as suitable accommodation for students, or those who may only want to stay somewhere on a temporary basis. However, they can have a negative impact on the amenity of an area and result in the loss of smaller housing stock that would otherwise by suitable for families. Concentrations of HMOs can lead to imbalanced communities due to an increase in the transient population, leading to a loss of community spirit as well as damage to residential amenity and the character of surrounding areas. There may also be concerns around the quality of living for occupants of HMOs.

6.74. This is particularly evident in Kegworth where HMOs account for 14.6% of all properties. This is because of the village's proximity to Sutton Bonington campus, which forms part of the University of Nottingham, and East Midlands Airport, as well as labour demands associated with the East Midland Gateway.

6.75. In response, the Council made an Article 4 Direction (February 2021) to the parish of Kegworth which withdraws the permitted development rights for the change of use from a dwelling house to a small HMO. This means that in Kegworth planning permission is now required for this change of use. Further background information is provided in the Houses in Multiple Occupation Topic Paper.

6.76. The new Local Plan will include a specific policy to manage the creation of HMOs in Kegworth, in those circumstances when planning permission is needed, and address the specific planning issues related to this type of development. As there is no national approach detailing how Local Plan policy should address the impacts of HMOs, in preparing this policy we have given consideration to the circumstances faced by Kegworth and examples of best practice.

6.77. We can use a range of policy tools to manage the further development of HMOs.

Threshold approach

6.78. One approach is to apply a threshold which uses a ceiling approach to restrict the number of HMOs as a proportion of the total number of dwellings in Kegworth or in a smaller area such as a street. A government report36 identifies this approach as an example of best practice and is also an approach contained within a number of adopted Local Plans.

6.79. A summary of the advantages and disadvantages of defining a threshold is set out in the table below:

Threshold Approach	
Advantages	**Disadvantages**
• Provides certainty as to how an application will be assessed i.e., if the defined threshold is exceeded the application will not be supported. • Provides an opportunity to address/manage those areas with higher concentrations of HMOs.	• Whilst having a threshold can be justifiable the level it is set at is likely to be arbitrary • Approach could lead to permission being refused once a set threshold is exceeded and not allow other planning factors to be taken into account.

[36] Department for Communities and Local Government: Evidence Gathering – Housing in Multiple Occupation and possible planning responses Final Report - 2008

	• Our records of existing HMOs may not be comprehensive.

6.80. To apply this approach, we would need to define what is counted as a 'dwelling'' and resolve how best to publish and update data on the number of HMOs.

Identification of the 'area' to which the threshold would apply

6.81. In considering the 'area' the threshold would apply, we have considered the following:

- Entire village of Kegworth
- Individual streets
- Within a specified radius of the application site

6.82. The preferred approach is for the identification of a specified radius i.e. within an identified distance of the application property. This would enable the local context to be taken into account when determining an application, such as the concentration of HMOs in the locality, and also not be restricted solely to the street the property is located in. An appendix to the Local Plan would detail how an assessment would be undertaken. For example, the radius measurement would be taken from the centre of the application property.

Sandwiching of a single-family dwelling

6.83. If a residential dwelling is located between two HMOs the negative impacts from the HMO properties can be intensified for the occupants of the dwelling. This can be in relation to noise and disturbance, or the residents of the dwelling may feel isolated from other residential properties in the street. These impacts can occur even if there are only a few HMOs locally.

Car parking provision

6.84. The Leicestershire Highway Design Guide (LHDG) does not have specific guidance on off-street parking provision for HMOs and as a rule of thumb, the Local Highway Authority seeks the same level of parking provision as a single-family house.

6.85. However, there is a reasonable potential for all occupants of an HMO to have a car. Furthermore, if there are a number of HMOs in close proximity, cumulatively the increase and pressure for parking could result in adverse impacts on highway safety. High levels of on-street parking could result in congestion and difficulty in vehicles passing, as well as pavement parking obstructing pedestrians.

6.86. Some Kegworth residents have raised this as a concern and in response, we are proposing a higher level of parking provision for HMOs.

Draft Policy H8 – Houses in Multiple Occupation in Kegworth

(1) Within the Parish of Kegworth we will support proposals for new Houses in Multiple Occupation, extensions to Houses in Multiple Occupation or the increase in the occupancy of Houses in Multiple Occupation where:

(a) The number of Houses in Multiple Occupation do not represent 10% of more of all dwellings within 100m radius from the centre of the building to which the application relates, or the proposal does not result in the 10% threshold being exceeded; and
(b) It does not result in a residential dwelling being sandwiched between two Houses in Multiple Occupation along the same side of the street; and
(c) The development is able to provide suitable off-street parking of one space per occupant that does not cause detriment to highway safety or the amenity of the area, either individually or cumulatively; and
(d) The House in Multiple Occupation does not significantly harm residential amenity and the social and physical character of the area, in particular through increased activity, noise or disturbance; and
(e) Sufficient provision is made available on site for refuse storage facilities and cycle storage facilities; and
(f) The overall size of the property is suitable for multiple occupation with adequate living space and standards for future occupants (i.e., garden/amenity space, internal space, noise, outlook, light and privacy).

Policy H9 – Provision for Gypsies & Travellers and Travelling Showpeople (Strategic Policy)

What has happened so far? This is the first time we have consulted on provision for Gypsies, Travellers and Travelling Showpeople as part of the new Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy H7 – Provision for Gypsies and Travellers and Travelling Showpeople.

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes.

6.87. In order to provide housing for different groups in the community, we have a responsibility to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

6.88. We are required to undertake an assessment of need for this type of accommodation and to set pitch and plot targets which address the likely permanent and transit[37] site accommodation needs of Travellers in our district. As with housing, we are required to provide a five-year supply of sites against these targets.

6.89. If we cannot make sufficient provision for Gypsies, Travellers and Travelling Showpeople then it could result in families setting up accommodation on unauthorised sites (i.e. without planning permission).

[37] Transit sites are short-stay sites (usually up to three months) for Travellers passing through the District.

Permanent Gypsy, Traveller and Travelling Showpeople accommodation

6.90. The North West Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA, 2022) provides an up-to-date assessment of the need for permanent Gypsy, Traveller and Travelling Showpeople accommodation in the district. The Leicester City and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) provides evidence on the need for transit accommodation in Leicester and Leicestershire.

6.91. We have undertaken an assessment of need which shows the number of pitches and plots required between 2022 and 2040 (the 2022 GTAA provides more detail).

Table 2: Gypsy, Traveller and Travelling Showpeople Accommodation Need (2022-2040)

Type of Accommodation	Current Need	Future Need			
	2022-2026	2027-31	2032-36	2036-40	TOTAL
Gypsy and Traveller Pitches	32	6	6	3	**47**
Travelling Showpeople Plots	18	3	3	2	**26**

6.92. In July 2023[38], the Planning Inspectorate granted planning permission for 12 Gypsy and Traveller pitches. This reduces the current need from 32 to 20 pitches. An application for six pitches is currently subject to a planning appeal[39]. If the Planning Inspectorate allows the appeal, this would reduce the current need to 14 pitches.

6.93. We have not received any planning applications for Travelling Showpeople plots since 2011[40].

6.94. So far, we have been unable to identify any potential new sites to meet the needs for permanent Gypsy, Traveller and Travelling Showpeople accommodation because:

- A site search of 500+ sites undertaken by officers did not identify any suitable sites.
- We have undertaken several 'calls for sites' but no sites for Gypsy, Traveller and Travelling Showpeople have been submitted to us.
- There is limited land available in District Council / County Council ownership and in any event, the need for a Gypsy Transit site is considered by members to be more pressing (see section on transit provision below).

[38] Land at Whitegate Stables, Coleorton Lane, Packington (21/01602/FULM) was determined by planning appeal.
[39] Aylesbury Gardens, Newton Road, Swepstone (16/00305/VCU). An appeal hearing is scheduled for November 2023.
[40] Hemington Park Showmans Site, Rycroft Road, Hemington (11/00225/FULM), granted permission on 14 February 2012

6.95. We are looking into whether existing sites can be extended to meet the need identified in the GTAA or whether the families in our district own any other suitable sites, but the outcome of this work is still ongoing. Another option is requiring Gypsy and Traveller provision as part of a large site allocation for housing, whereby a developer would transfer serviced parcels of land to Leicestershire County Council to construct and manage.

Transit provision

6.96. Transit sites are short-stay sites (usually up to three months) for Travellers passing through an area.

6.97. The Leicester City and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) did not provide specific transit targets for North West Leicestershire but did confirm that there was a need for 36 transit pitches in Leicestershire and the most pressing need was in the north west of the county.

6.98. We are looking into the possibility of providing a transit site for the following reasons:

- There is currently no provision for transit pitches in Leicester or Leicestershire.
- We experienced an average of 30 temporary unauthorised encampments per year in the district between 2011 and 2020, predominantly in the Coalville Urban Area and the areas of Ashby, Measham, Blackfordby, Albert Village, Castle Donington, Lockington and Hemington.
- On 8 December 2022, members of the North West Leicestershire Local Plan Committee resolved that "*this Council look to include provision of a transit site as a matter of urgency.*"
- A transit site with dedicated facilities would provide a safer option than road side encampments for Traveller families passing through the district. It would also mean any travellers setting up unauthorised encampments could be directed to the transit site. Without a transit site the powers available are more limited.

6.99. We will need to balance the benefits of providing a transit site against the costs it will incur, including ongoing maintenance and the cost of acquiring land if the site is not in the Council's ownership.

6.100. By the time the Local Plan progresses to the next consultation stage (Regulation 19) we will need to have a clear strategy on how we will meet our accommodation needs.

6.101. In terms of the policy itself, some parts of the adopted Local Plan policy are out-of-date, some are no longer relevant and some are not necessary because they repeat other parts of the plan. The supporting text for the policy will need to be updated in full at a later stage (and is likely to include some of the background text above and/or in the Topic Paper). At this stage, the following additional paragraphs are proposed to provide guidance on the interpretation of the policy:

Applicants for new, expanded or intensified sites for Gypsies and Travellers or Travelling Showpeople should provided evidence of why the accommodation is needed, for example with reference to the availability of existing sites in the district and/or any relevant personal circumstances.

Applicants for proposals that would result in the loss of Gypsy and Travellers or Travelling Showpeople accommodation should demonstrate to the Council why the site is no longer needed for those uses. Applications that would result in an increase in the need for Gypsies and Travellers or Travelling Showpeople elsewhere in the district, for example by making families on authorised sites homeless, will not be supported.

Draft Policy H9– Provision for Gypsies and Travellers and Travelling Showpeople (Strategic Policy)

(1) Proposals for new, expanded or intensified sites for Gypsies and Travellers or Travelling Showpeople will be supported where:

   (a) There is evidence of need for the development that cannot be met by vacant pitches or plots at existing authorised sites;
   (b) The development has reasonable access to a range of services, such as schools, healthcare facilities and shops, preferably by walking, cycling or public transport;
   (c) The scale of development is proportionate to the nearest settlement and its local services and infrastructure;
   (d) A safe and suitable highway access can be provided;
   (e) There is adequate space for on-site parking and the turning of vehicles;
   (f) Adequate services including water supply, power, drainage, sewage disposal, and waste disposal facilities can be provided;
   (g) There is an acceptable standard of amenity for the occupants of the site; and
   (h) The development would not have an unacceptable impact on the amenity of neighbouring properties and land uses.

(2) In addition to a) to h) above, proposals for new, expanded or intensified Travelling Showpeople Sites will be supported where they make adequate provision for the storage of vehicles, trailers, plant and other equipment necessary to meet the occupants' needs.

(3) Authorised sites (existing and new) will be safeguarded for Gypsies and Travellers and Travelling Showpeople unless they are no longer required to meet an identified need.

Policy H10 - Space Standards

What has happened so far? We consulted on a potential space standards policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023, where officers advised that more evidence gathering was required to justify a space standards policy.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing and Objective 3 – Achieving high quality development.

6.102. We have prepared a Space Standards Topic Paper on to give a more detailed background on the subject. It sets out the national planning policy context, the outcome of public consultation undertaken in 2022 and additional work that has been undertaken to justify a Local Plan policy on space standards.

6.103. The Nationally Described Space Standard (NDSS) was published by the government in 2015 and sets out minimum internal floorspace requirements for new housing:

Table 3: Minimum gross internal floor areas and storage (m2) (DCLG, March 2015)

No. of bedrooms (b)	No. of bed spaces (persons) (p)	1 storey dwellings (m2)	2 storey dwellings (m2)	3 storey dwellings (m2)	Built-in storage (m2)
1b	1p	39			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

6.104. Delivering housing with adequate internal space helps provide occupants with a decent standard of living. Suitably sized homes and rooms can have a positive impact on people's health and wellbeing, improve family cohesion, reduce overcrowding and provide space for solitary activities such as studying or home-working.

6.105. There is the opportunity for the Council to require new housing to be built in accordance with the NDSS, but this needs to be justified and referenced in a Local Plan policy.

6.106. The Topic Paper provides more evidence on recently constructed housing in the district and shows that a significant proportion of new housing does not provide adequate space and storage for the intended number of occupants. The intended number of occupants is determined by the number of bedspaces in a home. For example, a two bedroom home with one double bedroom and one single bedroom would provide three bedspaces/occupants and a two bedroom home with two double bedrooms would provide four bedspaces/occupants.

6.107. In the context of this evidence, a policy requiring compliance with the NDSS is justified. New housing in North West Leicestershire will be expected to meet the minimum gross internal floor areas and storage, as set out in the government's Nationally Described Space Standard (NDSS). The standard will be applied to all new market and affordable housing as well as new housing created through a change of use, conversion or sub-division of existing homes.

6.108. Based on evidence of household size from our housing register, together with the removal of the spare room subsidy (more commonly known as the 'bedroom tax'), all affordable rented homes will be expected to meet the following standards:

- One bed homes must provide two bed spaces (i.e. one double room)
- Two bed homes must provide four bed spaces (i.e. two double/twin rooms)
- Three bed homes must provide at least five bed spaces (i.e. two double/twin rooms and one single room)

6.109. In some cases, adhering to the NDSS will result in house builders having to increase the floorspace of their house types. This must not be to the detriment of providing adequate outdoor amenity space, which will be considered by decision makers in the context of Policy AP1: Design of New Development and the Good Design Supplementary Planning Document (SPD).

6.110. To enable the Council to check development proposals against the Nationally Described Space Standard, applicants are required to provide floorplans for each different type of dwelling proposed which clearly show the following information:

- The total gross internal area (in m2)
- The number of intended occupants (the number of bedspaces)
- The gross internal area (m2) and width (m) of every bedroom
- The total gross internal area (m2) of all built-in storage

6.111. In addition, the floor plans for affordable housing types should be clearly distinguished from those for market housing.

Draft Policy H10 – Space Standards

All new housing will be required to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space. The standard also applies to housing created through conversions, subdivision or changes of use.

Policy H11 – Accessible, Adaptable and Wheelchair User Homes

What has happened so far? We consulted on a potential accessible and adaptable homes policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 16 March 2023, where officers advised on the government's proposals to raise accessibility standards in new homes through the Building Regulations as well as the recommendations for wheelchair user homes in The Leicester and Leicestershire Housing and Economic Needs Assessment (2022).

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing and Objective 3 – Achieving high quality development.

6.112. The National Planning Policy Framework (NPPF) requires local planning authorities to address the needs of different groups with specific housing requirements in their communities, including older people and those with disabilities.

6.113. As people are living longer, the Planning Practice Guidance (PPG) highlights the importance of providing housing for older people. Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. Requiring new homes to be built to accessible, adaptable and wheelchair user standards is one way of ensuring a better range of accommodation for the ageing population.

6.114. Accessibility requirements for new homes are set out in Part M of the Building Regulations (2015):

- **Category M4(1) (visitable dwellings)** is mandatory for all new homes (excluding extensions and changes of use) and requires level access to the main entrance; a flush threshold; sufficiently wide doorways and circulation space; and a toilet at entrance level.
- **Category M4(2) (accessible and adaptable dwellings)** is an optional, higher standard for accessible homes. It requires additional features including having a living area at entrance level and step-free access to all entrance level rooms and facilities, wider doorways and corridors as well as clear access routes to reach

windows. It also includes further features to make homes more easily adaptable over time, such as sanitary provisions that can be adapted easily for installation of grab rails and stairs designed to allow easy fit of a stair lift.

- **Category M4(3) (wheelchair user dwellings)** sets optional standards for wheelchair adaptable (M4(3)(2)(a)) and wheelchair accessible homes (M4(3)(2)(b)).

6.115. As Category M4(2) and M4(3) are optional requirements, local planning authorities can only require new homes to be built to these standards if they are tested through the local plan process and are based on evidence of need. Wheelchair accessible standards (M4(3)(2)(b)) can only be applied to homes where local authorities are responsible for allocating or nominating a person to live in that home. Viability is also a consideration given these types of homes cost more to build, particularly in the case of wheelchair accessible homes.

6.116. Currently, Local Plan Policy H6 requires developments of 50 dwellings or more to provide *"a proportion of dwellings which are suitable for occupation or easily adaptable for people with disabilities in accordance with Part M4(2) of the Building Regulations."* The lack of a quantitative policy target has resulted in limited numbers of M4(2) compliant dwellings being delivered since the Local Plan was adopted.

6.117. The government consulted on Raising accessibility standards for new homes in 2020, publishing its response on 29 July 2022. In that response, the government concluded that the best way to achieve better accessibility standards in new homes was to make Part M4(2) the minimum standard, with M4(1) applying by exception only. It was *not* proposed to make M4(3) mandatory; this standard will continue to apply only where there is a local plan policy in place (supported by evidence of need).

6.118. There have been no further announcements from government since July 2022; meaning for the time being, if we want homes to be built to M4(2) standards, we need to set a policy requirement in the Local Plan.

6.119. The Leicester and Leicestershire Housing and Economic Needs Assessment (HENA, 2022) provides evidence of housing need in North West Leicestershire. It recommends that all homes are built to M4(2) standard, the same recommendation as the earlier North West Leicestershire Local Housing Needs Assessment (2020).

6.120. There is currently no Local Plan policy requirement for M4(3) (wheelchair user) homes. The HENA identifies a need for 9% of market homes to be wheelchair adaptable (M4(3)(2)(a)) and 23% of affordable homes to be wheelchair accessible (M4(3)(2)(b)). These figures are based on the estimates of the number of wheelchair users in our district, together with the relative health of the population (i.e. the proportion of the population whose day to day activities are limited 'a lot' by their disability) and how this is likely to change by 2041.

6.121. The combined proposed policy requirements for M4(2) and M4(3) would mean that on a development of 100 dwellings with 30%[41] affordable housing, 9 market homes should meet

[41] This is an illustrative affordable housing requirement as the actual affordable housing requirements will need to be viability tested before they can be finalised.

Part M4(3)(a), 7 affordable homes should meet Part M4(3)(b) and the remaining 84 should be built to Part M4(2) standards.

6.122. It may not be possible for some homes to be built to M4(2) and M4(3) standards, for example because of site topography, vulnerability to flooding or other scenarios where step-free access is not viable. In such cases, the applicant will be expected to demonstrate to the Council why step-free access is not viable and the achievement of M4(2) / M4(3) is not possible.

Draft Policy H11– Accessible, Adaptable and Wheelchair User Housing

1) All new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes).

2) On housing developments comprising 10 or more dwellings (or on a site of more than 0.5 hectares):
   a) At least 9% of all market homes will be required to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings); and
   b) At least 23% of all affordable homes will be required to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The expectation is that these will be built to M3(3)(2)(b) standard (wheelchair accessible dwellings), although provision of M4(3)(2)(a) (wheelchair adaptable dwellings) will be considered where justified and agreed with the Council's Strategic Housing Team prior to the granting of planning permission.

3) Exceptions to the requirements in Parts 1) and 2) will be considered by the Council only when the applicant has demonstrated that provision of a safe, step-free access is not viable.

7. THE ECONOMY

Introduction

7.1. North West Leicestershire has a strong and diverse economy. The district is located centrally between the three cities of Leicester, Derby and Nottingham and has exceptional connections to the strategic road network. The M/A42 (J11-14), the A50 (J1) and the M1 (J22-24) are all within the district. East Midlands Airport, the largest pure cargo airport in the country, and the Strategic Rail Freight Interchange at East Midlands Gateway provide access to global markets.

7.2. North West Leicestershire falls within the Greater Leicestershire Functional Economic Area (FEMA) which comprises the city of Leicester and its surrounding, wider hinterland[42]. The FEMA reflects the strong economic relationships between the city and Leicestershire and the high level of commuting 'containment'. The northern parts of our district including Castle Donington and Kegworth relate more strongly to the major conurbations of Derby and Nottingham just over the border to the north.

7.3. The logistics and distribution market has a wide geography, extending along the M1 from Milton Keynes to Nottingham/Derby and across to Birmingham. North West Leicestershire sits within the 'core Golden Triangle' comprising the broad area between Leicester, Rugby and Coventry where excellent road links mean most major population centres are within a 4½ hour drive.

7.4. The data below help describe the district's economy[43]:

- At 77.6%, the economic activity rate is below that for Leicestershire (83.6%), the East Midlands (78.4%) and Great Britain (78.4%) but this masks disparity between men and women; the male economic activity rate is 88%, similar to that for county and higher than both the regional and national figures (82.2% and 82.0% respectively). The low rate of economic activity for women (68.8%) appears to be attributed to a higher proportion of women reporting that they are 'looking after family or the home' in preference to formal employment.
- Unemployment levels are quite low, and currently 3.0% of the working age population are claiming work-related benefit, below the level for the region and similar to that for Leicestershire.
- Jobs density measures the level of jobs per resident aged between 16 – 64 years. On this measure, the district performs exceptionally well with a figure of 1.09 meaning that there is in effect one job available for every resident aged 16 – 64.
- North West Leicestershire has historically been a net importer of labour. In 2015, some 11,500 more workers commuted into the district than commuted out[44].
- Despite this net inflow of workers, people who work here earn less on average than people who live here. The median resident weekly wage (£597) is higher than for both

[42] HENA paragraph xxx
[43] Data taken from Economic Growth Plan Evidence Base and HENA Chapter 2
[44] HEDNA (2017) Table 26

the East Midlands (£547) and the UK (£585) whereas the workplace comparator is some 10% less at £543 although this is still higher than that for the region, (£535).[45]

- The district has a particular strength in the transport and storage sector. In 2020 this sector accounted for 22.4% of all employment in the district, equating to some 15,000 employees and has exhibited a growth rate of nearly 88% since 2015. Over this period, East Midlands Distribution Centre, East Midlands Gateway and Mercia Park at J11A42 have all come on stream.
- Other key sectors include manufacturing (11.9% of employment), professional, scientific and technical activities (10.4%) and business administration (9.0%).
- There was strong employment growth between 2011-19 across a range of sectors. Total employment rose by 16,200, equating to a 30% growth which is the highest rate in Leicestershire.
- GVA of the district grew by some 3.1% over the same period (2011-19), above the rate for other Leicester and Leicestershire authorities, both individually and collectively, and surpassing the growth rate for the East Midlands as a whole (1.6%) and the UK (1.9%)[46].
- GVA/job is a measure of overall productivity. GVA/job in North West Leicestershire is £54,944, the second highest in Leicester and Leicestershire and exceeds the rate for the East Midlands (£46,423) and the UK,)[47].
- The economy is significantly less reliant on public sector employment (health, education, public administration) than comparator areas; 10.2% of employees working in the district are in the public sector whereas the figures for the East Midlands and Great Britain are 26.4% and 26.9% respectively.

7.5. The Council's Economic Growth Plan (2022-25) is actions-focused and promotes the sustainable growth of the local economy. It identifies that North West Leicestershire has distinct economic strengths and pinpoints five particular sectors for their potential for growth:

- Business and professional and scientific services
- Manufacturing
- Logistics and distribution
- Construction
- Creative/cultural/tourism sector

7.6. The Leicestershire International Gateway, a component of the Leicester & Leicestershire Strategic Growth Plan (2018), is focused around the northern parts of the A42 and the M1, where there are major employment opportunities such as the airport and East Midlands Gateway. Whilst the Strategic Growth Plan does not predict longer term economic development needs (post 2031), it provides a non-statutory foundation for the spatial distribution of new employment development through our new Local Plan.

East Midlands Freeport

7.7. The Freeport designation was announced by the government in 2022. The designation covers Ratcliffe Power Station, a proposed rail-freight interchange at Etwall, Derbyshire and the East

[45] Start up workspace study 2020 paragraph 4.16
[46] HENA Table 2.2
[47] HENA Table 2.3

Midlands Airport and Gateway Industrial Cluster ('EMAGIC') site which covers parcels of land within the airport boundary, the SEGRO logistics park to the north and an extensive tract of undeveloped land to the south. The designation's purpose is to boost enterprise and businesses locating to the Freeport will benefit from a package of financial (tax) incentives. The Freeport is overseen by the East Midlands Freeport Board comprising a mix of private and public sector organisations.

General needs employment

7.8. The need for additional general employment land is measured in the North West Leicestershire: The Need for Employment Land (December 2020) study ('the Stantec study'). This study is part of the evidence base for the Local Plan Review and covers the period 2017-39.

7.9. Table 4 below shows how much additional office and industrial/smaller warehousing space will be needed between 2017-40 according to the Stantec study[48] and also shows the land supply position at April 2023. The assessment includes a losses allowance to take account of future losses of employment land to other uses and a flexibility margin equivalent to 5 year's annual average completions as insurance for uncertainty and changing business needs.

Table 4: Employment land needs

		Offices	**Industrial/small warehousing**
A	Stantec Requirement (2017 – 40)	59,590	195,500
B	Losses allowance (2025-40)	3,716	60,088
C	Flexibility margin	11,819	84,206
D	**TOTAL REQUIREMENT (A+B+C)**	**75,125sqm**	**339,794sqm**
E	Net completions (2017-23)	23,069	112,667
F	Net permissions at 31 March 2023	9,570	69,925
G	Adopted Local Plan allocation (Money Hill)	31,980	42,640
H	**TOTAL SUPPLY (E+F+G) at 1 April 2023**	**64,619sqm**	**225,232sqm**
I	**REMAINING REQUIREMENT (2023-40)**	**Up to 10,506sqm (=1.75Ha)**	**At least 114,562sqm (=28.64Ha)**

7.10. The new Local Plan needs to allocate new sites sufficient for up to 10,500sqm (1.75ha) of office space and at least 114,500sqm (28.6ha) of industrial/smaller warehousing.

7.11. The offices requirement is presented as a maximum figure. This is because there are a number of factors which could curtail office demand in the future, namely:

- the office market is beset by poor development viability and limited access to development finance such that speculative office development is not currently feasible. This situation is not unique to NWL and is replicated across the country with the exception of the largest city and business centres;
- the Covid pandemic is clearly having a current impact on the amount of office space being used as many more people work from home. The consultants anticipate that

[48] With an adjustment to reflect the extension of the plan period to 2040.

businesses will continue to use offices but with the possibility that some will re-organise to require less office space in the future. As yet, it is too early to predict the duration and scale of any such impacts; and

- the consultants detect a market preference in favour of city centre sites and away from out of town business parks which is where much of NWL's office stock is located (e.g. Pegasus Business Park adjoining East Midlands Airport).

7.12. The industrial forecast is presented as a minimum figure as there are some indications that demand has been suppressed in the past, including as a result of competition from the strategic distribution market which can command higher land values and therefore can outbid other types of uses when sites are being purchased.

7.13. In addition, the study identifies a qualitative gap in the stock of industrial premises in North West Leicestershire. It finds that the district lacks modern, flexible high-specification space which can be future-proofed for changing technologies and which is set in an attractive, landscaped environment rather than a more traditional industrial estate. The study reports that these types of premises are attractive to higher value industrial occupiers. This reinforces the quantitative evidence and points to a need to consider the type and form of development which potential sites could accommodate as well as the overall amount. It is about ensuring an adequate supply of land that can meet needs in the widest sense.

Strategic distribution

7.14. The Planning Practice Guidance (PPG) recognises that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirement.

7.15. The Leicester & Leicestershire Strategic Distribution Study (2021) considers how much additional land for strategic distribution is needed to 2041. The requirement is expressed as 'an amount to plan for' i.e., it is not a cap and nor is it a minimum figure. A follow up study on how to apportion the remaining requirement across the Leicester and Leicestershire authorities is underway.

7.16. The new Local Plan's overall approach is described as follows:

- Allocate sites to meet anticipated general employment needs plus a margin (the flexibility allowance) in a diversity of locations.
- Allocate site/s for strategic B8 to accord with Leicester & Leicestershire authorities' joint approach (when agreed).
- Designate Existing Employment Areas to help retain the overall stock of better-quality premises for which there is a demand.
- Five-yearly review of the Local Plan to check the progress of the employment land strategy, update the overall land supply and to respond to updated economic evidence.

7.17. In this context, 'employment uses' are offices (Class E(g)(i)); research & development facilities (Class E(g)(ii)); light industry (E(g)(iii)); general industry (B2) and storage and distribution (B8).

7.18. It is vital for the success of the local economy that there is sufficient land and premises to match the needs of local businesses and to facilitate inward investment. As the Economic Growth Plan puts it "*the local business environment needs to continue to offer access to suitable premises and land with good transport links, effective digital connectivity, appropriate housing for the workforce and access to excellent quality of life facilities including town centres, leisure and open space*."

7.19. The new Local Plan has a key role to play as explained in the National Planning Policy Framework (NPPF) which requires that "sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity" (paragraph 8).

Policy Ec1 – Economic Strategy (Strategic Policy)

7.20. We will include this policy in the next version of the Local Plan (Publication version/Regulation 19).

Policy Ec2 – Employment Commitments (Strategic Policy)

7.21. We will include this policy in the next version of the Local Plan (Publication version/ Regulation 19). The policy will list sites with planning permission for employment uses where construction has not yet started. Policy Ec2 is also likely to include the considerations which would apply if planning permission at one of the employment commitment sites were to lapse and a new planning application was required.

Policy Ec3 – New Employment Allocations (Strategic Policy)

7.22. We have set out our proposed employment allocations in the Proposed Housing and Employment Allocations consultation document.

Policy Ec4 – Employment Uses on Unidentified Sites

What has happened so far? We consulted on this matter as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 27 September 2022.

Is this subject covered in the adopted Local Plan? Yes. Policy Ec2 – New employment sites.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy.

7.23. Policy Ec2(2) in the adopted Local Plan sets out the considerations that apply to proposals for additional employment development on an unallocated site outside the Limits to Development. The National Planning Policy Framework (NPPF) directs that planning policies should be "*flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances*" (paragraph 82d). An aim is that the plan's approach should be able to deal with changing circumstances over the plan's lifetime, for example if the economy grows more strongly than current studies anticipate and/or if the nature of business needs turns out to be different to what can be anticipated now.

7.24. The Development Options and Policy Options Consultation (2022) outlined some choices for how this matter could be addressed in the new Local Plan. The options ranged from retaining Policy Ec2(2) unchanged, refining the policy in various ways and having no Ec2(2)-type policy at all. Having reviewed the consultation feedback, members agreed the draft policy wording below for further consultation.

7.25. Bearing in mind that this policy applies to proposals outside Limits to Development where development is generally restricted, the onus will be on applicants to demonstrate that all the relevant criteria are met and in particular to provide convincing evidence that there is a current and significant requirement for the development being proposed.

7.26. Note: the Areas of Opportunity referred to in the policy can be found in the Leicester & Leicestershire Strategic Distribution Study (2021).

Draft Policy Ec4 – Employment Uses on Unidentified Sites

(1) Proposals for employment development (offices; industrial; storage/distribution) within the Existing Employment Areas will be supported subject to Policy Ec5

(2) Proposals for employment development outside the Existing Employment Areas and within the Limits to Development will be supported where these do not have an unacceptable adverse impact on the amenities of any nearby residential properties or the wider environment and the local highway network.

(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside ~~of~~ the Limits to Development will be supported where the following criteria are met:

(a) It is demonstrated to the satisfaction of the Council that there is;

(i) an immediate requirement for the employment land of the type proposed in North West Leicestershire; and

(ii) either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set

out in NPPF paragraph 82b (or its replacement), namely it is to accommodate needs not anticipated in this Plan, it is to allow for new and flexible working practices or it is needed because of changes in economic circumstances.

And,

(b) It is demonstrated to the satisfaction of the Council that the immediate requirement cannot be met on any of the following within the relevant search area;

(i) previously developed land;
(ii) an Existing Employment Area as identified in Policy Ec5; or
(iii) land allocated for employment development in the Local Plan; or
(iv) on land with planning permission for employment development.

For general employment proposals, the search area is the district and for strategic B8 proposals, the search area is the relevant Area/s of Opportunity.

And,

(c) The development is in an appropriate location and;

(i) Is 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
(ii) Has 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
(iii) Will not be detrimental to the wider environment or the amenities of any nearby residential properties as a result of loss of privacy, excessive overshadowing or an overbearing impact, activity levels, noise, vibration, pollution or odours.

Policy Ec5 – Existing Employment Areas

What has happened so far? This is the first time we are consulting on this matter.

Is this subject covered in the adopted Local Plan? Yes. Policy Ec3 – Existing employment areas.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy.

7.27. In addition to identifying new sites for economic growth, it is also important that our better quality and well occupied industrial estates and business parks continue to be the focus for office, industrial and warehousing uses. We need to ensure that the district's overall stock of good quality units which are best suited to new and expanding firms is maintained and to limit

the loss of such premises to alternative uses, where this is appropriate and possible. This approach will also help control the need to release additional greenfield sites.

7.28. The Review of Employment Sites (2019) is an objective assessment of the quality and quantity of our existing employment areas. The best performing will be designated as Existing Employment Areas in the new Local Plan. These are listed below showing the suitable uses for each location and highlighting where we are proposing boundary alterations compared with the adopted Local Plan. Maps showing these proposed changes are included in **Appendix A**.

Table 5 - Existing Employment Areas

Existing Employment Area	Uses	Boundary changes
(a) Hermitage Industrial Estate, Pegson's and Old Station Close, Coalville	E(g), B2 and B8	Includes warehouse off Whitwick Road.
(b) Whitwick Business Park, Coalville	E(g), B2 and B8	Excludes part of supermarket car park.
(c) Coalville Business Park, Jackson Street, Coalville	E(g), B2 and B8	None.
(d) Stephenson Industrial Estate, Coalville	E(g), B2 and B8	None
(e) Scotlands Industrial Estate, Coalville	E(g), B2 and B8	None.
(f) Oaks Industrial Estate, Coalville	E(g), B2 and B8	None.
(g) Bardon Employment Area Bardon	E(g), B2 and B8	Excludes land which is not part of the industrial estate and includes land off Cartwright Way with planning permission and the Bardon Truck Park.
(h) Bardon Hill, Bardon	E(g), B2 and B8	New site
(i) Tungsten Park	E(g), B2 and B8	New site.
(j) Mountpark, Bardon (Amazon), Ellistown	Strategic B8, B2, ancillary offices	Excludes land which is not part of the industrial estate.
(k) South Leicester Industrial Estate, Ellistown	E(g), B2 and B8	Includes land used as a haulage yard (18/00968/FUL).
(l) Pall Ex, Ellistown	Strategic B8, B2, ancillary offices	New site.
(m) Ashby Business Park, Ashby	E(g), B2 and B8	Excludes retail units and a substantial area of vegetation to the south of the business park.
(n) Ivanhoe Business Park and Smisby Road Industrial Estate Ashby	E(g), B2 and B8	Includes area of car storage.

(o) Flagstaff and Nottingham Road Industrial Estates Ashby	E(g), B2 and B8	Excludes retail units.
(p) Willow Farm, Trent Lane Castle Donington	E(g), B2 and B8	Willow Farm and EMDC are identified as separate PEAs.
(q) East Midlands Distribution Centre, Castle Donington	Strategic B8, B2, offices	Willow Farm and EMDC are identified as separate PEAs.
(r) Pegasus Business Park, East Midlands Airport		No longer an EEA. Included with the scope of Policy Ec8– East Midlands Airport.
(s) East Midlands Gateway	Strategic B8, ancillary offices	Excludes land which is no longer part of the masterplan area.
(t) Computer Centre, Kegworth	E(g), B2 and B8	Excludes residential and highway land.
(u) Refresco, Derby Road, Kegworth	Strategic B8, B2, ancillary offices	Includes building extension.
(v) Slack & Parr, Kegworth	E(g), B2 and B8	Site has been redeveloped for housing. No longer an EEA.
(w) Aldi Regional Distribution Centre, Sawley.	Strategic B8, B2, ancillary offices	None
(x) Mercia Park, J11 M42	Strategic B8, B2, ancillary offices	New site
(y) Westminster Industrial Estate, Measham	E(g), B2 and B8	Includes premises on Huntington Way.
(z) Marquis Drive, Moira	E(g), B2 and B8	None
(aa) FedEx, Melbourne Road, Lount	E(g), B2 and B8	Excludes area of residential development.

7.29. The following employment sites, which have not yet been built out, will be included in Policy Ec2 – Employment commitments.

- G-Park, Ashby (ex-Lounge site)
- Netherfield Lane
- J1 A50 (St Modwens)
- Bardon Hill (Land East of Regs Way)
- Land West of Regs Way
- Land to the west of Stephenson industrial estate

7.30. There have been a number of changes to the Use Classes Order since the current Local Plan was prepared. Offices and light industrial uses now sit within the expansive Class E. This means that an office could be used as a restaurant for example without requiring planning permission. In addition, new permitted development rights (Class MA of Part 3) mean that vacant premises of up to 1,500sqm which were last in a Class E use can be converted to residential use (Class C3), subject to being granted Prior Approval. These changes are about

introducing flexibility and simplicity, particularly in town centres, to enable businesses to adapt and diversify. In July 2023 the government published consultation proposals[49] suggesting that the floorspace limit could be further increased or even abandoned.

7.31. Also the Class ZA permitted development right allows the demolition of a detached building of up to 1,000sqm footprint used either as an office or for research and development or light industrial use, and its replacement with a purpose-built detached block of flats or detached dwelling house, without the need for a planning application.

7.32. The outcome of these legislative revisions is that some changes of use can happen within the Existing Employment Areas without planning permission being required. Where planning permission is required however, Policy Ec5 will apply.

7.33. For the purposes of this policy 'employment uses' are ones falling within Use Classes E(g), B2 and B8. The policy prioritises these uses yet also offers a degree of flexibility to allow other uses in Existing Employment Areas in specific circumstances.

7.34. There is no single definition of 'small-scale' (criterion (2)(a)) and compliance with this criterion will largely be a matter of judgement based on the circumstances of the site and the development proposed. Factors which will inform this judgement include the amount of floorspace (both individually and relative to the overall site), the level of activity generated and the number of employees.

7.35. Compliance with criteria (2)(b) and (3)(b) requires compelling evidence to demonstrate that the site has been actively marketed for its designated uses for at least 6 months at current market values taking account of the building condition. Information should be submitted about the outcomes of the marketing and reasons given why the property could not be sold/let.

7.36. Whilst Existing Employment Areas identify the main concentrations of business premises, there are a number of premises outside these areas, either single-user sites or smaller scale business estates which are collectively important for local employment. Such premises are also a valuable component of the district's overall commercial stock and the repurposing of these premises to other uses requires justification.

Draft Policy Ec5 – Existing Employment Areas

(1) Existing Employment Areas, to be defined on the Policies Map, are suitable for the uses set out in Table 5.

(2) Planning permission for non-employment development in an Existing Employment Area will only be permitted where it is demonstrated that:

[49] Consultation on additional flexibilities to support housing delivery, the agricultural sector, businesses, high streets and open prisons (July 2023)

(a) The proposed use is small-scale or ancillary to the operation of principal use; or
(b) There is no reasonable demand to use the premises/site for the uses in Table 5; or
(c) The proposed use is employment-generating and compatible with the character and function of the Existing Employment Area and with nearby uses.

(3) Outside Existing Employment Areas, conversion or redevelopment of premises which are, or were most recently, in employment use (Use Classes E(g), B2 and B8) for non-employment development will be supported where it is demonstrated that:

(a) There is no reasonable demand to use the premises for employment uses; or
(b) The premises are not capable of meeting the needs of modern business; or
(c) Continuation of current/most recent use is incompatible with the character and function of the area or with nearby uses.

Policy Ec6 – Start-up Workspace

What has happened so far? We consulted on options for a local employment policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 27 September 2022.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy.

7.37. 82% of the district's firms are categorised as micro-businesses with fewer than 10 employees[50]. The Start-up Workspace Demand Study (2020) found evidence of occupiers struggling to find small-scale industrial units in the district suitable for start-up businesses. The established stock of such units is well occupied with little turnover or new premises coming forward. In contrast the Study did not find a particular demand for small scale office space suitable for start-ups.

7.38. The strategic distribution property market is exceptionally strong in the district and this tends to outprice the value of land for other commercial uses. A further factor is the low rental values that small industrial space can generate versus high building and fit-out costs. Small businesses typically look for shorter leases with more flexible terms and these are less attractive for many landlords.

[50] Start-up Workspace Demand Study (2020) Table 4-2

7.39. The Study's findings point to a mismatch between overall supply and the demand for small-scale industrial space. As a result, businesses may stay for too long in unsuitable premises which will impact on the firm's productivity. An overall shortage of smaller scale space may mean that growing businesses do not vacate their premises, blocking their availability for other new, fledgling businesses to move into, or it could mean that the firms have to move out of the district completely.

7.40. Whilst the supply of premises is limited, there are some sites with planning permission which could serve the starter unit market.

Table 6: Sites that could serve the starter unit market

Former Sawley Crossroads Service Station, London Road, Cavendish Bridge	18/01115/FUL	5 units of 90sqm
Pastures Farm, Farm Town Lane Farm Town, Coleorton	21/01102/PNF	6 units of 47-114sqm.
Heather Brickworks Newton Road Heather	22/00153/REMM	37 units of 135 sqm (or multiples thereof).

7.41. The General Permitted Development Order (2015) allows agricultural buildings of up to 500sqm to be used for Class E and Class B8 uses without requiring planning permission. This route may also result in more starter units coming forward, like the Coleorton site above, although these are likely to be in more peripheral locations.

7.42. The subject of start-up space was discussed in the Development Strategy and Policy Options Consultation (January 2022) and the pros and cons of alternative approaches, including a 'no policy' option were assessed. The policy below aims to address the apparent market gap and is a response to the NPPF direction to address shortcomings in the local economy[51]. This approach may be refined at the next stage in the light of the findings of the plan-wide viability assessment.

7.43. For the purposes of applying the policy, start-up premises are generally industrial units of up to 100sqm but larger units of up to 150sqm could be acceptable as move on space.

Draft Policy Ec6 – Start-up Workspace

To support the delivery of small-scale industrial units suitable for start-up businesses, the Council will:

(1) Support development which provides start-up premises subject to other relevant policies in the plan; and

(2) [*Subject to the findings of the plan-wide viability assessment*], require an element of start-up space on sites allocated in this Local Plan for general employment (excluding wholly strategic B8 allocations) and larger-scale residential-led/mixed use development; and

[51] Paragraph 81

(3) [*Subject to the findings of the plan-wide viability assessment*], expect that major development on unallocated sites outside Existing Employment Areas will include an element of start-up space unless this is demonstrably unfeasible in an individual case, including for reasons of site-specific viability.

Policy Ec7 – Local Employment Opportunities

What has happened so far? We consulted on options for a local employment policy as part of the Development Strategy and Policy Options Consultation (January to March 2022). We reported on the consultation responses at our Local Plan Committee on 27 September 2022.

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy.

7.44. The Economic Growth Plan 2022-25 aims to help new and established businesses recruit locally (objectives 2 & 8) and also to help the local workforce access training and upgrade their skills levels through various means. The district has key economic strengths but action is needed to sustain its position and to ensure that local people have the skills that new and expanding businesses need.

7.45. A local employment policy linked to new development would encourage businesses to recruit locally and to offer training to raise the attainment level of their staff. In the Development Options and Policy Options Consultation (2022) we identified that *"local employment initiatives can help ensure that local people benefit from new development and equally show that businesses are invested in the wellbeing of their communities"* (paragraph 7.16). Local recruitment could also help curtail commuting distances and thereby contribute to the Council's zero carbon ambitions.

7.46. There are examples of recruitment and skills initiatives linked to major local developments. The Employment Scheme for East Midlands Gateway sets out how SEGRO encourages occupiers to recruit locally and an Employment Scheme for the construction phase of Mercia Park at J11 M42 was secured as part of the planning consent.

7.47. Members considered the feedback we received on this subject in the previous consultation and opted for a policy which requires the preparation of an Employment & Skills Plan for larger scale proposals. This was judged to be a proportionate approach. Broadly, the types of matters which such a plan could cover include:

- Recruitment through Jobcentre Plus and other local employment vehicles;
- Commitment to local recruitment for construction and operational phases

- Work trials and interview guarantees to those attending jobs clubs;
- Pre-employment training;
- Apprenticeships and other vocational training (e.g. NVQ);
- Offers of work experience;
- Support with transport, childcare and work equipment;
- In-house training schemes;

7.48. The suggested approach could be more difficult to apply to speculative proposals where there is no identified end user. One of the consultation responses identified that a pre-commencement condition could be used to require the submission, approval and implementation of an Employment & Skills Plan including (measures to encourage local recruitment during construction) and a pre-occupation condition requiring the same for when the development is operational.

7.49. Business statistics produced by the Department for Business and Trade define a medium-sized business 50-249 employees. Setting the trigger point at proposals where at least 50 new jobs will be created focuses the requirement on medium and larger businesses. We consider that this is a proportionate and pragmatic approach.

Draft Policy Ec7 – Local Employment Opportunities

(1) An Employment and Skills Plan is required for developments which will generate 50+ jobs (FTE) when operational. The Employment and Skills Plan should include arrangements for local recruitment and workforce training a) during construction; and b) when the scheme is operational.

(2) The requirement for an Employment and Skills Plan will be secured by planning condition.

Policy Ec8 - East Midlands Airport

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy Ec4 – East Midlands Airport

Which Local Plan objective(s) does this help to address? Objective 5 - Supporting the district's economy.

7.50. East Midlands Airport is a vital component of the economy of North West Leicestershire and beyond. It provides a range of domestic and international passenger routes and is also a hub for air freight. East Midlands Airport is:

- A significant UK regional passenger airport that in 2019, before the COVID-19 pandemic, handled 4.7 million passengers
- The UK's largest pure cargo airport handling 400,155 tonnes of freight and mail and a major European cargo airport
- The UK's major Royal Mail air mail hub
- The UK's leading airport for express freight, with three of the major global integrated freight airlines based at the airport
- One of the largest single employment sites in the East Midlands, with over 9,000 people working at the airport in 2019
- A regional economic generator, contributing some £723m of annual direct, indirect, and induced GVA in the East Midlands region.

7.51. The importance of airports is recognised in the National Planning Policy Framework (NPPF) which requires that planning policies provide for large scale transport facilities, including airports (footnote 44 to paragraph 106).

7.52. National aviation policy is set out in the Aviation Policy Framework (DfT, 2013). There have also been a series of other policy statements that recognise the economic, social and environmental impacts of UK aviation[52], and there has been a consistent approach to encouraging airports to make the best use of their existing runways. This highlights the strategic importance of airports and aviation in general, and that enabling and encouraging airports to grow is in the national interest.

7.53. A Sustainable Development Plan for the East Midlands Airport was prepared in 2015. A new development plan is being prepared by East Midlands Airport and this will be the subject of a separate stakeholder engagement by the airport. This new plan may have implications for the Local Plan and so the proposed policy set out below may be subject to change at the Publictiion/Regulation 19 stage.

7.54. The East Midlands Airport is also part of the East Midlands Freeport designation. Further information about the Freeport can be found at paragraph 7.7.

7.55. Whilst recognising the economic importance of the airport, the Council as local planning authority has to balance this against any impacts upon local communities and the wider environment, including climate change.

7.56. Aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. To help manage the impact of noise, a Noise Action Plan (2019-23) sets out a range of initiatives to be undertaken by the Airport. A new Noise Plan (2024-28) is in preparation which seeks to tighten the noise controls and also widens the restrictions on the type of aircraft that operate at night.

[52] Aviation 2050 – The Future of Aviation; The Future of UK Aviation; Making the best Use of Existing Runways (2018); Flightpath to the Future (2022)

7.57. The council will continue to work with the airport operator to ensure that noise and air quality issues are properly addressed, including ensuring that any potential implications that might arise from new development at the airport are adequately addressed through mitigation.

7.58. Emissions from aviation are a significant contributor to climate change, primarily through the burning of fossil fuels by aircraft. The operations of the airport within the airport site itself have been certified as being carbon neutral as part of the Airport Carbon Neutral Accreditation programme. However, more remains to be done to further reduce carbon emission from other activities, including transportation used to get people and cargo to and from the airport. The airport has done much to support public transport provision that serves not only the airport, but also other nearby communities. Whilst the private car will continue to be the primary mode of airport access, we want to encourage wider public transport use by developing the network of bus routes and services and improving the airport's access to national rail services. We will work with the Airport and its partners to do this.

7.59. The proposed policy seeks to ensure that development within the airport boundary is restricted to those uses that require or benefit from an airport location (for example hotels). This includes land at Pegasus Business Park which has planning permission for office type development but where limited development has occurred.

Draft Policy Ec8 – East Midlands Airport

(1) The growth of East Midlands Airport will be supported to enable it to fulfil its role as a regional airport.

(2) Within the airport limit, as defined on the Policies Map, development will be limited to the following uses:

- (a) Operational facilities and infrastructure; and
- (b) Passenger and terminal facilities; and
- (c) Cargo facilities; and
- (d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and
- (e) Landscape works; and
- (f) Internal highways and infrastructure; and
- (g) Improvements to public transport and airport customer car parking

(3) New development that gives rise to a material increase in airport capacity or capability will be required to:

- (a) Incorporate measures to ensure that the impact of noise on local residents satisfies relevant standards; and
- (b) Incorporate measures to ensure that local air quality satisfies relevant standards; and
- (c) Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non – aircraft operations; and

(d) Be accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger).

Policy Ec9 - East Midlands Airport: Safeguarding

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes; Policy Ec5 – East Midlands Airport Safeguarding.

Which Local Plan objective(s) does this help to address? Objective 1 - Enabling health and wellbeing.

7.60. Major airports, because of their importance to the UK air traffic system are protected through a process known as aerodrome safeguarding. An officially safeguarded area has been established for East Midlands Airport by the government. In addition, it has published a Circular (1/2003) which provides guidance to local authorities.

7.61. We are required to consult East Midlands Airport on those developments that could potentially affect the safety of aircraft and air traffic control operations. These can include the construction of tall structures, developments that have the potential to attract birds and wind turbines because they can interfere with radar and navigation systems.

7.62. We will, in accordance with Circular 1/2003, identify on the Policies Map the outer boundary of the safeguarded area in order that it is clear which parts of North West Leicestershire are covered by this policy.

Draft Policy Ec9 – East Midlands Airport: Safeguarding

(1) Development which would adversely affect the operational integrity or safety of East Midlands Airport will not be permitted.

(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation will be undertaken with East Midlands Airport for the following proposals:

(a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;
(b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;

(c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;

(d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;

(e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:

- (i) significant landscaping or tree planting;
- (ii) minerals extraction or quarrying;
- (iii) waste disposal or management;
- (iv) reservoirs or other significant water bodies;
- (v) land restoration schemes;
- (vi) sewage works;
- (vii) nature reserves;
- (viii) bird sanctuaries.

(f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.

(g) Proposals for large-scale solar photovoltaic arrays which have the potential to generate glint and glare, particularly in the immediate vicinity of the airport and of the airport approach and departure paths.

Policy Ec10 - East Midlands Airport: Public Safety Zones

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes, Policy Ec6 – East Midlands Airport: Public Safety Zones.

Which Local Plan objective(s) does this help to address? Objective 1 - Enabling health and wellbeing.

7.63. Public Safety Zones (PSZ) are areas of land at the end of runways at the busiest airports in the UK within which certain planning restrictions apply. These aim to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing. The PSZ comprises two areas based on the assessed level of risk of an accident occurring; an area of 1 in 10,000 risk and a larger area of 1 in 100,000.

7.64. The PSZ's at East Midlands Airport (EMA) included in the adopted Local Plan extend over part of Donington Park and the southern edge of Kegworth. However, following a review of PSZ's at UK airports in 2021, the area of the PSZ's at the end of EMA's runways has been substantially reduced. This reflects improvements in aircraft technology and a review of the accident risks.

The new EMA PSZ's are largely within the airfield, but extending into the easterly part of Donington Park, and across the M1 into open land to the west of Kegworth. Maps showing the proposed changes to the boundaries of the PSZ's are included in **Appendix A**

7.65. As a result of the changes to the PSZ, the 1 in 10,000 risk contour only relates to land that is within the airport boundary. Therefore, it is not necessary for the proposed policy to refer to this area.

Draft Policy Ec10 – East Midlands Airport: Public Safety Zones

(1) There will be a general presumption against new or replacement development or changes of use of existing buildings within the designated East Midlands Airport Public Safety Zones identified on the Policies Map. However, within the 1 in 100,000 Public Safety Zones, the following developments may be permitted:

- (a) an extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a 'granny annex';
- (b) an extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working or congregating in or at the property beyond the current level, or, if greater, the number authorised by an extant planning permission;
- (c) a change of use of a building or of land which could not reasonably be expected to increase the number of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;
- (d) other forms of new or replacement development which would involve a low density of people living, working or congregating within the site, such as:
  - (i) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
  - (ii) open storage and other forms of storage and distribution use (excluding those, such as distribution centres, sorting depots and retail warehouses) which would result in very few, if any, people being present on a site at any given time, and subject to conditions to prevent the future intensification of the use of the site and limit the number of employees present;
  - (iii) development likely to introduce very few or no people on to a site on a regular basis, such as unmanned structures, engineering operations, buildings housing

plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwelling house use, and buildings for storage purposes ancillary to existing industrial development;

(iv) public open space, where there is a reasonable expectation of low intensity use, but excluding such uses as children's playgrounds, playing fields or sports grounds which would be likely to attract significant numbers of people on a regular basis;

(v) golf courses, but not clubhouses; and

(vi) allotments.

Policy Ec11 – Donington Park Circuit

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy Ec7 – Donington Park.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy.

7.66. Donington Park circuit dates back to 1931, originally forming part of the Donington Hall Estate. Donington Park has hosted all levels of motorsport including Formula One Grands Prix and the motorcycling equivalent, MotoGP, and it continues to hold a wide range of national and international level motorsport events. In addition to motorsport events, the circuit is used for other vehicle-related activities including:

- motorsport testing
- track days and driving entertainment activities
- car and motorcycle manufacturer testing and training
- demonstrations and promotion of vehicles
- driver training for cars, motorcycles and commercial vehicles
- corporate and retail hospitality

7.67. Donington Park also provides a base for automotive businesses through the lease of commercial property and hosts the annual Download music festival.

7.68. The ongoing investment required to manage and operate a race circuit to an international standard is significant and income generation from additional uses of Donington Park is vital to its economic viability and prospects. Any further economic growth at the circuit needs to

be balanced against any social and environmental impacts, particularly noise, traffic/transport and heritage.

Noise

7.69. Motorsport is a noisy activity which, whilst part of the enjoyment for many racing enthusiasts, can give rise to complaints in the local area. Noise from circuit activity is controlled by a combination of planning conditions and a voluntary noise management plan. This enables Donington Park to maximise use of the circuit by controlling the number of days and hours of operation, with limits on the noise produced by participating vehicles for certain activities.

Traffic and transport

7.70. Donington Park circuit is located about 4km from junction 23A of the M1 and is connected to the M1 and the A42 via the A453. On certain weekends, the local road network can experience high traffic flows due to the combination of visitors to the circuit with those travelling to East Midlands Airport. In the past, excessive traffic has affected the roads in Castle Donington and when visitor numbers have been particularly high, the A453 and junctions 23A and 24 of the M1.

7.71. In terms of sustainable transport, there is a dedicated bus stop located outside the circuit's east entrance, which is served by several frequent bus services providing links between East Midlands Airport, Castle Donington, Coalville and a range of destinations in Leicestershire and Nottinghamshire. The closest railway station is East Midlands Parkway but there is no regular bus service linking it to Donington Park.

Heritage

7.72. Donington Park was the second racing circuit constructed in Great Britain. Whilst the racetrack was rebuilt in 1977, sections of the 1931 racetrack, including Craners Curves and McLeans Corner, survive and form part of the circuit's racing heritage.

7.73. Donington Park Circuit adjoins substantial remains of a medieval deer park, comprising a functioning deer park, Donington Hall (Grade II* listed) and its grounds, a detached area of parkland trees, Home Farmhouse (Grade II listed) and an industrial hamlet at King's Mills. There are two parkland heritage assets within the boundary of the circuit; Coppice Lodge and Starkey's Bridge (both Grade II listed).

Draft Policy Ec11– Donington Park Circuit

(1) The development of Donington Park Circuit as a national and international racing circuit will be supported.

(2) Within the boundaries of Donington Park Circuit, as defined on the Policies Map, development will be limited to:

(a) Facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities;
(b) Facilities and infrastructure for driver training and driving experiences;

(c) Motorsport and automotive uses which have a clear relationship with the existing uses at the circuit and is of a scale appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles;
(d) Landscape works; and
(e) Internal highways and infrastructure.

(3) All development at Donington Park Circuit, particularly that which gives rise to a material increase in the use of the racetrack or the number of visitors, will be required to:

(a) Incorporate measures to mitigate its noise impact on local residents and the wider area;
(b) Provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures that will reduce the impact of event and operational traffic on the local and strategic network;
(c) Retain existing mature trees and woodland and provide a landscaping scheme that mitigates its effects on the local landscape; and
(d) Conserve or enhance the site's racing and parkland heritage and heritage assets.

Policy Ec12 – Tourism and Visitor Accommodation (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy Ec13 – Tourism Development.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy.

7.74. Since the previous Local Plan was adopted, the National Planning Policy Framework (NPPF) has been updated to include a new paragraph on the rural economy. To be sound, the new Local Plan must be consistent with national policy:

> *"Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist."* (paragraph 85)

7.75. The North West Leicestershire Economic Growth Plan (2022-2025) includes two objectives on tourism:

> *Support proposals for increased inward investment within North West Leicestershire and the National Forest to develop the sustainable tourism offer and support the visitor economy and rural diversification.*
>
> *Promote tourism and sustainable tourism businesses that support forestry, agriculture, land based rural diversification and outdoor leisure, and promote the area as a sustainable tourism destination.*

7.76. Our Economic Development team is also currently working on a Regeneration Strategy that will include visitor economy priorities.

7.77. We have decided to amend the policy by splitting it into two sections: the first dealing with tourist attractions and facilities; and the second with visitor accommodation. We think this will make the policy clearer and aid decision making.

Tourist and visitor attractions

7.78. There is a range of tourist and visitor attractions in North West Leicestershire which benefit the local economy by creating jobs and increasing visitor spending in the district. We have a range of existing attractions aimed at those attending specific events or day visits, including Ashby de la Zouch Castle, Ashby Lido, Snibston Country Park and the 1620s Manor House. Several visitor attractions are located in the National Forest including Hicks Lodge Cycle Centre, Moira Furnace, Sence Valley Country Park and Conkers. The district is also home to East Midlands Airport and Donington Park Circuit.

7.79. Many of the tourist and visitor attractions in North West Leicestershire district are in rural locations. In addition to paragraph 85 cited above, the NPPF says that local planning policies should enable both "*sustainable rural tourism and leisure developments which respect the character of the countryside*" as well as the "*sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings*" (paragraph 84).

7.80. We will work with the National Forest Company and other tourist organisations to maximise the opportunities for tourism and visitor attractions in the district. The National Forest Company have published the National Forest Tourism Growth Plan 2017-2027 which outlines strategies to further strengthen and grow sustainable tourism in the area.

7.81. The loss of existing tourist attractions and facilities will be strongly resisted. Proposals which would result in the loss of an attraction must be justified and robust evidence must be provided to demonstrate that the existing use is unviable, and its retention has been fully explored.

Visitor accommodation

7.82. There is a range of visitor accommodation available North West Leicestershire, ranging from hotels concentrated around East Midlands Airport and Ashby de la Zouch, to lodges and camping associated with the National Forest.

Existing visitor accommodation

7.83. The owners of existing visitor accommodation may seek to grow their business, for example by providing additional bedspaces to meet an increase in demand or by providing additional facilities to enhance their accommodation offer. Where this requires planning permission, we will generally support the expansion and enhancement of existing accommodation, subject to the applicant demonstrating their proposals are sustainable and would not have a detrimental impact on the surrounding area. We will expect development to be a high-quality design and for any additional impacts (including, but not limited to, noise, traffic, visual and landscape impact) to be appropriately mitigated.

New visitor accommodation

7.84. All applications for new visitor accommodation will need to be supported by evidence of need for the type of accommodation proposed[53]. We anticipate that applicants would have developed a business case in advance of submitting a planning application and this will help them demonstrate evidence of need to the Council. This could include evidence of market testing or evidence of an unmet demand for existing accommodation in the area.

7.85. Hotels are defined as *main town centre uses* in the NPPF (Glossary). Any applications for hotels that are not located in town centres (as defined on the Policies Map) must be supported by a sequential test[54].

7.86. Some types of visitor accommodation (including lodges, glamping, camping, caravans) are more suited to a countryside location, especially where they are associated with the National Forest. However, applicants for visitor accommodation in the countryside must robustly demonstrate a need for the type of accommodation proposed **in that particular location**. The need for any onsite overnight manager's accommodation will also need to be justified. We will give particular support to any proposals that make use of previously developed land or are well related to existing tourist attractions/facilities (especially by sustainable modes of transport).

7.87. New visitor accommodation in the National Forest will be supported where it has regard to the design principles in the National Forest Company's Sustainable Tourism Accommodation Guide.

[53] As the New Local Plan progresses, we will need to monitor the outcome of a recent government consultation which proposes the creation of a new 'short term lets' use class and a new permitted development right that would allow the change of use from a dwellinghouse to a short-term let.
[54] This does not apply to small scare rural development, as directed by paragraph 89 of the NPPF.

7.88. To ensure that any new visitor accommodation is used for the purposes for which it was intended, we will apply planning conditions or Section 106 legal agreements to planning permissions which limit all new visitor accommodation to holiday use only.

The loss of visitor accommodation

7.89. We will resist the loss of visitor accommodation to other uses [55]. Any proposal for the loss of visitor accommodation will be required to demonstrate that every effort has been made to retain the accommodation for a period of at least 24 months. This is deemed a suitable period to establish the accommodation business and by covering two calendar years will cover several quiet and busy holiday periods. Applicants must provide booking information for at a period of at least 24 months as well as evidence that they have actively marketed the accommodation for the same 24-month period. Booking information should include booking records as well as evidence of the price the accommodation was marketed for (and any adjustments made to the price). We will expect applicants to have marketed the accommodation through multiple channels, such as its own accommodation website, social media accounts, holiday booking websites, local publications, through the North West Leicestershire District Council website and, where relevant, the National Forest website.

Draft Policy Ec12 – Tourism and Visitor Accommodation (Strategic Policy)

Tourist Attractions and Facilities

(1) The Council will maximise the potential for tourist attractions and facilities in the district by supporting:

(a) The retention of existing tourist attractions and facilities which contribute to the local economy.
(b) The development of new tourist attractions or the enhancement or expansion of existing tourist attractions and facilities where it accords with the principles of sustainable development and is not detrimental to the surrounding area
(c) The enhancement of the environment and local distinctiveness, including heritage and landscapes, which increase the attractiveness of the district to visitors.

(2) Where the expansion of an existing tourist attraction or the development of a new tourist attraction gives rise to a material increase in visitors, applicants will be expected to provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures that will encourage sustainable travel.

(3) Proposals that would result in the loss of a tourist attraction will not be permitted unless clear evidence is provided to demonstrate that the continued use is no longer viable, including:

[55] As the New Local Plan progresses, we will need to monitor the outcome of a recent government consultation which proposes allow hotels to convert to housing under permitted development rights.

(a) Evidence that there is no longer a demand for the attraction from the general public as demonstrated by visitor numbers for the last 24 months;
(b) Evidence there is no commercial demand for the attraction, and it has been actively marketed at current market value for at least 6 consecutive months; and
(c) There is no reasonable prospect of the premises being used for an alternative tourist attraction use.

Visitor Accommodation

(4) The enhancement or expansion of existing visitor accommodation will be supported, where it accords with the principles of sustainable development and is not detrimental to the surrounding area.

(5) Applications for new visitor accommodation will be supported where it has been robustly demonstrated that there is a need for the type of accommodation in the location proposed and where it accords with the principles of sustainable development and is not detrimental to the surrounding area.

(6) Any planning applications for the conversion of or redevelopment of visitor accommodation to permanent residential accommodation must demonstrate that:

(a) The visitor accommodation in question has been appropriately marketed to potential visitors over a period of at least 24 months; and
(b) The booking records over a period of at least 24 months shows there is a lack of demand for the visitor accommodation.

(7) Planning conditions or Section 106 legal agreements will be applied to new visitor accommodation to ensure it is limited to holiday use and is not used as permanent residential accommodation.

8. TOWN & LOCAL CENTRES

Introduction

8.1. This chapter sets out how we will support the growth and development of the district's town and local centres. In doing so we recognise their individual roles as a shopping, leisure, commercial, cultural and leisure destination as well as a focal point for our communities. Policies will guide the provision of main town centre uses and support a mix of uses that contribute to the vitality and viability of our town and local centres, recognising the flexibility for the use of buildings provided by the Use Classes Order.

Policy TC1 Town and Local Centres: Hierarchy and Management of Development (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy Ec8 – Town & Local Centres: Hierarchy and management of development, Policy E9 – Town & Local Centres: Thresholds for Impact Assessments, Policy Ec10 – Town & Local Centres and Policy Ec12 – Local Centres.

Which Local Plan objective(s) does this help to address? Objective 5 – Supporting the district's economy, Objective 6 – Enhancing our town and local centres and Objective 11 – Ensuring sufficient infrastructure.

Hierarchy of centres

8.2. The National Planning Policy Framework (NPPF) requires Local Plans to define a network and hierarchy of town and local centres. The current adopted Local Plan identifies Coalville and Ashby de la Zouch as Town Centres and Castle Donington, Ibstock, Kegworth and Measham as Local Centres. This hierarchy is based on the role of each of the centres and their number and range of services available.

8.3. In summer 2023, we undertook a survey of the number and range of uses in our town and local centres, and this identified that their roles have remained unchanged. Coalville and Ashby de la Zouch remain the principal shopping destinations in the district and provide a wider range and number of shopping, service and community uses, whereas Castle Donington, Ibstock, Kegworth and Measham, although of slightly differing scales, provide predominantly local services and community uses, serving the shopping needs of their residents. Having considered this alongside how much additional floorspace is needed for shopping and related development in the district, we consider that the current hierarchy of centres remains appropriate.

8.4. This review also provided an opportunity to update the uses of premises to reflect the significant changes to the Use Classes Order (UCO) introduced since the adoption of the current Local Plan. There is now greater flexibility for uses to change without the need for planning permission. In relation to main town centre uses, the UCO now includes the following:

- Class E (Commercial, business and service)
- Class F.1 (Learning and non-residential institutions)
- Class F.2 (Local community)

8.5. Class E now combines the former use classes of Shops (A1), Financial/Professional (A2), Cafes/Restaurants (A3), Indoor Sports/Fitness (D2 part), Medical Health Facilities (D1 part), Creche/Nurseries and Office/Business Uses (B1) into the new single Use Class E. It also includes a number of uses that are not defined as 'main town centre use classes' in the NPPF, such as medical services and some light industrial uses. Planning permission is not needed to change uses within the single Class E Use.

Future floorspace needs

8.6. In order to have an up-to-date evidence base, we commissioned a Retail and Leisure Capacity Study (RLCS) in 2019, followed by a Retail Study Update Report (2020), which took account of more up-to-date population information and also assessed the potential impact of the Covid-19 pandemic. The 2020 Update provides an estimate of how much additional shopping and leisure related floorspace is needed in the district. These floorspace projections are provided up to 2036 so that the Local Plan can plan to meet the scale of development likely to be needed for a period of at least 10 years ahead, in accordance with the National Planning Policy Framework[56] (NPPF). Further detail is provided in the Town and Local Centre Review Topic Paper.

8.7. Table 7 summarises how much floorspace is needed to meet the likely level of growth in the district for the period up to 2036, for convenience[57] and comparison[58] shopping as well as food and drinks uses, such as cafes, restaurants and bars.

Table 7 - Summary of floorspace projections up to 2036 (sqm gross)

	Convenience	Comparison	Food/Beverage	Total
Ashby de la Zouch	1342	1962	1114	4418
Coalville	3888	1774	655	6317
Other NW Leicestershire	1243	625	791	2659
Total	6473	4361	2560	13394

8.8. Existing premises could help accommodate a significant element of the floorspace that is likely to be needed over the period of the Local Plan, through the re-use of vacant floorspace or by current operators using their floorspace more efficiently. In addition, since the

[56] NPPF – Para 86 (a) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead.
[57] Consumer goods purchased on a regular basis such as food/groceries and cleaning materials.
[58] Durable goods such as clothing, household goods, furniture, DIY and electrical goods).

publication of the projections, planning permission has been granted for an Aldi supermarket at Castle Donington which has subsequently been built. This has taken up all of the convenience floorspace requirements up to 2036, outside of Coalville and Ashby de la Zouch. Therefore, at this time it is considered that there is no pressing need for the Local Plan to identify site allocations for future retail and food and drink related development.

Town Centre and Local Centre boundaries

8.9. The Local Plan defines the Town Centre boundaries for Coalville and Ashby de la Zouch and the Local Centre boundaries for Castle Donington, Ibstock, Kegworth and Measham. These boundaries are relevant for the application of the sequential[59] and impact assessment [60] tests, as defined in the NPPF. It also defines the Primary Shopping Areas for all these centres, also relevant to the application of the sequential test. The NPPF expects Local Plans to define the extent of town centres and primary shopping areas.

8.10. We have completed a review of the town and local centre boundaries shown in the adopted Local Plan. This has been undertaken in accordance with the following definitions contained in the NPPF:

- **Town Centre** – An area including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.
- **Primary Shopping Area** – Areas where retail development is concentrated.
- **Main Town Centre Uses** - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

8.11. Maps showing the proposed changes to the Town and Local Centre boundaries are included in **Appendix A** and summarised below. Additional detail is provided in the Town and Local Centre Review Topic Paper.

[59] NPPF - Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

[60] NPPF - Local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m2 of gross floorspace).

Table 8: Proposed boundary changes to the Town Centres and Local Centres

Defined Town/Local Centre Boundary	Boundary Changes	Justification
Coalville	Removal of the following: Hotel Street; Former Co-op site; Part of Belvoir Road; Part of Ashby Road. Amendment to boundary line of properties along Jackson Street to include entire property boundaries.	Lower concentration of main town centre uses. Lower levels of footfall. Physical relationship with the remainder of the Town Centre.
Ashby de la Zouch	None	No significant change to the centre
Castle Donington	None	No significant change to the centre
Ibstock	None	No significant change to the centre
Kegworth	Removal of four properties on High Street	Residential properties located at the edge of the defined Local Centre boundary
Measham	Removal of two properties on High Street	Residential properties located at the edge of the defined Local Centre boundary.

8.12. We are not proposing any changes to the defined Primary Shopping Areas. Survey work shows that these are still the areas where shopping uses are concentrated. Primary Shopping Areas are defined within the Town Centres of Coalville and Ashby de la Zouch and comprise the totality of our Local Centres. These areas shall be identified on the Policies Map. In accordance with the NPPF the defined Town and Local Centre boundaries will be used in the application of the sequential test and impact assessment, and the Primary Shopping Areas used in the application of the sequential test.

Mix of uses in our Town and Local Centres

8.13. The NPPF no longer refers to primary and secondary frontages nor the application of restrictive policies in theses frontages. It does however acknowledge the benefits of an appropriate mix of uses in the long-term vitality and viability of our centres. Furthermore, the changes to the UCO now allow far greater flexibility for uses to change within town centres. Uses can change within the single Use Class E without the need for planning permission. These changes have significant implications on the ability of a local planning authority to control the mix of uses and the protection of specific uses, for example we are no longer able to control the change of use from a shop to another use with the single Class E Use.

8.14. There will however be circumstances when planning permission is required, including for a number of main town centre uses such as bars and pubs and entertainment venues such a nightclub, casino or cinema. We therefore propose that policy reflects the flexibility introduced by the UCO but also seeks to manage any changes of use when planning permission is needed, in order to protect the vitality and viability of our centres. It is intended that the policy applies across the town and local centres, rather than solely the Primary Shopping Area.

Threshold for impact assessments

8.15. An impact assessment is required for certain types of development when it would be located outside of a defined town or local centre. This test is to consider the impact over time of the proposal on any town centre that may be affected, in terms of its vitality and viability and investment. Since the adoption of the Local Plan, the NPPF identifies that impact assessments are only required for retail and leisure uses and local policy will be updated.

8.16. The NPPF allows for Local Plans to identify a locally set threshold for when an impact assessment would be required. In setting locally appropriate thresholds it is important to consider a number of issues, including the scale of proposals relative to the centre, the health and vitality and viability of the centre and the effects of recent developments.

8.17. The threshold for Coalville and Ashby de la Zouch is currently set at 1,000 sqm gross and a threshold of 500sqm gross is currently set for the centres of Castle Donington, Ibstock., Kegworth and Measham. The RLCS Update reviewed these thresholds and concluded that they remain appropriate.

Draft Policy TC1 – Town and Local Centres: Hierarchy and Management of Development (Strategic Policy)

(1) For the purposes of considering proposals for the development of retail, leisure, entertainment, arts, culture, office and other Main Town Centre Uses (as defined in the NPPF) and applying the sequential test, the following Town and Local Centres are identified:
- Town Centres: Coalville and Ashby de la Zouch
- Local Centres: Castle Donington, Ibstock, Kegworth and Measham

(2) Planning permission will be granted for Main Town Centre Uses that are located within a Town or Local Centre, as identified on the Policies Map, where the proposal:

(a) Is appropriate for the scale and function of each centre; and
(b) Makes a positive contribution to the diversity of uses on offer in that centre whilst not unacceptably impacting on daytime footfall; and
(c) Does not result in a cluster or over-concentration of non-shop uses; and
(d) As far as possible, maintains an active ground floor frontage, particularly throughout the daytime; and
(e) Does not have an adverse impact on the occupiers of neighbouring properties.

(3) Planning will be granted to deliver the following floorspace requirements to 2036.

	Convenience	Comparison	Food/Beverage	Total
Ashby de la Zouch	1300	2000	1100	4400
Coalville	3900	1800	700	6400
Other NW Leicestershire	0	600	800	1400
Total	5200	4400	2600	12200

(4) In accordance with the National Planning Policy Framework, for retail and leisure development proposed outside of the Town and Local Centres as defined on the Policies Map, an impact assessment will be required based on the following local thresholds.

Centre where development proposed	Development Threshold
Coalville and Ashby de la Zouch	1000 sqm gross
Castle Donington, Ibstock, Kegworth and Measham	500 sqm gross

(5) The regeneration of Coalville Town Centre is a key Council priority. The Council will work with landowners, developers and businesses to bring forward proposal for development to enhance the centre and its offer, including improvements to the public realm which will be sought, either in association with new development or as a standalone scheme.

Policy TC2 Hot Food Takeaway Uses

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes - Policy Ec11

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing

8.18. Changes to the Use Classes Order (UCO) place hot food takeaways as a Sui Generis use which means that they do not belong to any use class. Therefore, planning permission is always needed for any hot food take away use and the planning system can help control the prevalence of hot food takeaways.

8.19. Takeaway uses serve the needs of local communities and contribute to the diversity of uses that a centre can offer, as well as generate activity during the evening. However, harmful impacts, particularly if a number of these uses are sited within close proximity to one another, can include noise and disturbance, negative impact on amenity and anti-social behaviour.

8.20. Ease of access to unhealthy foods and cheap, higher energy foods can also have an adverse impact on the health of our communities. Nationally, evidence suggests that there are significantly more hot food takeaways within areas of high deprivation, and this is correlated with worse health outcomes. This is a complex issue but there is cause for concern in some parts of the district regarding high and rising level of obesity in both children and adults.

8.21. Planning Practice Guidance (PPG) provides advice on how planning can contribute to a healthier food environment and recognises that planning policies can seek to limit the proliferation of particular uses where it can be demonstrated there would be harm. Specific reference is made to impacts on health and amenity along with specific guidance on the control of litter associated with hot food takeaways.

8.22. When considering if a proposal would result in an over concentration of takeaway uses, we will have regard to the number and location of existing takeaways uses in the locality and if the proposal would result in a consecutive run of takeaways.

8.23. In determining the potential impact upon the health of residents, consideration will be given to a range of factors, including the proximity of the use to facilities such as schools, colleges, community centres and playgrounds. Other relevant factors will include opening hours and health indicators (e.g., deprivation and obesity) for the local community.

8.24. Amenity and health issues are relevant to the whole of the district and this is reflected in the policy. A concentration of hot food takeaways can also undermine the shopping and service offer of a town and local centre. Specific issues already exist in Ashby de la Zouch with parts of the town centre experiencing a concentration of hot food takeaways whilst in Ibstock there is a high number of takeaways located within its local centre.

Draft Policy TC2 – Hot Food Takeaway Uses

(1) Applications for hot food takeaways uses will be supported where:

(a) There is no clustering resulting from a concentration of hot food takeaways in the area; and
(b) Where there would not likely to be an unacceptable impact on the health of residents with consideration given to the proximity of the premises to community and education facilities, the opening hours of the premises and health indicators for the local area; and
(c) They do not have a negative impact upon the amenity and safety of residents and other businesses in the area; to include highway safety and parking, hours of operation, control of odours and cooking smells; and
(d) They would provide and maintain a satisfactory means of litter and waste disposal through the provision of a litter bin within the premises and commitments to undertake litter picking and anti-litter signs around the premises. Where a litter bin cannot be provided within the curtilage of the premises, a commuted sum will be sought towards the provision of a litter bin within the locality.

(2) When considering applications within the defined town centre of Ashby de la Zouch and the defined local centre of Ibstock, regard will be had to the following facts at the time the application is determined:

(a) Within the Market Street frontage of Ashby de la Zouch, Nos 67 to 89 and Nos 76 to 108, the Council will resist applications for new hot food takeaway uses over and above those in existence, or permitted, at the time of the adoption of this Local Plan.

(b) The concentration of hot food takeaway uses within the defined local centre of Ibstock, as identified on the Policies Map, will not be permitted to increase above the existing number of those in existence, or permitted, at the time of the adoption of this Local Plan.

9. INFRASTRUCTURE AND FACILITIES

Introduction

9.1. When development takes place it makes additional demands on infrastructure. This infrastructure can be physical (e.g. transport, water and energy supply), social (e.g. education, health) or environmental (e.g. open spaces, biodiversity enhancements). Therefore, it is important to ensure that appropriate levels of infrastructure are provided to support the growth required in this Local Plan.

9.2. This chapter sets out our general approach to securing the provision of infrastructure and more specific requirements for different types of infrastructure. The policies will be supported by an Infrastructure Delivery Plan (IDP). More details about the IDP are set out in the supporting text to Policy IF1 below.

9.3. The infrastructure necessary to support growth will be delivered by a variety of partners including the District Council, the County Council, government departments, public agencies, and utility service providers. The role of the IDP is to ensure that all the service providers' strategies and investment plans are developed alongside and align with the Local Plan to ensure the timely delivery of infrastructure.

Policy IF1 – Development and Infrastructure (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes, Policy IF1 – Development and Infrastructure

Which Local Plan objective(s) does this help to address? Objective 2 – Ensuring the delivery of new homes; Objective 4 – Reducing the need to travel; and Objective 11 – Ensuring sufficient infrastructure

9.4. Infrastructure is critical to support the provision of all development. Such infrastructure can be physical (for example anew road or a new school) or social (such as affordable housing) or green (for example tree planting) in nature. Such supporting infrastructure must be in place for new development. This is not only to ensure that the new development is properly served in respect of essential day-to-day infrastructure required by the occupants (for example superfast broadband which many businesses rely on) but also to minimise the impact upon existing infrastructure and communities.

9.5. The National Planning Policy Framework (NPPF) requires that growth is aligned with the provision of infrastructure (paragraph 11) and that plans should make sufficient provision for a range of infrastructure, including transport, health, education, water supply, waste management and green infrastructure (paragraph 20).

9.6. The provision of new infrastructure is currently secured using a legal agreement (referred to as planning obligations or Section 106 agreement). In accordance with the Community Infrastructure Levy Regulations 2010, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed. There are three tests which an obligation has to meet. It must be:

(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

9.7. A Section 106 agreement will be signed by the Council and the applicant, together with any other parties who may be involved in the delivery of specific infrastructure. Wherever possible, any provision required should be made on-site as part of new developments.

9.8. Where on-site provision is not feasible or the development will impact on off-site infrastructure (for example to increase capacity at a local school), a financial contribution will be considered more appropriate. Section 106 agreements will also be used to ensure non-physical measures, such as training/skills and travel plans.

9.9. Contributions agreed as part of a Section 106 agreement can only be spent on the services and facilities specified in the agreement. Monies cannot be diverted to other facilities or areas.

9.10. For the foreseeable future we will continue to use Section 106 agreements to secure infrastructure provision. Another option is for the Council to introduce a Community Infrastructure Levy (or CIL), whereby the Council would specify the amount of money which would be charged for different types and sizes of development. We will consider whether to adopt a CIL approach once this Local Plan is adopted and the government has confirmed proposed changes to the current CIL.

9.11. To understand the likely infrastructure requirements associated with new development we have commissioned an Infrastructure Delivery Plan. The Infrastructure Delivery Plan Part 1 was completed in 2022 and established a baseline position for a variety of infrastructure types by assessing how much capacity there is currently and how much will be required in the future. A second part to the study will be undertaken which will assess the implications of each specific housing and employment allocation proposed as part of this Local Plan and identify what and how much infrastructure will be required.

9.12. We have also commissioned a Viability Study in accordance with the Planning Practice Guidance (PPG). This is to ensure that the different proposed policy requirements set out throughout this plan are not so financially onerous that they make development unviable. The PPG emphasises that policies should be realistic but not compromise sustainable development and that the cumulative costs of policies should not undermine deliverability of the plan and its various provisions. The Viability Study will be published in conjunction with the Regulation 19 version of the Plan.

9.13. Occasionally, having agreed what contributions are to be made, a developer or applicant may approach the Council to seek a change to an existing agreement because of the impact of costs on site viability. In such circumstances the PPG is clear that it is for an applicant to demonstrate that there are circumstances which justify the need for a viability assessment. The proposed policy below allows for this and identifies what the Council expects from applicants in such circumstances.

Draft Policy IF1 – Development and Infrastructure (Strategic Policy)

Infrastructure requirements

(1) Development will be supported by, and make contributions as appropriate to, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities.

(2) The type of infrastructure required to support new development includes, but is not limited to:

(a) Affordable housing; and
(b) Community facilities including education, health, local shops and cultural facilities; and
(c) Transport including highways, footpaths and cycleways, public transport and associated facilities; and
(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; and
(e) The provision of superfast broadband communications; and
(f) Utilities and waste; and
(g) Flood prevention and sustainable drainage.

Securing provision

(3) 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 into effect.

(4) 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.

(5) In negotiating the provision of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification.

(6) Any request to seek amendments to an existing a Section 106 legal agreement which would result in a lesser provision of infrastructure, will only be considered where a fully transparent open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and landowner receipt necessary for the development to proceed.

(7) The Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.

Policy IF2 – Community Facilities (Strategic Policy)

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes. Policy IF2 – Community & Cultural Facilities

Which Local Plan objective(s) does this help to address? Objective 4 – Reducing the need to travel; Objective 11 – Ensuring sufficient infrastructure.

9.14. Community facilities are buildings or spaces which provide a valuable service that local people rely upon, including for their everyday needs. There is no single, definitive list of 'community facilities' but the following are examples:

- **Meeting places** – village hall, community hall, social club
- **Health services** – dentist, GP, pharmacy
- **Cultural & sports facilities** – library, museum, place of worship, sports venue (building)
- **Certain commercial uses** - pub, convenience shop, post office

9.15. These are places where there is social interaction which can be especially important for residents at risk of feeling isolated. They enhance residents' quality of life and, as the population ages, retaining such key local facilities is increasingly important. Having facilities close to where people live is also integral to a settlement's overall sustainability, as recognised in our Settlement Study 2021.

9.16. Since the current Local Plan was prepared, there have been changes to the Use Classes Order. Shops, medical/health services and indoor sports facilities all now fall within Use Class E which means that planning permission is not required to put the premises to an alternative use within Class E. In addition, new permitted development rights (Class MA of Part 3) enable

vacant premises[61] which were last in a Class E use to be converted to residential use (Class C3). These changes mean that there are circumstances where a new community facility can be established, or an existing one lost, without planning permission. Where planning permission is required however, Policy IF2 will be applied.

9.17. The NPPF requires us to plan positively for the provision and sustainment of community facilities and to resist their unnecessary loss to other uses (paragraph 93). Proposals which would result in the loss of a facility must be justified and part (2) of Policy IF2 sets out the limited circumstances where a loss could be acceptable. The types of substantiating evidence which could be supplied include the following:

- **Facility no longer needed** – trends in bookings, membership numbers, visitor numbers, turnover.
- **Access to a facility elsewhere** – demonstrate the availability of a matched level and type of service to which the community has convenient access.
- **No prospect of being used for alternative community facility** – outcomes of contact with local service providers, community groups, parish council etc.
- **No commercial demand** – compelling evidence to demonstrate that the premises have been actively marketed for its permitted use for at least 6 months at current market values taking account of the building's condition. Information should be submitted about the outcomes of the marketing and reasons given why the property could not be sold/let.

Draft Policy IF2 – Community Facilities (Strategic Policy)

(1) Proposals for new, extended or improved community facilities will be supported. For development in areas identified as the countryside, it must be demonstrated that the proposal will address a proven local need for the facility.

(2) Proposals that will result in the loss of premises currently or last used as a community facility will be permitted where it is clearly demonstrated that:

(a) Either (i) the facility is no longer needed; or (ii) the community has reasonable access to a suitable, equivalent facility elsewhere; and
(b) There is no reasonable prospect of the premises being used for an alternative community facility; and
(c) For commercial community facilities only, there is no reasonable demand to use the premises for their current/most recent use.

(3) Major residential/residential-led development is required to make provision for new community facilities where no facilities exist or facilities are insufficient for the demand likely to be generated from the new development.

[61] Up to 1,500sqm

Policy IF3 - Green and Blue infrastructure (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? No

Which Local Plan objective(s) does this help to address? Objective 9 - Conserving and enhancing our natural environment and Objective 11 – Ensuring sufficient infrastructure.

9.17 Green infrastructure (GI) is defined by The Landscape Institute as:

> *"The network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. Individually, these elements are GI assets, and the roles that these assets play are GI functions.*
>
> *When appropriately planned, designed and managed, the assets and functions have the potential to deliver a wide range of benefits – from providing sustainable transport links to mitigating and adapting the effects of climate change."*

9.18 Green infrastructure assets include open spaces such as parks and gardens, allotments, woodlands, fields, hedges, playing fields, as well as footpaths and cycleways. Assets involving water, such as ponds, lakes, rivers and canals, can also be called 'blue infrastructure', but these are all included in the overarching term of 'green infrastructure'.

9.19 The benefits of green infrastructure are widely recognised and include all aspects of health and wellbeing (physical, mental and social). Green infrastructure provides opportunities for increased physical activity, but also helps create a sense of place and provides habitats for wildlife. It also tends to be multi-functional and so can act as defences against flooding, alleviate some of the effects of climate change such as increased temperatures by providing cooling opportunities and absorb air pollution.

9.20 We have previously commissioned a Green Infrastructure Study. This identifies the current green infrastructure network in and around the main settlements[62] and suggests how the network could be enhanced. There is potential for some of these suggestions to be delivered as part of new development, for example by:

- creating stronger sustainable links such as footpaths, between Coalville and the Charnwood Forest landscape;
- enhancing green infrastructure provision on the north side of Ashby de la Zouch;
- improving water quality along the River Mease or
- increasing the amount of green spaces and tree planting across the district.

[62] The Coalville Urban Area, Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham

9.21 However, as noted in the study, there are limitations to what the Local Plan (or planning system more generally) can do to deliver green infrastructure. Firstly, any green infrastructure delivered through planning policy must be carefully balanced against viability issues. Secondly, the influence of a Local Plan broadly relates only to new development. Therefore, it can at times have limited influence over current uses of land, unless these are required to change under the planning system. Instead, many of the suggestions would have to be achieved outside of the planning system.

9.22 The provision of different types of green infrastructure will be an important component of new development. As such it is important that where such provision is to be made onsite, that it is planned as an integral part of the development from the outset; it should not be an afterthought.

9.23 The definition of green infrastructure is broad and there are a number of policies in this draft Local Plan which are directly relevant to it:

- Design of new development (AP1)
- Amenity (AP2)
- Reducing Carbon Emissions (AP4)
- Health and Wellbeing (AP5)
- Flood Risk and Water management (AP8)
- Housing allocations (H3)
- Employment land allocations (Ec3)
- Open space, sport and recreation (IF4)
- Transport Infrastructure and new development (IF5)
- Nature Conservation and Biodiversity (En1)
- River Mease (En2)
- The National Forest (En3)
- Charnwood Forest (En4)

Draft Policy IF3 – Green Infrastructure (Strategic Policy)

(1) The Council will expect all major development, where appropriate, to contribute towards the delivery of new green infrastructure which connects to and enhances the existing network of multi-functional spaces and natural features throughout the district. In making provision, regard should be had to the priorities for green infrastructure identified in the Green Infrastructure Study. Such provision will be proportionate to the scale of the development and the site's context.

(2) Proposals that cause loss or harm to the green infrastructure network, including its function and amenity value, will not be permitted unless the need for and benefits of the development outweigh any adverse impacts. Existing trees, woodlands and hedgerows should be retained wherever possible.

(3) Where adverse impacts on green infrastructure network are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

Policy IF4 – Open Space, Sport and Recreation Facilities (Strategic Policy)

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes. Policy IF3 – Open Space, Sport and Recreation Facilities

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing and Objective 11 – Ensuring sufficient infrastructure

9.23 The National Planning Policy Framework states that "*Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change*".

9.24 The NPPF requires that policies are based on robust and up-to-date assessments of the need for open space, sport and recreation facilities. The Council currently has the following evidence studies:

- Playing Pitch Strategy (2017)
- Built Facilities assessment (2017)

9.25 In view of the age of these various studies we are in the process of commissioning updates.

9.26 Part 1 of adopted Local Plan Policy IF3 includes a requirement that open space, sport and recreation facilities are provided as part of new housing developments comprising of 50 dwellings or more. The forthcoming evidence studies referred to above will address whether this remains an appropriate threshold.

9.27 We have reviewed the remainder of the current policy and are of the view that it remains appropriate, other than not referring to a Supplementary Planning Document, and so we are proposing that it be carried forward as part of the review.

Draft Policy IF4 – Open space, Sport and Recreation Facilities (Strategic Policy)

(1) In order to meet the needs of the community, provision of open space, sport and recreation facilities will be sought as part of new housing development of [number to be determined] or more dwellings having regard to:

(a) The scale of the proposed development and the mix and type of dwellings to be provided;
(b) The nature and scale of existing open space, sport and recreation provision within the locality of the proposed site;
(c) The likely population characteristics resulting from the proposed development as well as that of the existing population in the locality;
(d) Local evidence of need, including (but not limited to) a Playing Pitch Strategy, open space assessment of need or equivalent sources.

(2) Any open space, sport and recreation provision should be designed as an integral part of the proposed development in accordance with Policy AP1 in respect of design.

(3) Provision of open space, sports and recreation facilities should be located on-site unless an off-site or partial off-site contribution would result in an equally beneficial enhancement to an existing open space, sports and /or recreation facility which is of benefit to the local community.

Loss of Open Space

(4) In assessing the appropriateness of development which would result in the loss of a site which at the time the development proposal is considered, is an open space, sports or recreation facility within the Limits to Development, the following principles will be taken into consideration:

(a) The developer / applicant will need to provide clear evidence that the open space, sports or recreation facility is surplus to requirements;
(b) The loss of the open space, sports or recreation facility results in an equally beneficial replacement or enhanced existing facility for the local community;
(c) The loss of the open space, sports and recreation facility is for the purpose of providing an ancillary development which improves the functioning, usability or viability of the open space, sport and recreation uses e.g. changing rooms, toilets, assembly and function uses;
(d) The loss of the open space, sports or recreation facility will not result in the fragmentation or isolation of a site which is part of a green infrastructure corridor.

(5) Proposals involving the potential loss of an open space, sports or recreation facility outside of the limits to development will be considered under the provisions of Policy S4 - Countryside.

(6) Any proposals resulting in a loss of an open space, sports or recreation facility should be able to clearly demonstrate that the facility is not only currently surplus to requirements, but taking into account the population needs of the community over the plan period.

Policy IF5 – Transport Infrastructure and New Development

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy IF4 – Transport Infrastructure and New Development.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing; Objective 3 – Achieving high quality development and Objective 4 – Reducing the need to travel.

9.28 Section 9 of the National Planning Policy Framework (NPPF) focuses on the promotion of sustainable transport, emphasising that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"* (paragraph 105).

9.29 Our settlement hierarchy (Policy S2) and approach to site allocations seeks to reduce the need to travel by locating development in the district's most sustainable locations. Housing development in particular will be directed to those settlements with access to a range of facilities, services and public transport.

9.30 However, there will be circumstances where development in more rural locations is deemed acceptable in planning terms. Where this is the case, the NPPF recognises that "opportunities to maximise sustainable transport solutions will vary between urban and rural areas" (paragraph 105). With regards to rural economic development, the NPPF states that:

> *"…sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport)."* (paragraph 85).

Access by private motor vehicles

9.31 The private motor vehicle will continue to be the choice of travel for many residents and businesses. The impact upon the highway network is an important consideration when determining planning applications and applicants will need to satisfy the relevant highways authority[63] that the proposed development can be delivered without having an unacceptable impact on highway safety and that the residual cumulative impacts on the road network will not be severe (NPPF, paragraph 111).

[63] The highways authority for motorways and trunk roads is National Highways, for all other roads it is Leicestershire County Council.

9.32 Development that will generate significant amounts of movement on the local highway network will require a Transport Assessment or Statement to assess and mitigate any negative transport impacts. The Leicestershire Highway Design Guide provides more detail about the scale of development that will require a Transport Assessment or Statement. In some circumstances, development proposals will require a Travel Plan[64]. If the transport impacts of a development are severe, this would warrant refusal of a planning application (NPPF, paragraph 111).

9.33 Highways infrastructure must be designed in accordance with the North West Leicestershire Good Design SPD and the Leicestershire Highways Design Guide, both of which are in the process of being updated and due to be in the public domain before the next stage of Local Plan consultation (Regulation 19). The teams preparing these two documents are liaising to ensure the guidance is complementary.

Public transport

9.34 Access to bus services enables those without a car to travel further afield as well as providing an alternative mode of transport for car users. Development should be designed so that routes to existing public transport are safe and as direct as possible. Depending on the scale, type and location of development proposed, we may require new public transport routes within the development site or a contribution towards the enhancement of existing services.

Active travel (walking and cycling)

9.35 Walking and cycling has benefits for the environment, the economy and public health. The government wants active travel to be the natural choices for either shorter journeys or as part of a longer journey (Cycling and Walking Investment Strategy, 2023).

9.36 To encourage walking and cycling, new development must provide permeable, direct and safe routes for pedestrians and cyclists. Provision for walking and cycling should be an integral part of the design process for new development. Opportunities to link to existing pedestrian and cycle infrastructure should be taken up.

9.37 To create strategic walking and cycling networks across the district, the government is encouraging local authorities to produce Local Cycling and Walking Infrastructure Plans (LCWIP). To inform the LCWIP, we have prepared a Local Cycling and Walking Strategy (2021) which identifies:

- The factors which will encourage more people to walk and cycle;
- Potential cycling route priorities and areas for investment to support walking in Ashby, Coalville, Kegworth, Castle Donington, Ibstock and Measham.

9.38 We are now in the process of preparing the LCWIP itself, which will assist us in:

[64] Travel Plans are long-term management strategies which integrate sustainable travel measures into new development. More guidance on Transport Assessments, Transport Statements and Travel Plans can be found in the government's Planning Practice Guidance.

- Identifying places where new strategic cycling or walking routes can be delivered by a new development;
- Protecting the alignments for future planned cycling and walking routes; and
- Securing financial contributions from developers towards new cycling and walking infrastructure.

9.39 When the LCWIP has been published, we will be able to consider how any Local Plan site allocations or windfall development can be expected to accommodate and/or financially contribute towards the cycling and walking routes it identifies. In the meantime, we are suggesting that a policy requirement to safeguard these cycling and walking routes could be included in Policy IF5.

Draft Policy IF5: Transport Infrastructure and New Development

(1) All development must provide a safe and suitable access for vehicles, pedestrians and where relevant, cyclists.

(2) New development that is likely to generate significant amounts of movement on the local highway network will require a Transport Assessment or Transport Statement to assess and mitigate any negative transport impacts.

(3) Having regard to its scale, type and location, new development will be required to maximise accessibility by sustainable modes of transport by:

(a) Providing well-designed pedestrian and cycle links within the development;
(b) Where necessary, providing for a bus link within the development; and
(c) Taking opportunities to link to existing footpaths, cycleways and bus routes in the wider area.

(4) The district's strategic cycling and walking routes, as identified in the Local Cycling and Walking Infrastructure Plan, will be safeguarded. Any development proposals which would impact these routes will be expected to accommodate them within the development.

(5) Development that has a demonstrable transport impact will be required to financially contribute towards:

(a) Public transport services;
(b) Any sustainable transport measures necessary to make the development acceptable; and/or
(c) Any offsite highways improvements necessary to mitigate the impact of development.

Policy IF6 – Leicester to Burton Rail Line

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes, Policy IF5 – Leicester to Burton rail line

Which Local Plan objective(s) does this help to address? Objective 4 - Reducing the need to travel.

9.40 There are currently no passenger rail services in North West Leicestershire. A freight-only rail line connects Leicester with Burton-on-Trent via Coalville and another runs from Long Eaton to Willington, passing north of Castle Donington.

9.41 Proposals to reopen the Leicester to Burton railway (the Ivanhoe Line) to passenger traffic have been the subject of various proposals over the last 30 years. In 2021, the government announced that proposals submitted by the Campaign to Reopen the Ivanhoe line (CRIL) were to be supported to the next stage of development. Since then, Network Rail and a range of other stakeholders, including the District Council, have been working with CRIL to refine proposals and to develop the necessary business case to secure funding.

9.42 A key aspect of the current work is to identify suitable locations for stations. In North West Leicestershire these are likely to be at Coalville and Ashby de la Zouch. If these matters are agreed before we finalise the next (Regulation 19) version of this plan, we will identify the sites on the Policies Map. Until then, the proposed policy below protects the route of the line from prejudicial development and gives 'in principle' support for new stations at Coalville and Ashby de la Zouch.

Draft Policy IF6 – Leicester to Burton Rail Line

(1) The Council will support the provision of passenger rail services on the Leicester to Burton rail line.

(2) New development will not be permitted which would prejudice the route of the Leicester to Burton rail line.

(3) The provision of stations, together with ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville and Ashby de la Zouch, will be supported.

Policy IF7 – Ashby Canal

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes; Policy IF6 – Ashby Canal.

Which Local Plan objective(s) does this help to address? Objective 8 – Conserving and enhancing our heritage.

9.43 The Ashby Canal was originally a 30-mile-long canal which connected the mining area around Moira with the Coventry Canal at Bedworth in Warwickshire. It was opened in 1804 to convey coal and limestone from the extensive deposits in the Ashby Woulds.

9.44 Coal was being routinely transported on the canal until the 1960s. The mining activity had led to serious subsidence resulting in the closure of the canal's northern reaches (from Snarestone to Moira).

9.45 Since the 1990s, restoration work has seen stretches of the canal reopen. The northernmost section of the canal has been restored from Moira to Donisthorpe and links Conkers, Moira Furnace and Donisthorpe Country Park in an area that has developed as a tourist destination.

9.46 Restoration of the canal has also taken place further south at Snarestone. The canal has been reinstated to Bridge 62 (including a 16-metre winding hole) north of Snarestone. The aspiration is that the next phase of restoration will be the section of canal from Bridge 62 northwards towards Ilott Wharf and then onwards to Measham.

9.47 The route beyond Measham to Donisthorpe is being studied with a view to protecting it in readiness for future restoration.

9.48 Leicestershire County Council has led on the restoration of the Ashby Canal since 1994. The County Council purchased the necessary land to construct the canal under the powers of a Transport and Works Act. However, due to lack of resources the County Council are proposing to transfer a stretch of the canal to Ashby Canal Association (ACA).

9.49 Leicestershire County Council held a public consultation on the proposal to transfer the Snarestone to Measham section of the canal to ACA between 20 February and 26 March 2023. The results of the consultation are expected later in the year.

9.50 The route of the canal from Snarestone to Measham differs from the historic route of the Ashby Canal. This is due to both land ownership and engineering feasibility, for example some of the land on the historic route may no longer be available.

9.51 A new canal wharf at Measham is included in approved plans for a new housing development known as Measham Waterside. The site has planning permission for 426 homes, but development has been on hold pending a decision on HS2 (the route of which crossed the

northern part of the site). The eastern leg of HS2 has been scrapped meaning Measham Waterside is expected to be built out during the plan period.

9.52 We will continue to support the restoration of the Ashby Canal from Snarestone to Donisthorpe, including the construction of a new wharf at Measham.

Draft Policy IF7 – Ashby Canal

(1) The restoration of the Ashby Canal from Snarestone to Donisthorpe, and the construction of a new canal wharf at Measham, is supported.

(2) Development will not be permitted where it would prejudice the restoration of the Ashby Canal on the route shown on the Policies Map, or where it would prevent the provision of canal side facilities.

(3) An alternative route for the Ashby Canal will be supported in principle, where it can be demonstrated that the route shown on the Policies Map is no longer appropriate.

Policy IF8 – Parking and New Development

What has happened so far? This is the first time we have consulted on this policy.

Is this subject covered in the adopted Local Plan? Yes. Policy IF7 – Parking provision and new development

Which Local Plan objective(s) does this help to address? Objective 3 – Achieving high quality development. Objective 5 – Supporting the district's economy. Objective 7 – Mitigating for, and adapting to, climate change.

Car parking

9.53 The Leicestershire Highways Design Guide (2022 interim version) prepared by Leicestershire County Council (LCC) deals with highways matters for new developments. A full review of the guide is underway but, in the meantime, this interim version is being followed. Part 4 of the guide sets out recommended minimum requirements for off-street parking spaces (number and dimensions) according to the type of development. For commercial development this includes requirements for lorry spaces and loading/unloading.

9.54 Our Good Design Supplementary Planning Document (SPD), which is also currently under review, also deals with the matter of parking. It provides useful guidance on the siting, design and configuration of residential parking, including garages and parking courtyards, and applicants should draw on this guidance when designing schemes. We want to ensure that that there is sufficient parking in new housing developments to prevent car 'blight' and the safety issues which can arise from badly parked vehicles. For this reason, we seek at least two

parking spaces per dwelling (all tenures), unless occupancy numbers will be controlled, and three spaces for 4+ bed homes. This standard corresponds with the LCC guidance with the exception of retirement dwellings and some affordable housing where the LCC requirement is slightly less onerous.

9.55 The Highways Design Guide and the Good Design SPD (or their successors) are the starting point for detailed discussions and agreement on individual proposals.

Electric vehicle parking

9.56 There are no standards for electric vehicle (EV) parking spaces in the Highways Design Guide. With the ban on the sale of new petrol and diesel cars due to be introduced in 2030, providing spaces which are linked, or are capable of being linked, to charging infrastructure is increasingly critical. A new Building Regulation (Part S) came into effect in June 2022 which addresses Infrastructure for charging electric vehicles. The regulation requires EV charging infrastructure to be installed in new buildings, buildings undergoing a material change of use and major renovation. We presented a report to Local Plan Committee in January 2022 which set out the changes to the Building Regulations in regards to EV charge points and the implications for the Local Plan. The report included a summary of the government's final policy position and the requirements for EV charge points in various building types. As the requirements for EV charge points form part of the Building Regulations it is not necessary to repeat the requirements in the Local Plan.

Cycle parking

9.57 The Highways Design Guide also sets out standards for cycle parking. Making provision for safe, secure cycle parking is one way to encourage the use of bicycles for shorter journeys, important in a district where public transport services are relatively limited (see NPPF paragraph 106d).

Lorry parking

9.58 Paragraph 109 of the NPPF states that "*planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages*". The NPPF also urges that "*proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use*".

9.59 The Leicester & Leicestershire Strategic Distribution Study (2021) provides some insight into the issue of HGV parking (see Chapter 15). There are three broad reasons why off-site freight vehicle parking is needed: a) to enable drivers to take rest breaks; b) to wait for allocated delivery/collection time slots; and c) for drivers' welfare e.g. refreshments, washing facilities etc. Dedicated lorry parking is needed for the successful operation of the road freight industry and is also important in terms of road safety and preserving local amenities.

9.60 It would require a specific piece of work to quantify the scale of the need for HGV parking in Leicester and Leicestershire. In general terms, however, we can expect that some such facilities will be needed.

9.61 The policy below sets out the considerations which would apply to applications for additional lorry parking. Proposals located in the countryside (as defined on the Policies Map) must be substantiated with evidence of operational need and must comply with the requirements of Policy S4 – Countryside.

Draft Policy IF8 – Parking and New Development

(1) Development which will generate vehicle trips must provide appropriate levels of vehicle and cycle parking having regard to the latest guidance published by Leicestershire County Council and by the District Council.

(2) Where a development will provide fewer vehicle spaces than specified in the guidance, this must be justified with reference to:

(a) Local highway and parking conditions; and/or
(b) the degree to which occupants will have realistic access to sustainable alternatives (walking, cycling, public transport).

(3) Where it is demonstrated that the specified level of cycle parking cannot be provided on site, a financial contribution will be sought towards the provision of public cycle parking facilities as appropriate.

(4) Proposals for lorry parking facilities, including for over-night stays, will be supported where:

(a) The site is well-connected to the Strategic Road Network;
(b) A safe vehicle access is identified and secured;
(c) The scheme provides a standard of on-site facilities for drivers appropriate to the size and purpose of the development;
(d) The scheme incorporates effective landscaping to mitigate the visual impact of the development;
(e) The scheme will not adversely impact on the amenity of nearby residents; and
(f) Additionally, for proposals in the countryside (as defined on the Policies Map) an operational need for the additional lorry parking is demonstrated, taking into account any identified local shortages.

10 ENVIRONMENT

Introduction

10.23 The National Planning Policy Framework (NPPF) recognises the need to ensure that planning contributes to conserving and enhancing the natural environment, including valued landscapes and areas of biodiversity and geodiversity importance but also the historic environment (paragraphs 174 and 190).

10.24 North West Leicestershire is rural in nature with large tracts of opens countryside interspersed between towns and villages. Parts of many of these settlements are designated as Conservation Areas because of their historical or architectural significance, whilst there are also a large number of listed buildings.

10.25 The topography of the district is largely undulating, with a notable upland area to the east of Coalville which comprises part of the Charnwood Forest, an area rich in geological importance. Through the centre of the district in the former coalfield area runs the National Forest, now well established but still growing. There are areas of importance for their biodiversity, including the internationally designated River Mease Special Area of Conservation and a number of Sites of Special Scientific Interest.

10.26 All of these factors combine to create an attractive environment in which to both live and work. It is important that new development takes account of these and seeks to ensure that the environment, both natural and built, is maintained and wherever possible enhanced.

Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes. Policy En1 – Nature Conservation

Which Local Plan objective(s) does this help to address? Objective 9 – Conserving and enhancing our natural environment.

10.27 Biodiversity refers to the variety of all living organisms, including animals, insects, plants, bacteria and fungi that make up the natural world.

10.28 A study published by Leicestershire County Council (2020) identifies the quality of biodiversity across the county. Whilst there are small pockets of higher quality biodiversity associated with parts of the Charnwood Forest and the National Forest, large parts of North West Leicestershire (and the county as a whole) score poorly. There is, therefore, a need to enhance the biodiversity of the district.

10.29 The National Planning Policy Framework (NPPF) sets out that planning should provide biodiversity net gains where possible (paragraphs 170, 174 and 175). This was taken further by the Environment Act 2021, which requires that all planning permissions granted in England (with a few exemptions) except for small sites will have to deliver at least 10% biodiversity net gain from January 2024. Biodiversity net gain will be required for small sites from April 2024.

10.30 Biodiversity net gain means leaving the natural environment in a measurably better state than before and is central to delivering nature's recovery and increasing stocks of natural capital. Net gain should deliver genuine additional improvements for biodiversity by creating or enhancing habitats in association with development. Net gain will be measured using Defra's biodiversity metric and habitats will need to be secured for at least 30 years.

10.31 Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures, or, as a last resort, through the purchase of statutory biodiversity credits. Development proposals can, for example, provide a net gain in biodiversity on-site through the enhancement of the existing features of the site, the creation of additional habitats or the linking of existing habitats to reduce fragmentation in the local ecological network. The Council's preference is for biodiversity net gain to be delivered on, or adjacent to, the development site.

10.32 Enhancing biodiversity benefits not just nature but also links to other policies in this plan such as:

- **health and wellbeing** - providing opportunities for people to enjoy new or enhanced greenspaces;
- **creating attractive places** – through good design and integration of greenspaces;
- **climate change** - through providing greater resilience to extremes of weather through additional trees.

10.33 There are a hierarchy of sites across the district ranging from European designations (River Mease Special Area of Conservation), national (including 17 Sites of Special Scientific Interest and one National Nature Reserve) and local designations (including five Local Nature Reserves and a large number of Local Wildlife Sites). Each is important in its own right and the Council will seek to protect as such.

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

(1) The Council will seek to conserve and enhance the biodiversity of the district by:

(a) Ensuring that development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined.

(b) Requiring that development follows the mitigation hierarchy of avoid, minimise, restore and offset.

(c) Requiring that development avoids an adverse impact on the nature conservation value of the following hierarchy of sites, with the weight

afforded to their protection reflecting their position in the hierarchy (greatest weight first) along with any legislative and national policy requirements:

(i) Special Areas of Conservation (SAC);
(ii) Irreplaceable habitats (defined as Ancient woodlands; Mature plantation or secondary woodland; Species-rich ancient hedgerows; Aged or veteran trees; Species-rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops);
(iii) National designations (Sites of Special Scientific Interest (SSSI) and National Nature Reserves);
(iv) Local and Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS);
(v) Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and candidate Local Wildlife Sites (cLWSs) which meet the Leicester, Leicestershire and Rutland LWS criteria;
(vi) Local and National Biodiversity Action Plan-related (BAP) priority habitats.

(d) Prioritising on-site provision, wherever practicable, where compensation is required for the reduction or loss of existing biodiversity resources. Where off-site provision is necessary this should be well located in relation to the proposed development.
(e) Requiring that a management plan be provided detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity.

Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes; Policy En2 – River Mease Special Area of Conservation

Which Local Plan objective(s) does this help to address? Objective 9 – Conserving and enhancing our natural environment and Objective 10 – Ensuring the efficient use of natural resources.

10.34 Special Areas of Conservation (SACs) are areas which have been given special protection, initially under the European Union's Habitats Directive and latterly by virtue of the

Conservation of Habitats and Species Regulations 2017 (as amended – often referred to as the Habitats Regulations). SACs provide protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

10.35 The River Mease SAC includes the River Mease and its tributaries, parts of which are in North West Leicestershire (although it encompasses parts of Staffordshire and Derbyshire as well). The North West Leicestershire parishes wholly located within the River Mease catchment include Ashby Woulds, Oakthorpe and Donisthorpe, Chilcote, Stretton en le Field, Appleby, Measham, Packington and Snarestone. Ashby Town, Coleorton, Heather, Normanton le Heath, Ravenstone and Swepstone are partly located within the catchment.

10.36 The SAC is also a Site of Special Scientific Interest (SSSI). Survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high phosphorous levels. This comes from agriculture, from both organic (farmyard manure) and inorganic (manmade fertilisers) sources, but also from new development as a result of increased foul water discharges (e.g. toilets, washing facilities).

10.37 The Habitats Regulations which govern areas such as the River Mease SAC, identifies what is called a 'competent authority' that has a duty to determine whether a proposal can proceed. North West Leicestershire District Council is identified as a 'competent authority'. This means that we must be satisfied that a proposed development will not affect the overall water quality in the River Mease. This is done through a Habitats Regulations Assessment (referred to as an Appropriate Assessment). To help with this process, people applying for permission for new development need to include detailed information about drainage (both surface and foul water).

10.38 To address the concerns regarding water quality we have worked with a range of partner organisations (The Environment Agency; Natural England; Severn Trent; South Derbyshire District Council; and Lichfield District Council) to develop two Developer Contribution Schemes (DCS1 and DCS2). These require that any development which will have an impact on the amount of wastewater going into the sewerage system, and therefore which will have a knock-on effect on discharges into the River Mease from water treatment works, to make a financial contribution to the costs to improving water quality. The scheme directly funds the actions that will help to improve the water quality and so will improve the environment for wildlife and people alike. DCS1 and DSC2 had a limited capacity in terms of how much development could be supported and both are now full. We are working with partners to see whether a third DCS can be developed.

10.39 A Water Quality Management Plan (WQMP) identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the conservation objectives and is brought back into favourable condition.

10.40 In 2022, alongside other local planning authorities in Staffordshire, Leicestershire, Derbyshire and Warwickshire, we received advice from Natural England in relation to nutrient neutrality for developments in the River Mease Special Area of Conservation (SAC) catchment. The River

Mease is one of a number of catchments across England which was identified as being affected.

10.41 Nutrient neutrality particularly affects those developments which comprise overnight accommodation (such as housing and holiday accommodation), whereas a wider range of development types, including employment uses and some commercial uses, are affected by the need to maintain water quality. In either case the Council as a 'competent authority' must be able to conclude that proposed development would not result in an adverse impact on the SAC.

10.42 The government is looking at possible ways to address the nutrient neutrality issue. However, until such time as the necessary legislation or regulations are in place, the Council will continue to follow the advice of Natural England.

10.43 To address the issue of water quality, Severn Trent Water has proposed that foul sewage will, in the future, be pumped from the Sewage Treatment Works at Packington and Measham to treatment works outside of the River Mease catchment. This is currently scheduled to take place in 2027. When pumping out has been achieved, this will mean that future development will not need to be restricted in terms of numbers as has been the case over the last few years.

Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the River Mease Special Area of Conservation.

(2) In order to achieve this, until such time as wastewater is pumped out of the River Mease catchment, new development within the catchment will be allowed where:

(a) There is sufficient headroom capacity available at the named/identified Wastewater Treatment Works to which flows from the development will go; and
(b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme in operation at the time.

(3) In circumstances where:

(a) there is no headroom capacity available at appropriate wastewater treatment works; or
(b) no capacity available within the Developer Contributions Scheme in operation at the time; or

(c) exceptionally, as part of the development, it is proposed to use a non-mains drainage solution for the disposal of foul water with the agreement of the Environment Agency;

development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.

Policy En3 – The National Forest (Strategic Policy)

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes; Policy En3 – The National Forest.

Which Local Plan objective(s) does this help to address? Objective 9 – Conserving and enhancing our natural environment and Objective 11 – Ensuring sufficient infrastructure.

10.44 The National Forest covers 52,000 hectares of the Midlands and includes parts of Derbyshire, Leicestershire and Staffordshire. It was established in the 1990s to transform the landscape and link two ancient woodlands; Charnwood Forest on its eastern fringe and Needwood Forest to its west.

10.45 As of March 2023, forest cover made up over 22% of land in the National Forest, but the eventual aim is to expand this to a third. About 56% of North West Leicestershire lies within the National Forest; this includes the Coalville Urban Area as well as Ashby de la Zouch, Ibstock and Measham.

10.46 In addition to enhancing the physical appearance of the landscape, the National Forest also provides a range of other benefits including enhanced biodiversity; recreation, leisure, tourism and economic opportunities. It also provides a "carbon sink" which helps store CO_2; forest carbon sinks are considered the best natural mitigation measure against global warming. There is also evidence that woodland creation and woodland management can help in reducing flood flows, particularly in smaller catchments. The National Forest is not just about planting woodland but increasing tree cover within urban areas. This helps to create an attractive forest setting as well as green space for the local community which can contribute towards improving health and wellbeing.

10.47 The creation of the National Forest is overseen by The National Forest Company which is responsible for the production, implementation and monitoring of the National Forest Strategy. The National Forest Strategy prioritises making the most of the forest that has been created and the measures that will be taken to secure the future forests' creation. We will

work with The National Forest Company and others to exploit other ways of providing additional planting and to help deliver The National Forest Strategy.

10.48 One of the main ways of increasing woodland cover across the National Forest has been to require tree planting as part of new developments, both on and off-site, in accordance with The National Forest Guide for Developers and Planners. Applicants are advised to discuss their proposals with the National Forest Company as part of their pre-application preparations.

10.49 The National Forest Guide for Developers and Planners sets out the requirements for woodland planting and landscaping as part of new developments. The Guide expects residential development over 0.5ha and commercial development over 1ha to include woodland planting and landscaping. Landscaping will generally involve resilient woodland planting but can also include the creation and management of other appropriate habitats, open space provision associated with woodland and the provision of new recreational facilities. Landscaping does not just include woodland planting and the appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.

10.50 Whilst on-site planting is preferred, in certain circumstances a commuted sum (financial contribution) may be appropriate. This will be used to purchase land for planting, create new woodland, provide public access, and maintain the site for at least five years.

10.51 The National Forest provides a source of inspiration for the design and integration of green space and green infrastructure within developments and also the increased environmental performance of buildings. Developments located within the National Forest will be strongly encouraged to incorporate a National Forest identity through the inclusion of green infrastructure, more environmentally responsible buildings and through the use of materials such as timber in creative and imaginative ways, including the use of timber in construction – in both a structural and non-structural manner.

10.52 The area between Ashby de la Zouch, Measham and Swadlincote is recognised as 'The Heart of the National Forest'. The National Forest Company and partners are working on updating the Vision for the Heart of the National Forest. As the Vision has not yet been published, we will take this into account at the next stage of the Local Plan.

10.53 In order for the National Forest to continue to develop and thrive it needs to be sustainable. The National Forest supports a sustainable tourism industry, increasing outdoor facilities and experiences for visitors. The National Forest also supports groups and businesses to develop a thriving woodland and low carbon economy by supporting opportunities for the expansion of the Forest and skills relating to forestry, wood fuel, crafting, woodland skills and green energy.

10.54 The National Forest Company has published a Sustainable Tourism Accommodation Design Guide to help to create sustainable tourism accommodation by encouraging tourism developments that create a distinctive National Forest character. The Guide sets out seven

design principles that cover new build and retrofitted developments in urban and rural settings. They apply to all tourism accommodation types ranging from glamping sites and cabins through to guest houses, pubs and hotels. The Guide sets out the rationale for encouraging new and retrofitted tourist accommodation development that helps create a distinctive National Forest character and sense of place and makes a case for investing in the National Forest as a sustainable tourism destination by showing how tourist accommodation can contribute to a zero carbon future.

Draft Policy En3 – National Forest (Strategic Policy)

(1) In the National Forest, as defined on the Policies Map, we will support development that:

(a) Provides opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including visitor accommodation which accords with Policy Ec12 and reflects the National Forest Company's Sustainable Tourism Accommodation Design Guide.
(b) Contributes to the range of leisure opportunities for local communities and visitors;
(c) Enhances the National Forest's role as a natural carbon sink;
(d) Increases woodland cover; and
(e) Ensures the character of the National Forest is enhanced through incorporating a National Forest identity;

(2) New development within the National Forest will contribute towards the creation of the forest by providing tree planting and landscaping in accordance with the most up to date National Forest Company's Guide for Developers and Planners.

(3) Where planting and landscaping cannot be accommodated within or close to the development site or where the only potential area of planting or landscaping is small or is isolated with limited connectivity to other habitats, a commuted sum may be agreed.

Policy En4 – Charnwood Forest Regional Park (Strategic Policy)

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy En4 – Charnwood Forest Regional Park

Which Local Plan objective(s) does this help to address? Objective 9 – Conserving and enhancing our natural environment and Objective 11– Ensuring sufficient infrastructure.

10.55 The Charnwood Forest lies partly in North West Leicestershire and is a distinctive area of rugged upland landscape towards the north-west of Leicester. It is valued for its geological importance, rich biodiversity, landscape beauty, historical importance, and recreational role. It is also a traditional working landscape with a high proportion of land in agricultural use and, in some parts of the area, mineral working.

10.56 The Charnwood Forest area is surrounded by urban centres such as Leicester, Loughborough and Coalville, as well as by other smaller settlements. It is therefore exposed to the pressures which this growth brings.

10.57 The importance of the landscape of the Charnwood Forest area has been recognised in previous plans. Since the current Local Plan was adopted, the District Council has worked with a range of local authorities, agencies, user groups and land management organisations to establish a Charnwood Forest Regional Park. The partnership is working to manage and promote the unique cultural and heritage features of the area. This has included submitting a successful Landscape Partnership bid to the Lottery Heritage Fund.

10.58 The vision of the Regional Park is as follows:

"The unique natural and cultural heritage features of Charnwood Forest will be manged and promoted through the Charnwood Forest Regional Park. The Regional Park will be recognised as an essential part of the growing communities in the Derby, Leicester and Nottingham area, now and in the future".

10.59 To achieve the vision, the overall aim is the retention, enhancement and, where necessary, protection of the resource and its important landscape, ecological, geological and historical features, to maintain the integrity of the Charnwood Forest.

10.60 However, it is not the intention that the Charnwood Forest Regional Park should be a barrier to new development in its own right. Therefore, the provisions of Policy En4have to be read in conjunction with the countryside policy (Policy S4). Instead, we want to maintain the traditional working landscape of the Charnwood Forest while supporting rural diversification that encourages sustainable tourism. In some areas mineral workings are a part of the traditional working landscape (for example at Bardon Quarry) and can provide biodiversity, geodiversity and recreation opportunities.

10.61 It is important that the design and construction of any new development which is considered to be appropriate should pay particular attention to the need to maintain and enhance the character and appearance of the area.

10.62 The part of the Charnwood Forest which is in North West Leicestershire is also within the National Forest. The aim of increasing woodland coverage across The National Forest may

not always be appropriate within the Charnwood Forest having regard to landscape character and biodiversity. In these instances, the provision of alternative habitats or the protection/enhancement of existing habitats will be expected in lieu of the woodland creation expected by Policy En3.

Draft Policy En4 – Charnwood Forest Regional Park (Strategic Policy)

(1) The Charnwood Forest Regional Park (CFRP) is shown on the Policies Map. The Council will work in partnership with Leicestershire County Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council and other partners to protect and enhance the landscape, biodiversity, natural history and cultural heritage of the CFRP.

(2) Priority will be given to those proposals that:

(a) Maintain the traditional working landscape of the forest, particularly those which involve farming or rural diversification or tourism, including green tourism initiatives; and
(b) Enhance the biodiversity of the CFRP, consistent with the aims of the Charnwood National Character Area profile (SEO3); and
(c) Provide new recreation facilities appropriate to the character of the area; and
(d) Provide access to and through the park by sustainable modes of travel

(3) Any new development within the CFRP will be expected to respect the character and appearance of area in terms of design and materials used.

Policy En5 – Area of Separation

10.63 It is important to ensure that individual settlements retain their own character and identity. We recognise this in our proposed countryside policy (Policy S4), where any potential impact upon the separation between settlements is an important consideration when determining planning applications.

10.64 In the Coalville Urban Area there are two large, open, undeveloped areas of land which are not subject to countryside policies. The land is in the Limits to Development because it is surrounded by built development, but it still performs a very important role in maintaining the physical separation between Coalville and Whitwick.

10.65 In the adopted Local Plan (Policy En5) the land is identified as an Area of Separation where there is a presumption against development that would result in the physical coalescence of Coalville and Whitwick and the loss of the separate identity of the two settlements.

10.66 The Planning Inspector who examined the adopted Local Plan advised that:

"*… on the evidence provided to this Examination, there is scope for reconsideration of the detailed boundaries and land uses of the AoSs [Areas of Separation], in the event that it becomes necessary, at any time in the future, for the Plan to be reviewed in the light of increased development needs".*

10.67 Having assessed all the available potential housing sites in the Coalville Urban Area, we have concluded it is necessary to allocate some land in the Area of Separation for housing development to ensure that our future housing need can be met.

10.68 To address this eventuality, we commissioned an Area of Separation Study (2019) to reassess the boundaries of the Area of Separation. This focused on the importance of different parcels within the Area of Separation, looking at their role or functionality in providing a physical, visual and perceptual separation of Coalville and Whitwick. The different parcels of land were categorised as making a *primary*, *secondary* or *incidental* contribution based on the following definitions:

- **Primary -** the land unit comprises a *fundamental component* of the openness that separates [Coalville and Whitwick] in terms of landscape character and visual perception.
- **Secondary -** the land unit in combination with other units provides an *important component* of the openness that separates [Coalville and Whitwick] or different parts of the same settlement in terms of landscape character and visual perception.
- **Incidental -** the land unit makes a *limited contribution* to the openness that separates [Coalville and Whitwick] in terms of landscape character and visual perception.

10.69 The Area of Separation (AoS) Study categorised four parcels as making an incidental contribution to the AoS. Only one of these parcels (parcel 18[65]) has been submitted to our call for sites as potential development sites. This site is largely occupied by well-used allotments and for development to be acceptable, it would be necessary to provide a replacement allotment site. The site promoter has not provided any clear evidence that this would be possible. On this basis, allocation of the site for housing would not be appropriate.

10.70 The AoS Study categorised seven parcels as making a secondary contribution. Four of these have been submitted to our call for sites as potential development sites (parcels, 1, 2, 14, and 21). Parcel 14 comprises part of significantly larger area which has previously been dismissed at appeal. Parcel 21 does not have any means of access to the highway network.

10.71 Parcels 1 and 2 are at Broom Leys Farm and are being promoted as a single site. The site is considered deliverable and we have proposed to allocate the site for housing in our Proposed Housing and Employment Allocations consultation document (site reference C46). As a consequence, we are proposing to amend the boundary of the Area of Separation to exclude Broom Leys Farm. The changes to the boundary are reflected on the Policies Map.

[65] Thornborough Road Allotments, Whitwick, identified in the Strategic Housing and Employment Land Availability Assessment as site reference C45.

Policy En5 – Areas of Separation

(1) Land between Coalville and Whitwick, as identified on the Policies Map, is designated as an Area of Separation where only agricultural, forestry, nature conservation, leisure and sport and recreation uses will be allowed. Any other proposed uses will need to demonstrate why they cannot be accommodated elsewhere within the district.

(2) Development will not be permitted which, either individually or cumulatively, would demonstrably adversely affect or diminish the present open and undeveloped character of the area.

Policy En6 – Land and Air Quality

What has happened so far? This is the first time we have consulted on this policy as part of the New Local Plan.

Is this subject covered in the adopted Local Plan? Yes. Policy En6 – Land and Air Quality.

Which Local Plan objective(s) does this help to address? Objective 1 – Enabling health and wellbeing; Objective 7 – Mitigating for and adapting to climate change; and Objective 10 – Ensuring the efficient use of natural resources.

10.72 Guidance on land and air quality issues runs throughout the National Planning Policy Framework (NPPF), which advises that local planning policies and decisions should:

- Prevent 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 (paragraph 174e).
- Wherever possible, help to improve local environmental conditions such as air and water quality (paragraph 174e).
- Ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation) (paragraph 183a).
- Ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (paragraph 185).

- Sustain and contribute towards compliance with relevant limit values[66] or national objectives for pollutants, taking into account the presence of Air Quality Management Areas[67]… …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 (paragraph 186).

10.73 Adopted Local Plan Policy En6 deals with the issues of land instability and contamination (including land defined by the Coal Authority as a 'Development High Risk Area[68]), Air Quality Management Areas, noise and impact on soils of high environmental value.

10.74 Whilst broadly still fit for purpose in respect of land quality, there have been changes at a national and local level which mean we should revisit the policy's approach to air quality:

- In December 2020, our Cabinet approved an Air Quality Delivery Plan which committed to the production of an Air Quality Supplementary Planning Document (SPD) "to recognise the importance of air quality as a material planning consideration and to help ensure consistency in the approach to dealing with air quality when determining planning applications in the district, including the approach to mitigation".
- The Air Quality SPD was adopted on 18 October 2024. It sets out when we will require an air quality assessment to support a planning application, the scope of that assessment and the potential mitigation measures required.
- New Environmental Targets for Fine Particulate Matter (PM2.5)[69] were made by government in January 2023, and in March 2023, the government's Chief Planner wrote to local planning authorities to confirm that whilst it is the responsibility of central government to drive action to meet these targets, local authorities, businesses and individuals all contribute to PM2.5 emissions and therefore have an important role in achieving the targets.
- The Air Quality Strategy for England was published by Defra in April 2023. It confirms that one of the government's priorities for improving air quality is via planning reform. The government is expected to prepare new guidance on air quality, but there are no clear timescales for its publication.

10.75 We will need to have regard to any new national planning guidance on air quality as we progress the new Local Plan. Depending on the content of the guidance, we may also have to update the Air Quality SPD.

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[66] 'Limit values' are legally binding parameters for individual pollutants such as Nitrogen Oxide. More information on air quality monitoring can be found on our website.

[67] Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

[68] These are areas of potential land instability and other safety risks associated with historic coal mining in the district.

[69] Environmental Targets (Fine Particulate Matter) (England) Regulations. PM2.5 is the term for small airborne particles which are less than 2.5 micrometres in aerodynamic diameter. It is widely understood to be the pollutant that is the most damaging to health.

10.76 Currently, Policy En6 specifies that an air quality assessment will be required where the application site is "within or close to an Air Quality Management Area". Since the Local Plan was adopted, the number of AQMAs in the district has reduced from five to two[70], meaning there will be fewer instances where an air quality assessment is required by Policy En6.

10.77 As we are committed to reducing health inequalities and improving quality of life for our residents, we think the scope for air quality assessments should be broadened in line with the Air Quality SPD.

10.78 We have decided to update Policy En6 so that:

- For the purposes of clarity and consistency, removes reference to development that is '*within or close to an Air Quality Management Area*' and instead broaden the requirement to development that is likely to have a significant adverse impact upon air quality.
- To avoid repetition, removes the reference to noise, which alongside odour and light, is dealt with in Policy AP2: Amenity.

10.79 The supporting text, when it is written in full at the next stage of consultation, will:

- Signpost the *Air Quality SPD* which:
  - Sets out the Council's interpretation of what constitutes a significant adverse impact upon air quality; and
  - Makes clear when an air quality assessment is required, the scope of the assessment and appropriate mitigation measures.
- Make clear that significant adverse impacts in air quality could be the result of:
  - a proposed development's location (within or close to an AQMA, an A road;
  - its impact upon sensitive receptors during its construction; or
  - its impact upon sensitive receptors as a result of the scale or type of development (for example the amount of traffic it would generate, any emissions from commercial development etc).
- Make clear that planning permission will not be granted for development that cannot appropriately mitigate significant adverse impacts on air quality.

Draft Policy En6 – Land and Air Quality

Land Quality

(1) Planning applications for development on land that has the potential for land instability or contamination or is located within a Coal Authority Development High Risk Area must:

(a) Be accompanied by a detailed investigation and assessment of the land quality issue in question; and

[70] We currently have two Air Quality Management Areas in North West Leicestershire; one at Castle Donington and one at Copt Oak.

(b) Where necessary, provide appropriate mitigation measures which avoid any unacceptably adverse impacts upon the site or adjacent area, including groundwater quality.

(2) Development must avoid any unacceptably adverse impact upon soils of high environmental value and ensure that soil resources are conserved and managed in a sustainable way.

Air Quality

(3) Planning applications for development that are likely to result in significant adverse impacts upon air quality must:

(a) Be accompanied by an air quality assessment; and
(b) Where necessary, provide appropriate mitigation measures.

Policy En7 – Conservation and Enhancement of the Historic Environment (Strategic Policy)

What has happened so far? This is the first time we have consulted on this matter.

Is this subject covered in the adopted Local Plan? Yes; Policy He1 – Conservation and enhancement of North West Leicestershire's historic environment.

Which Local Plan objective(s) does this help to address? Objective 8 – Conserving and enhancing our natural environment.

10.80 The historic environment of North West Leicestershire makes an essential contribution to the attractiveness, character and local distinctiveness of the district. We recognise that our historic environment is important in creating a distinctive, enjoyable, and thriving place in which we live and work. It can help economic growth, attracting investment and tourism, and can provide a focus for regeneration.

10.81 A heritage asset is a building, monument, area or historic landscape that merits consideration in planning decisions because of its heritage interest. Listed buildings, conservation areas, registered parks and gardens and scheduled monuments are known as designated heritage assets, as they are designated under the relevant legislation. The term heritage assets also covers assets identified by the council, including those on our local lists.

10.82 We have adopted five lists of local heritage assets. The lists contain over 70 buildings that we believe make a special contribution to the architectural and historic interest of the district. These buildings meet our adopted set of criteria for identifying local heritage assets. We may revise the list of local heritage assets periodically as new evidence is brought to our attention.

10.83 Leicestershire County Council manage and maintain the Leicestershire and Rutland Historic Environment Register (HER). It is a public record and provides detailed information about the historic environment and Leicestershire and Rutland.

10.84 The heritage of North West Leicestershire is characterised by pre-industrial settlements that range in size from hamlets to market towns. The district still shows signs of its industrial heritage including the Midland Railway signal box, former collieries, bridges, and cottages. North West Leicestershire is recognised for the survival of industrial structures including the Ashby Canal, Moira Blast Furnace and Snibston Colliery. Early coal mining remains at Coleorton and Lount have been designated as Scheduled Monuments.

10.85 There is evidence of earlier settlements in the district, including an Iron Age hill fort at Breedon-on-the-Hill ('The Bulwarks') and a Roman villa near Lockington.

10.86 North West Leicestershire is also recognised for the survival of castles and moated sites including castles at Ashby de la Zouch, Castle Donington and Whitwick and the moated manor houses at Appleby Magna and Hemington and religious houses including Grace Dieu Priory, Langley Priory and the Priory Church of St Mary and St Hardulph at Breedon on the Hill.

10.87 The historic landscapes at Coleorton Hall, Staunton Harold Hall and Whatton House are included on the national register of parks and gardens. The remains of farming practices are evident in the landscape, such as ridge and furrow, make such features important heritage assets.

10.88 Ashby de la Zouch is the primary historic settlement in the district. The settlement core is a designated conservation area; it covers about 35ha and contains to date about 140 listed buildings, including six grade II* listed buildings.

10.89 Castle Donington is the secondary historic settlement in the district. The settlement core is a designated conservation area; it covers about 35ha and contains to date about 50 listed buildings.

10.90 Coalville Conservation Area was designated in 2014 and includes the historic core of the town. In response to the consultation on the designation of the Coalville conservation area Historic England described Coalville '*as a good example of the type of commercial and industrial settlement that grew up rapidly in the nineteenth century following the discovery of coal, but which in Leicestershire is somewhat unusual. Its value is also an ensemble; it is more than the sum of its parts due to the extent of survival. This significance has in certain areas been masked by later alterations to buildings, but this provides a rich seam of enhancement opportunities*.

10.91 At July 2023 there are 26 designated conservation areas in the district. Conservation areas recognise and protect the unique architectural and historic qualities of a place. The Council will continue to produce and revise conservation area appraisals for all designated conservation areas within the district. These offer an opportunity to identify ways in which their significance can be reinforced and strengthened.

10.92 In certain areas (including Clapgun Street and Apiary Gate, Castle Donington) Article 4 directions are in force to limit permitted development rights and thereby control works which could otherwise undermine the special character of these areas. A Local Development Order is in place for Coalville town centre to help facilitate the Coalville shop front improvement scheme, by streamlining the planning process.

10.93 At July 2023 there are seven heritage assets listed on the Historic England Heritage at Risk Register. We will continue to monitor these and work with Historic England and other stakeholders to address the future of these buildings.

10.94 There will be a particular focus on Coalville town centre as we are committed to supporting the regeneration of Coalville. In 2009 the Prince's Foundation for the Built Environment prepared a Regeneration Strategy for Coalville. Based on the Regeneration Strategy and in partnership with the local community, the Council adopted its Four Squares and Streets Plan for Coalville Town Centre. The Council has built on this work and engagement and has prepared the Coalville Regeneration Framework 2023. The Framework sets out a range of aspirational projects and initiatives designed to provide a vision for the town centre. The Framework sets out how various projects link together and collectively will start to reshape Coalville, enhancing the historic environment.

10.95 Adopted Local Plan Policy He1 seeks to conserve and enhance the historic environment of the district. Part (2) of the policy sets out the considerations for determining planning applications and, to a large extent, this reiterates what is set out in the National Planning Policy Framework (NPPF). The NPPF is exceptionally detailed and clear on this subject (see paragraphs 197-208).

10.96 Local planning policy does not need to repeat national policy and indeed attempting to do so can lead to unintentional policy conflicts. We are satisfied that national policy is sufficiently detailed on this matter to enable the effective management of development without further, local clarification. On this basis, a straightforward and pragmatic approach is to simply reference the NPPF in the policy.

10.97 The NPPF (paragraph 190) requires plans to set out a positive strategy for the conservation and enjoyment of the historic environment. As such, the New Local Plan will include a heritage policy that sets out our strategy for the historic environment.

Draft Policy En7 – Conservation and Enhancement of the Historic Environment (Strategic Policy)

(1) Planning applications will be determined in accordance with the requirements of the National Planning Policy Framework, or its successor.

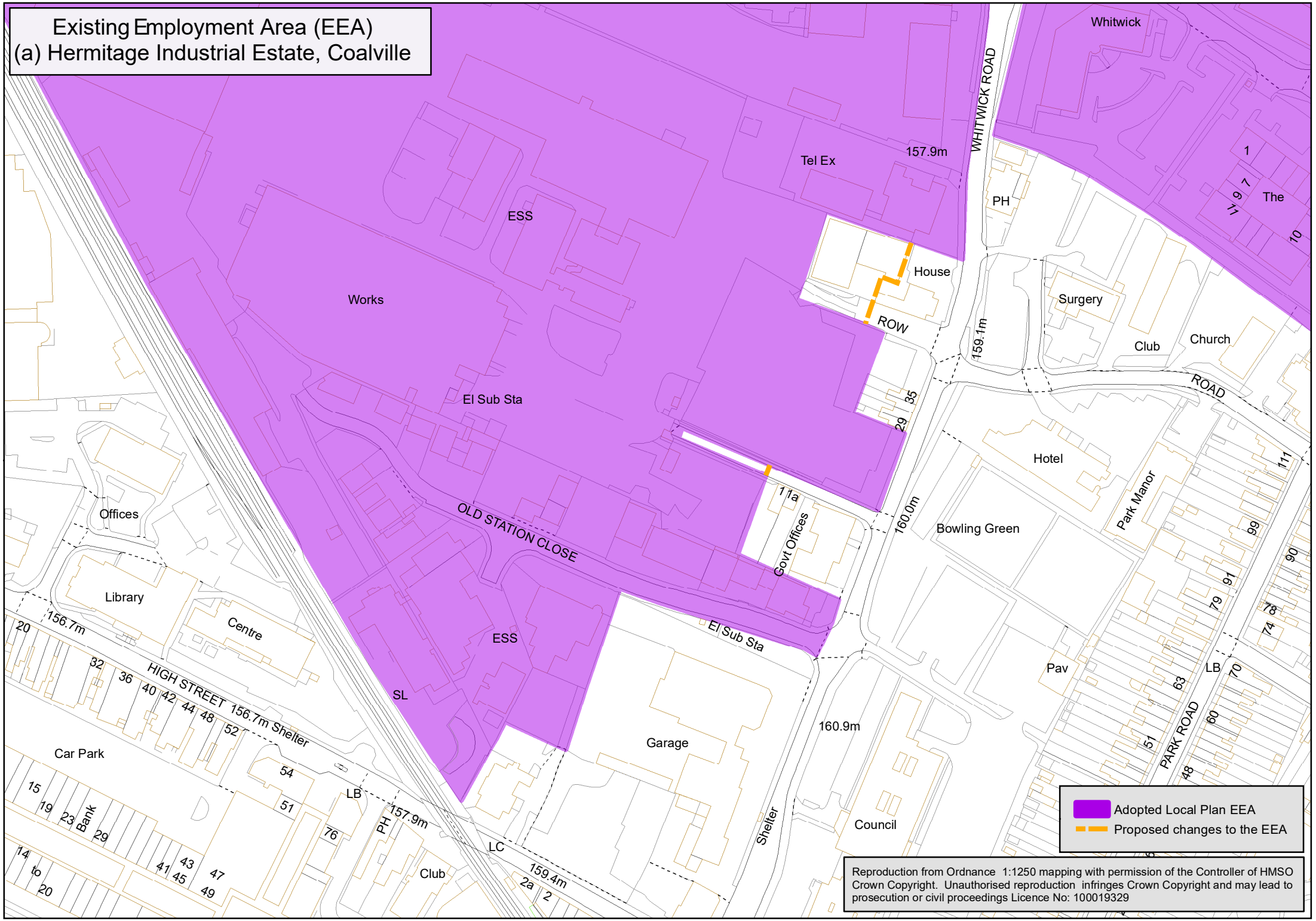
(2) The Council has a key role to play in the protection, conservation and enhancement of the heritage assets that exist throughout the district and will do so by:

(a) Supporting proposals for planning permission and listed building consent where the historic environment and heritage assets are conserved and enhanced in line with their significance; and
(b) Securing, where relevant, appropriate conditions and/or seek to negotiate a Section 106 Obligation when planning permission is granted to ensure that all heritage assets are appropriately managed or conserved; and
(c) Ensuring that buildings, settlement patterns, features and spaces which form part of the significance of heritage assets and their settings are retained; and
(d) Recognising the role of and encouraging the best use of heritage assets in regeneration, design, tourism and education; and
(e) Keeping our Local Lists of heritage assets up to date; and
(f) Reviewing the districts Conservation Areas (undertaking and implementing Conservation Area Appraisals and Management Plans), where appropriate designating new conservation areas; and
(g) Making use of Article 4 Directions and Local Development Orders where appropriate; and
(h) The use of grant schemes, as resources permit, to safeguard heritage assets at risk and encourage sympathetic maintenance and restoration of listed buildings and historic shop fronts; and
    (i) Strengthening the distinctive character of the district including:
    (ii) Conserving and enhancing the character and appearance of the historic market towns as well as rural settlements.
    (iii) Supporting supplementary design briefs within the Coalville Conservation Area for sites adjoining Marlborough Square and Memorial Square.
    (iv) Recognising and protecting the district's industrial, transport and recreational heritage such as coalmining heritage.
    (v) Protecting the rural character and landscape including historic landscape features such as ancient or mature woodland, and ridge and furrow field patterns.

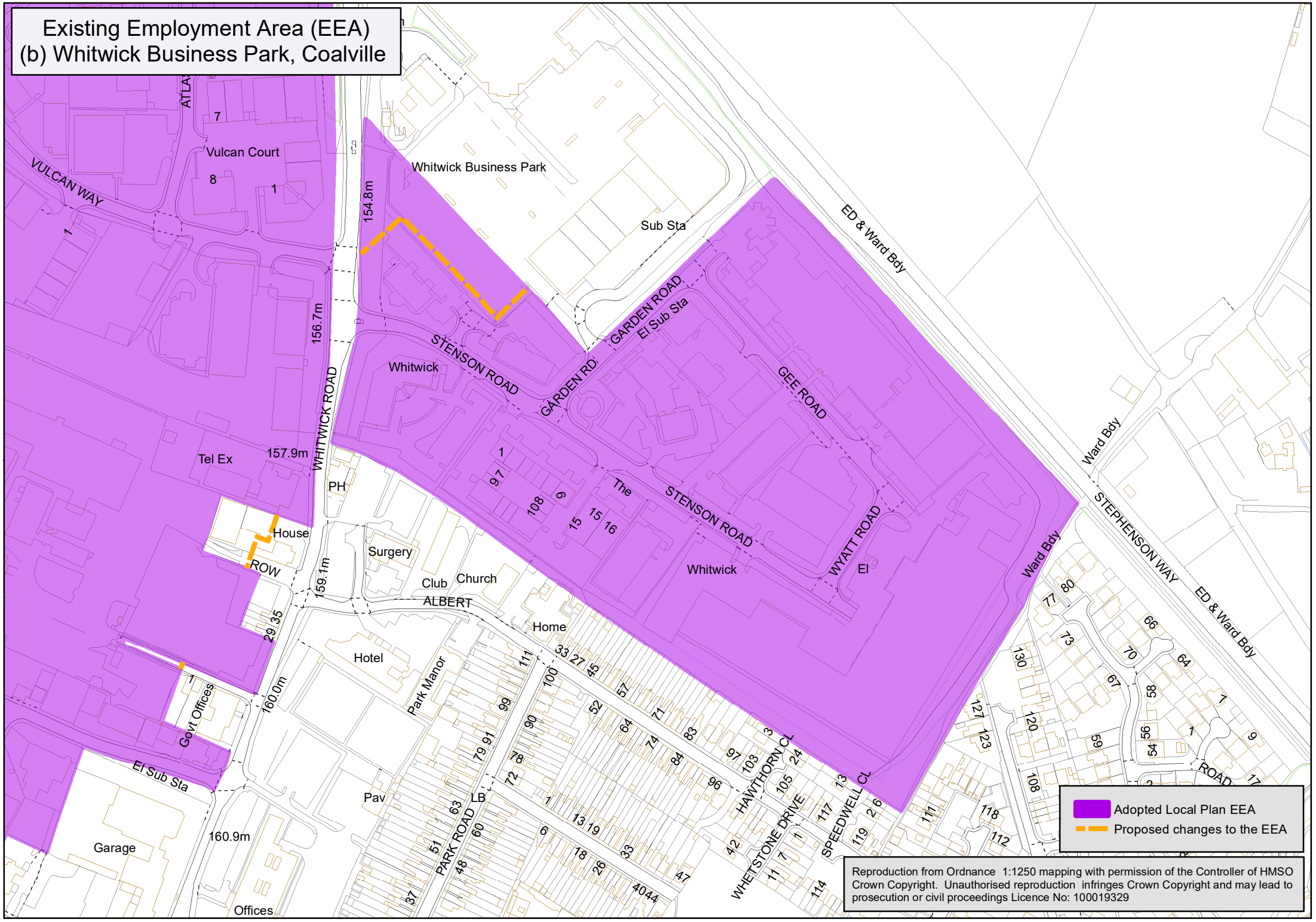
(3) We will support neighbourhood plans in identifying and protecting local heritage assets which are of importance to their local community.

APPENDIX A: PROPOSED CHANGES TO THE POLICIES MAP

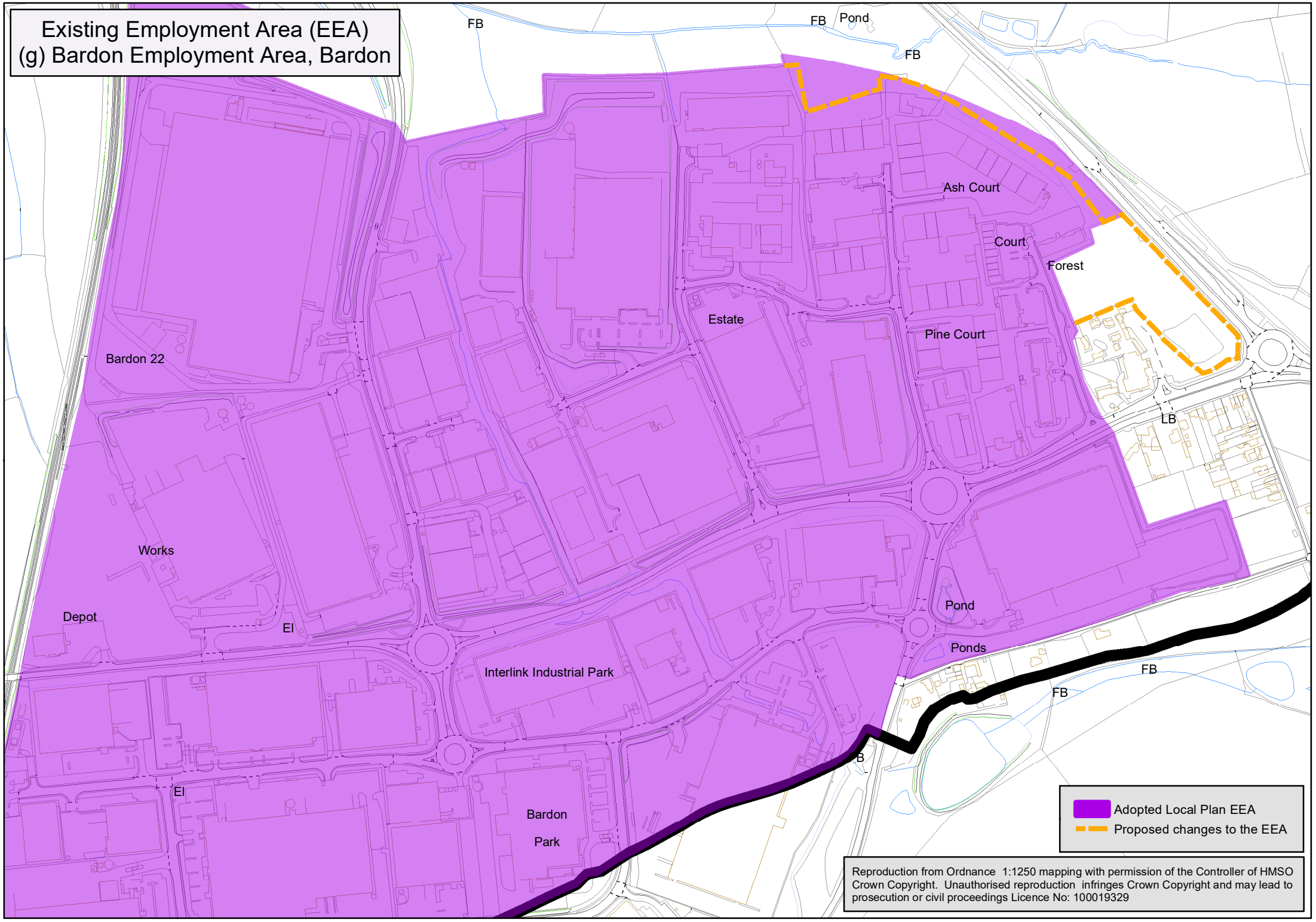
Existing Employment Area (EEA)
(a) Hermitage Industrial Estate, Coalville



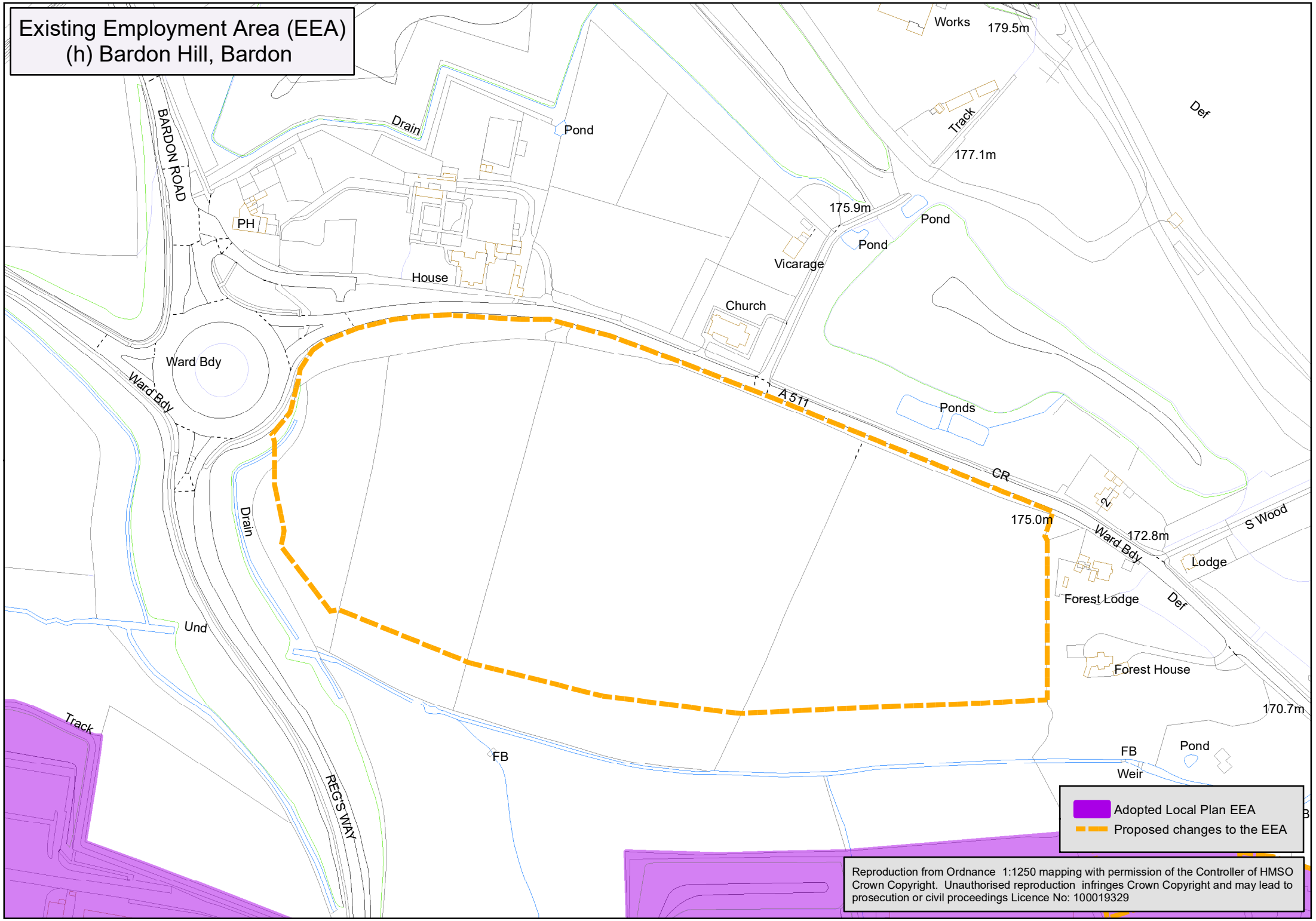
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Existing Employment Area (EEA)
(b) Whitwick Business Park, Coalville
Vulcan Court
VULCAN WAY
Whitwick Business Park
Sub Sta
ED & Ward Bdy
154.8m
156.7m
STENSON ROAD
GARDEN ROAD
El Sub Sta
GARDEN RD
GEE ROAD
Whitwick
WHITWICK ROAD
Tel Ex
157.9m
PH
The
STENSON ROAD
WYATT ROAD
Whitwick
El
Ward Bdy
STEPHENSON WAY
ED & Ward Bdy
House
ROW
Surgery
159.1m
Club
Church
ALBERT
Home
Hotel
Park Manor
Govt Offices
160.0m
El Sub Sta
Pav
LB
PARK ROAD
HAWTHORN CL
WHEETSTONE DRIVE
SPEEDWELL CL
160.9m
Garage
Offices
Adopted Local Plan EEA
Proposed changes to the EEA
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Existing Employment Area (EEA)
(g) Bardon Employment Area, Bardon

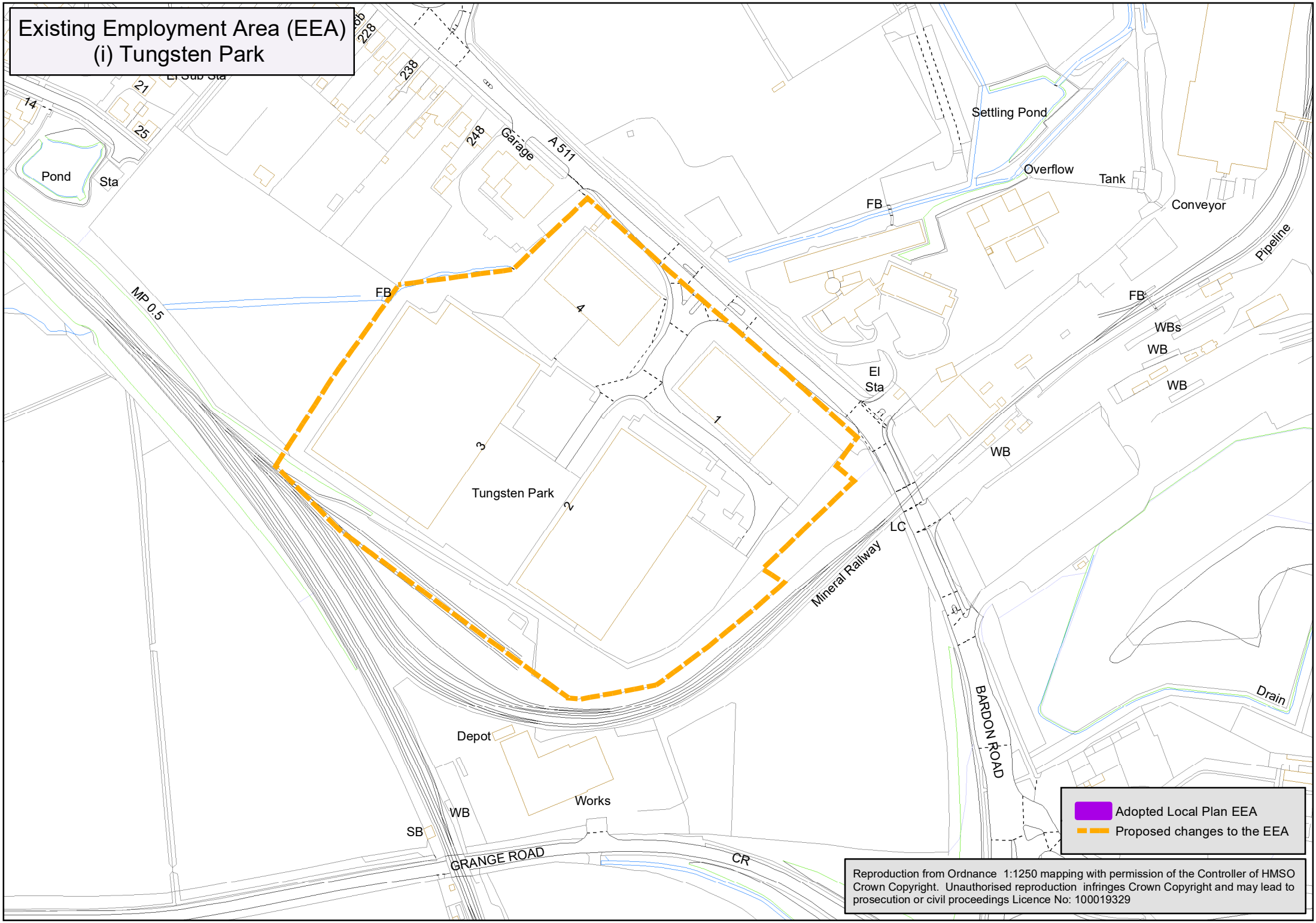


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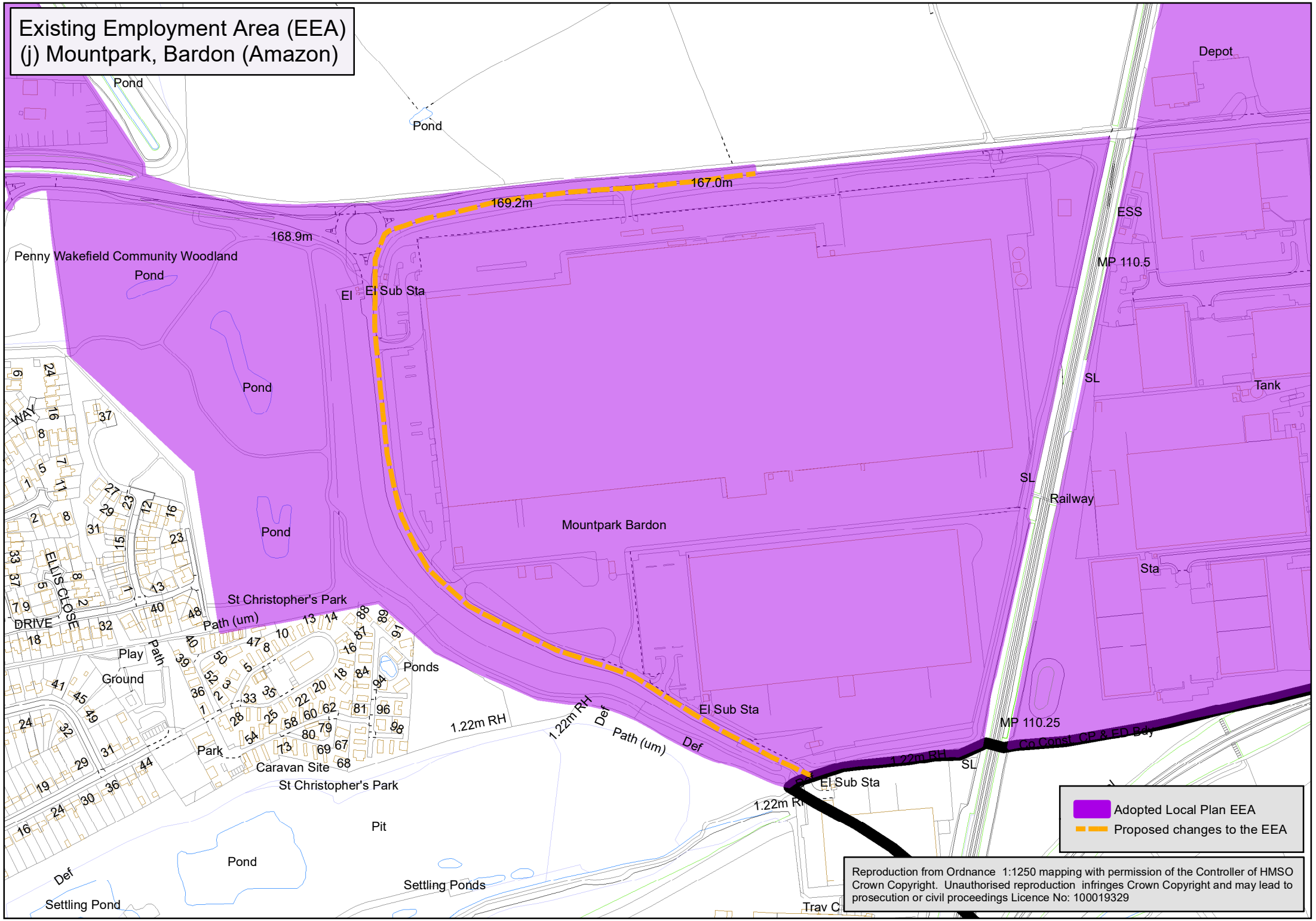


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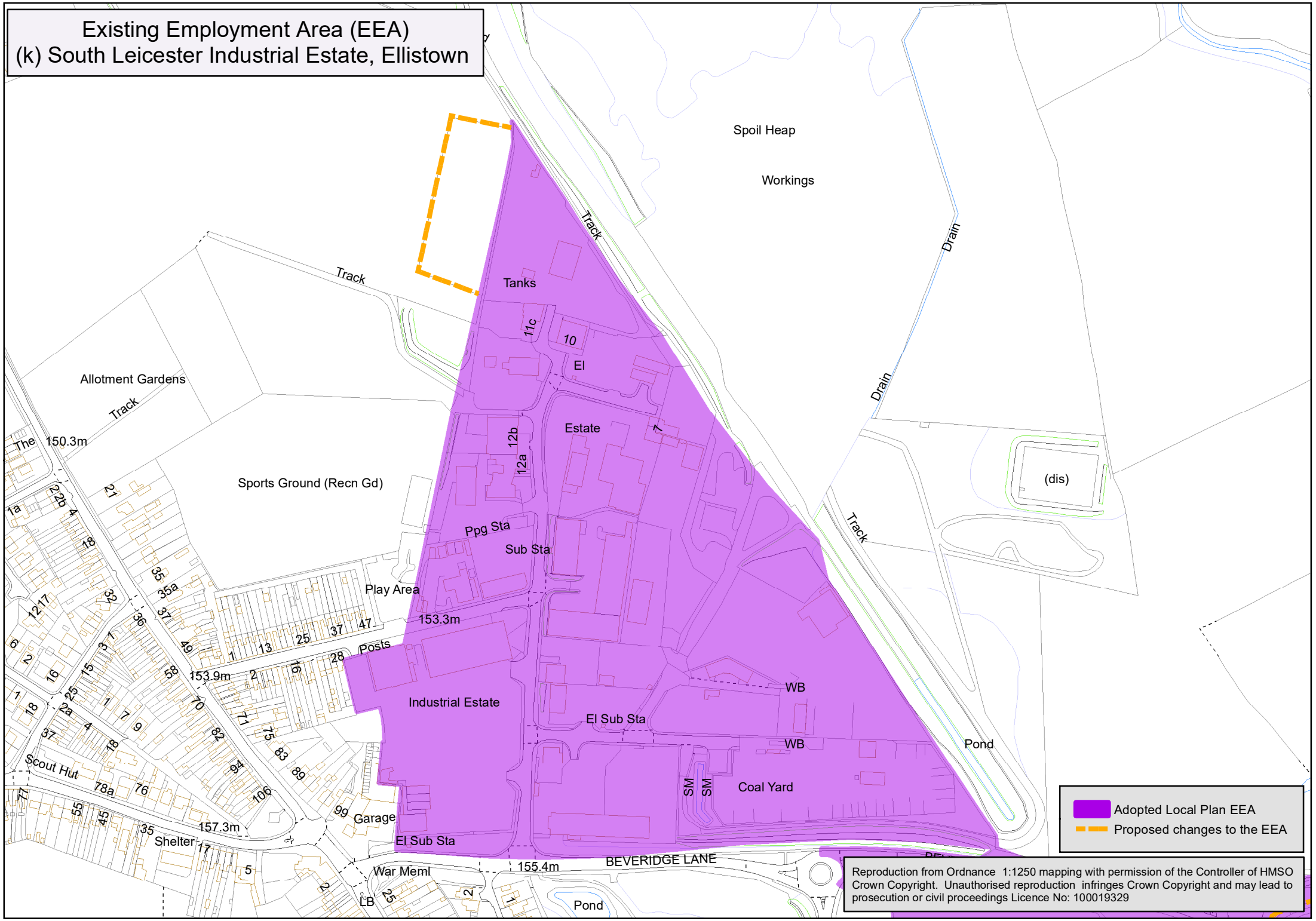
Existing Employment Area (EEA)
(i) Tungsten Park



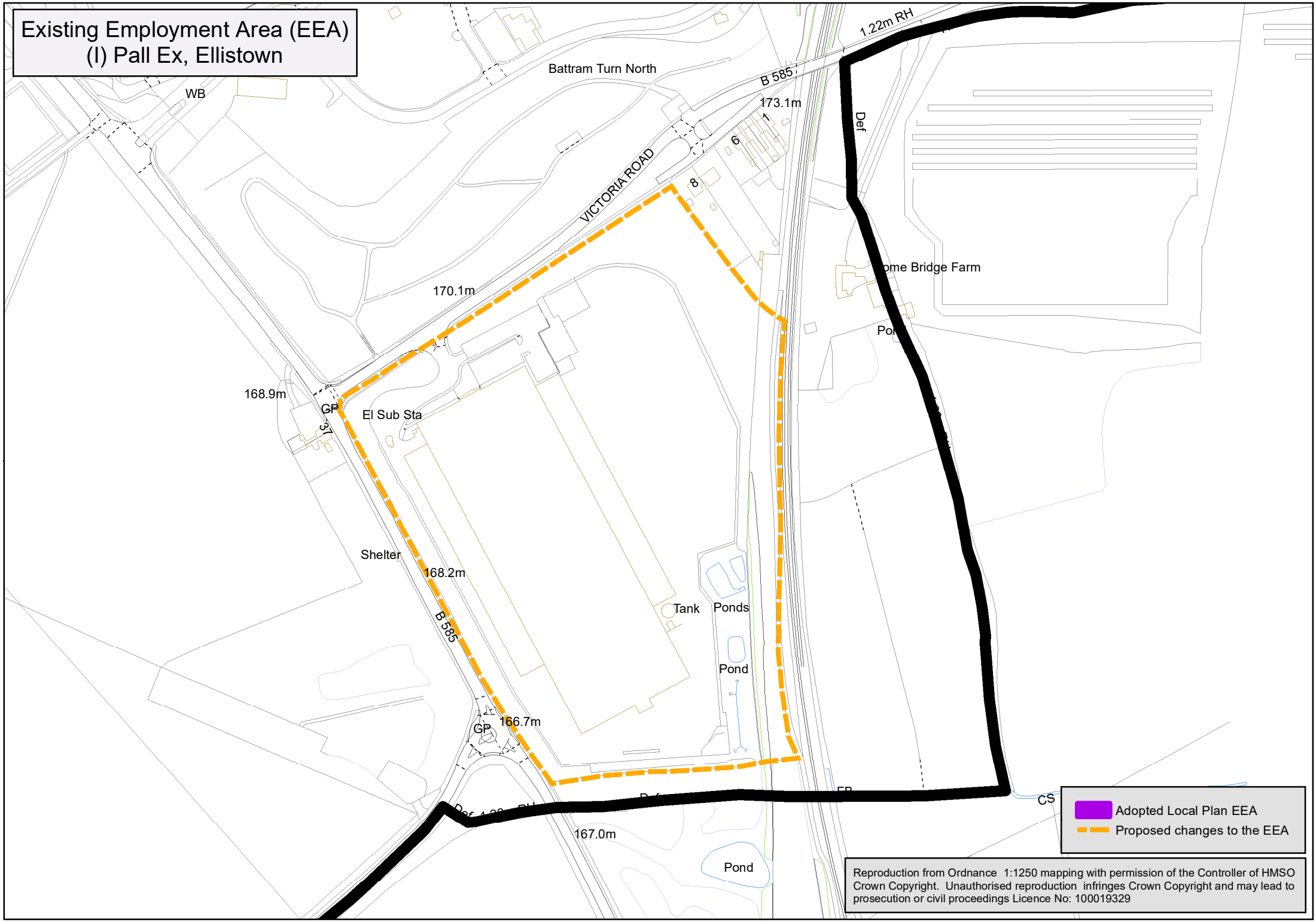
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Existing Employment Area (EEA)
(j) Mountpark, Bardon (Amazon)
Pond
Pond
Depot
167.0m
169.2m
168.9m
ESS
MP 110.5
Penny Wakefield Community Woodland
Pond
El
El Sub Sta
SL
Tank
Pond
SL
Railway
Mountpark Bardon
Pond
Sta
St Christopher's Park
Path (um)
Ponds
Play
Ground
Path
Park
Caravan Site
St Christopher's Park
El Sub Sta
1.22m RH
Def
Path (um)
Def
MP 110.25
Co Const CP & ED Bdy
1.22m RH
SL
El Sub Sta
Pit
Pond
Settling Ponds
Def
Settling Pond
Trav C
Adopted Local Plan EEA
Proposed changes to the EEA
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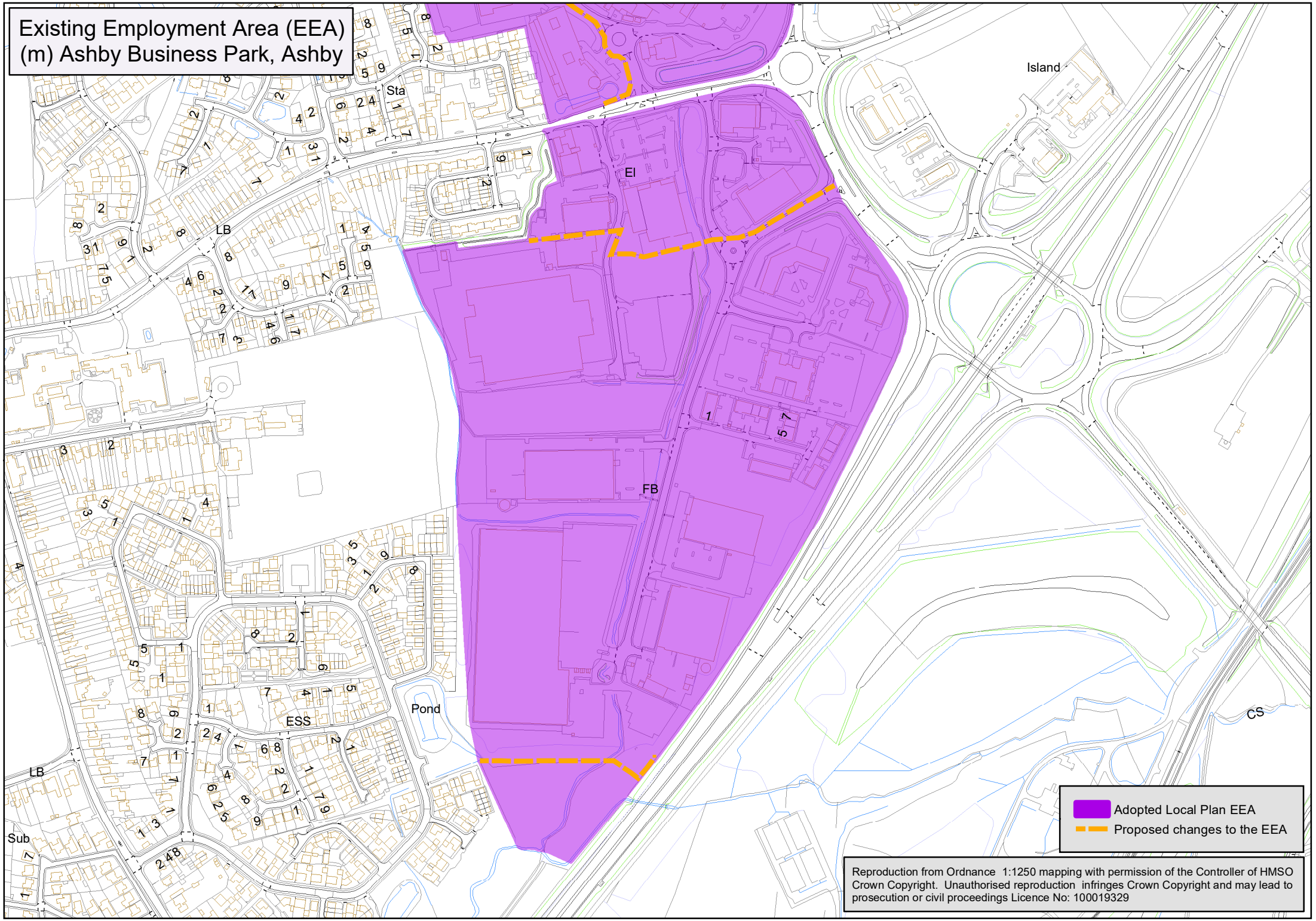
Existing Employment Area (EEA)
(k) South Leicester Industrial Estate, Ellistown



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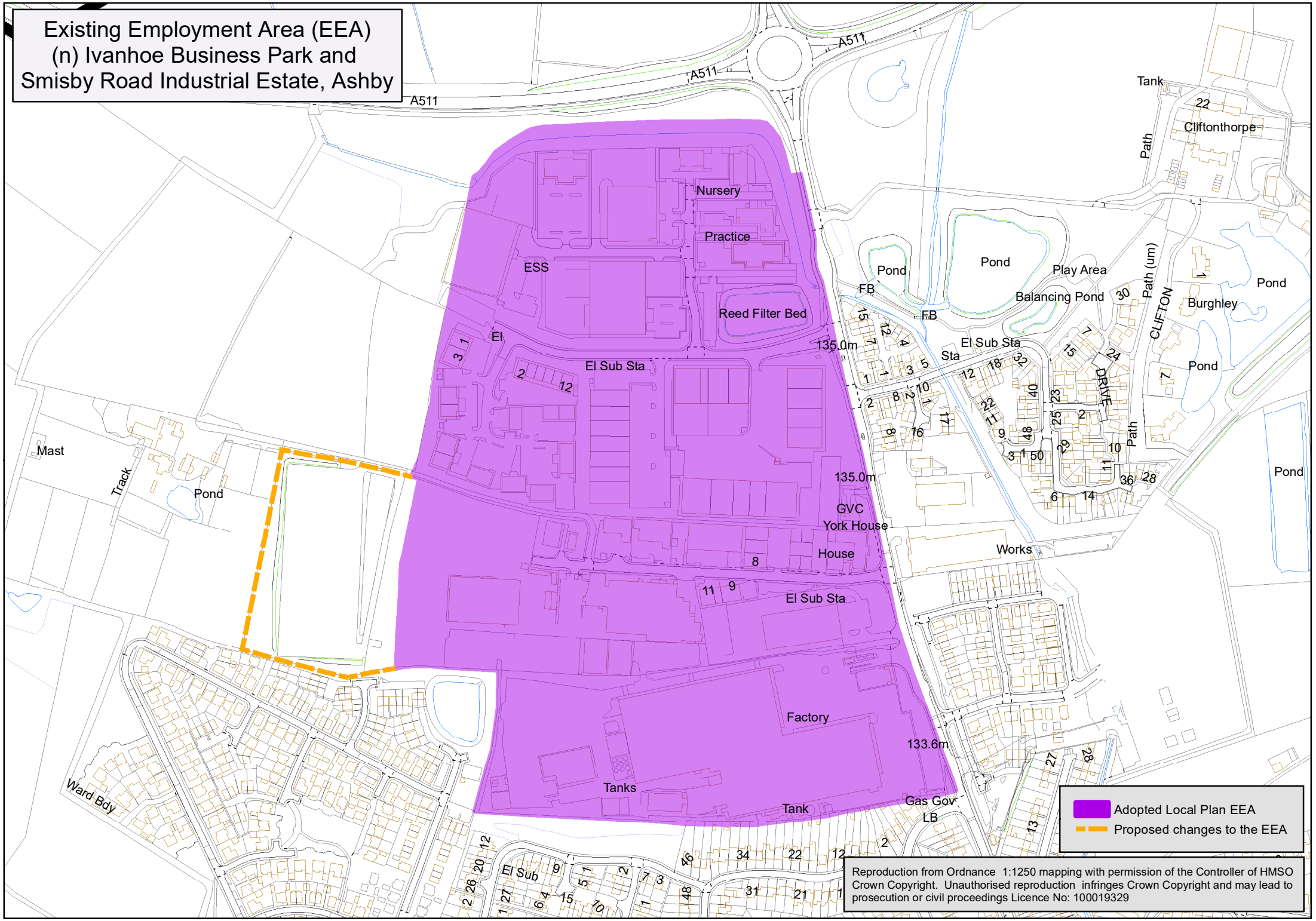


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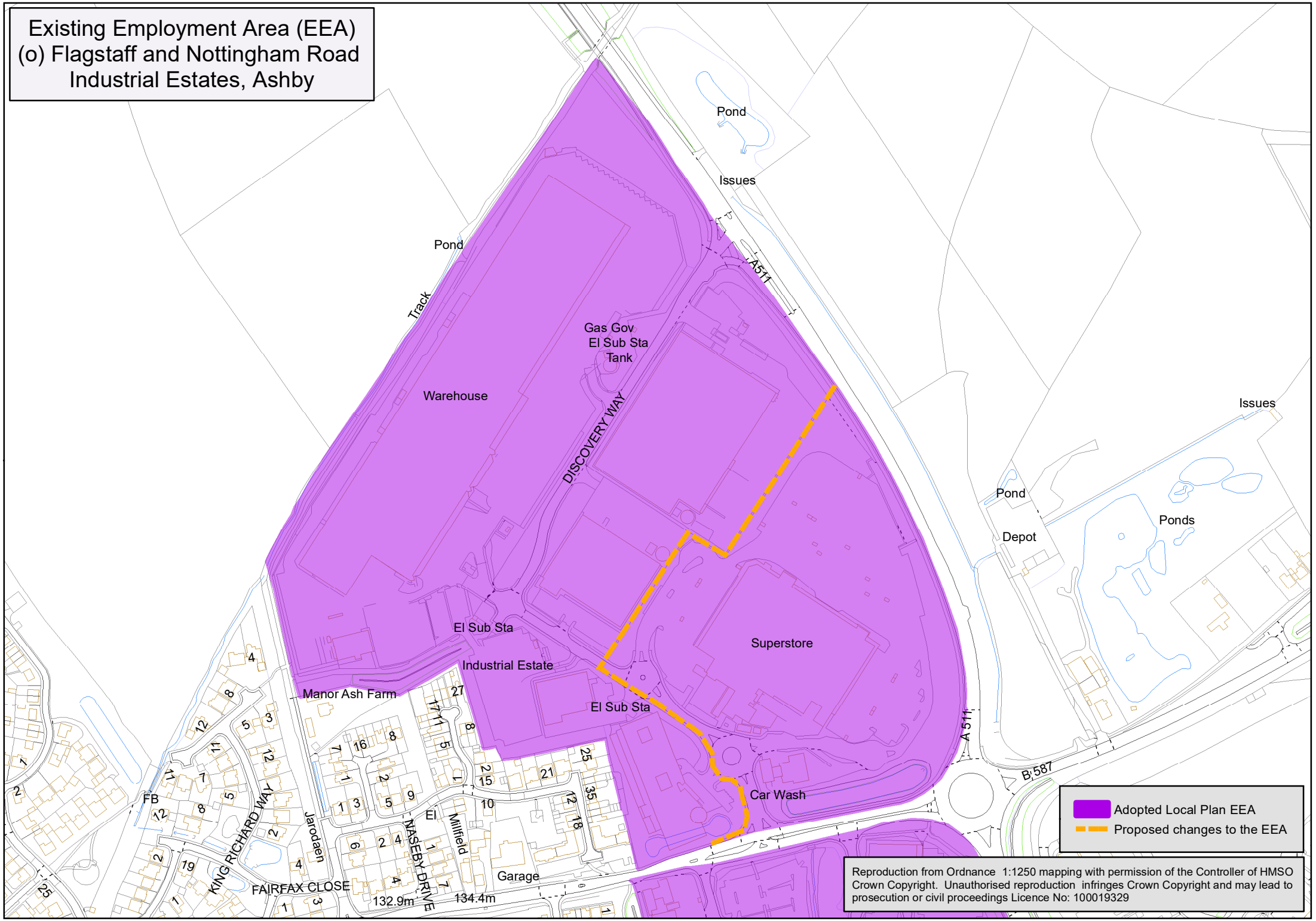
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Existing Employment Area (EEA) (n) Ivanhoe Business Park and Smisby Road Industrial Estate, Ashby

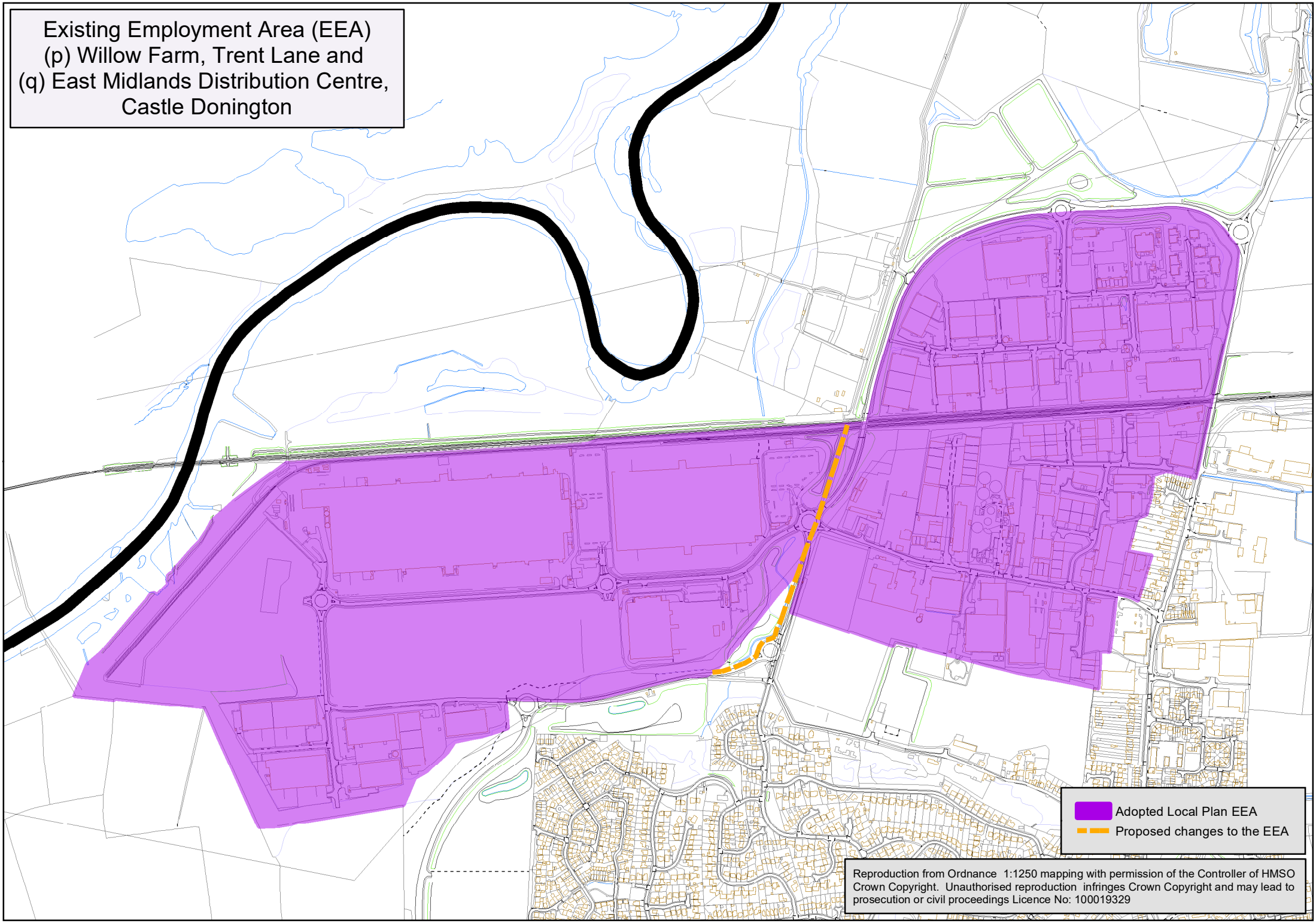


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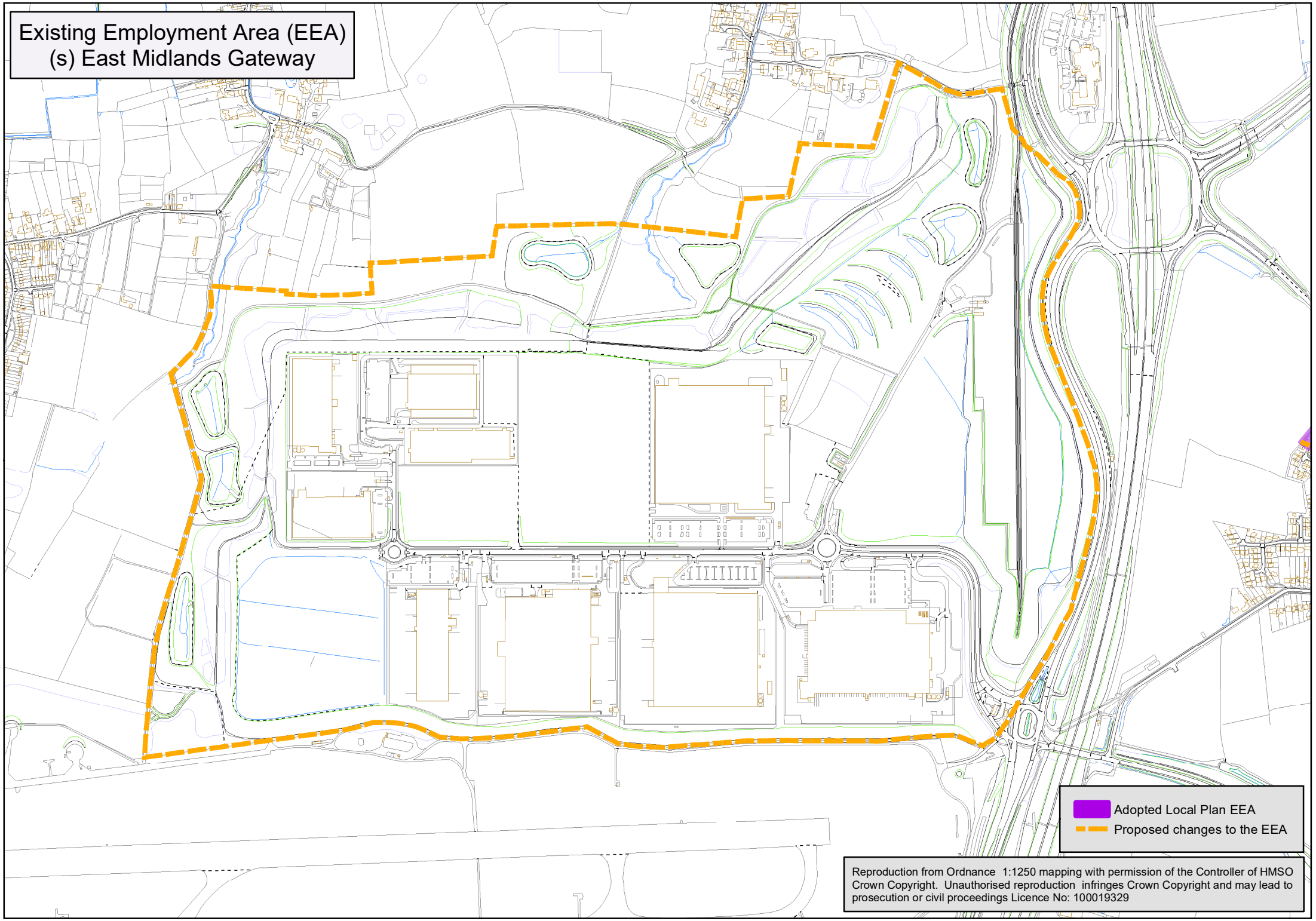
Existing Employment Area (EEA) (o) Flagstaff and Nottingham Road Industrial Estates, Ashby



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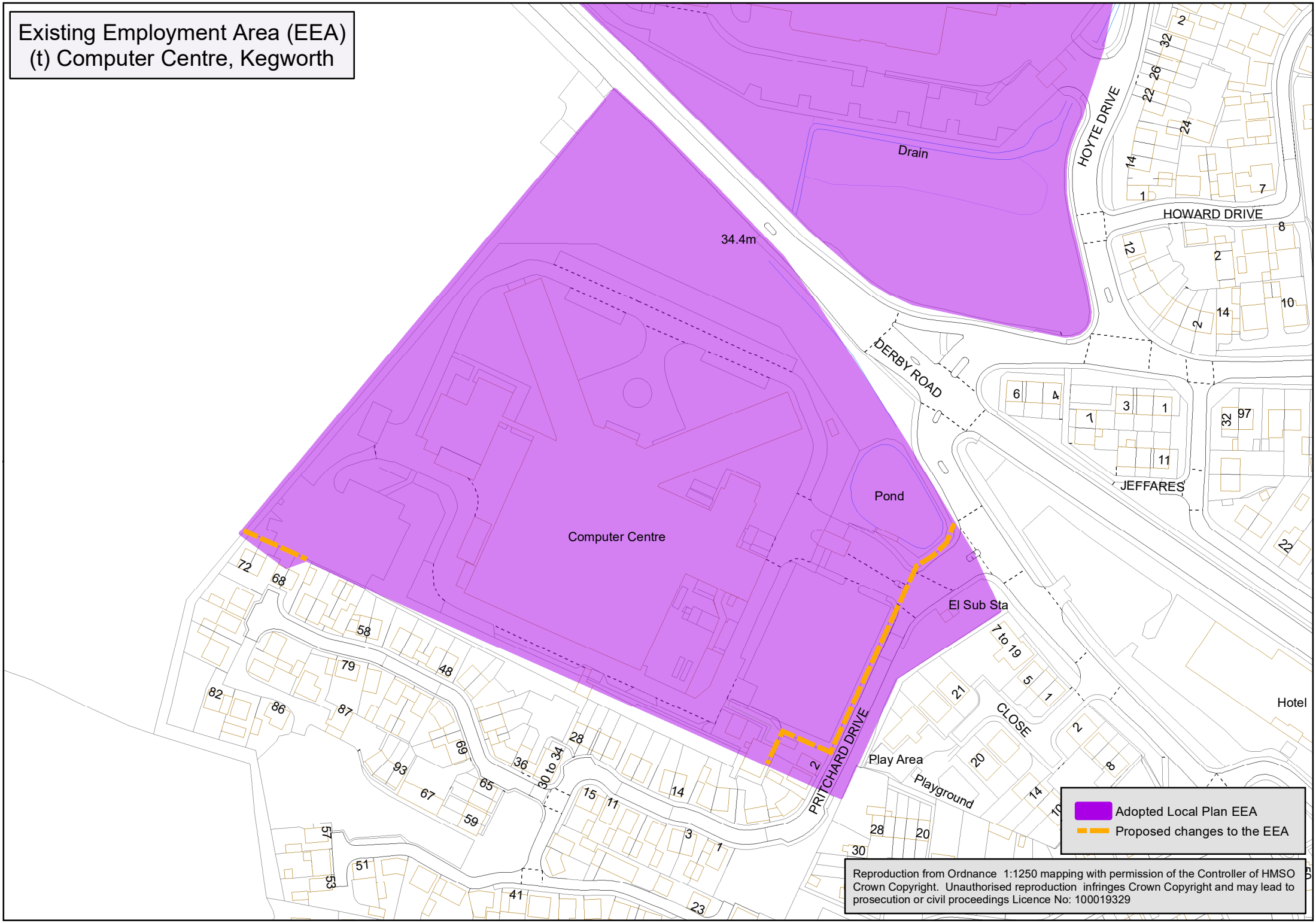

Existing Employment Area (EEA)
(p) Willow Farm, Trent Lane and
(q) East Midlands Distribution Centre,
Castle Donington
Adopted Local Plan EEA
Proposed changes to the EEA
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Existing Employment Area (EEA) (s) East Midlands Gateway



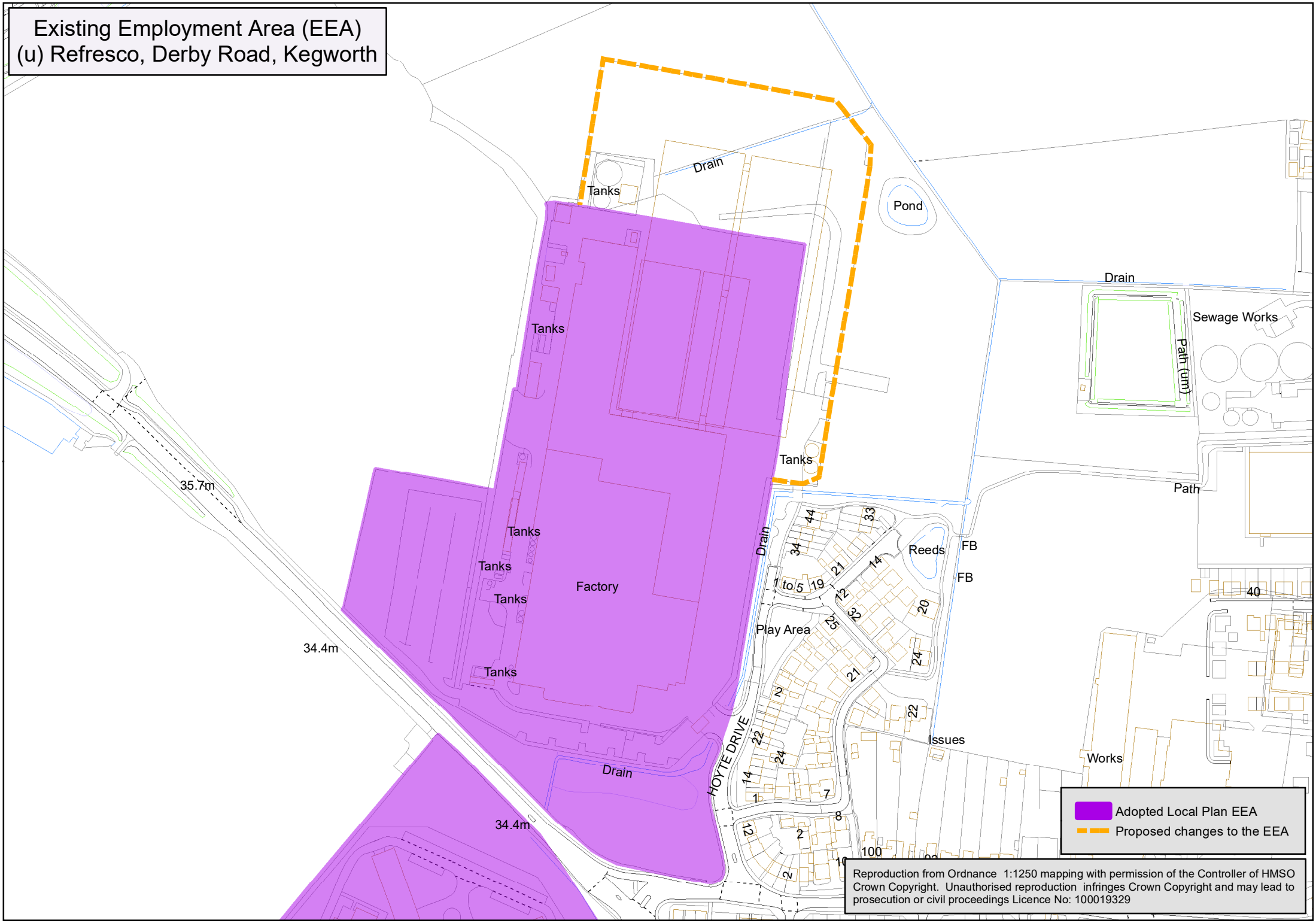
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Existing Employment Area (EEA)
(t) Computer Centre, Kegworth

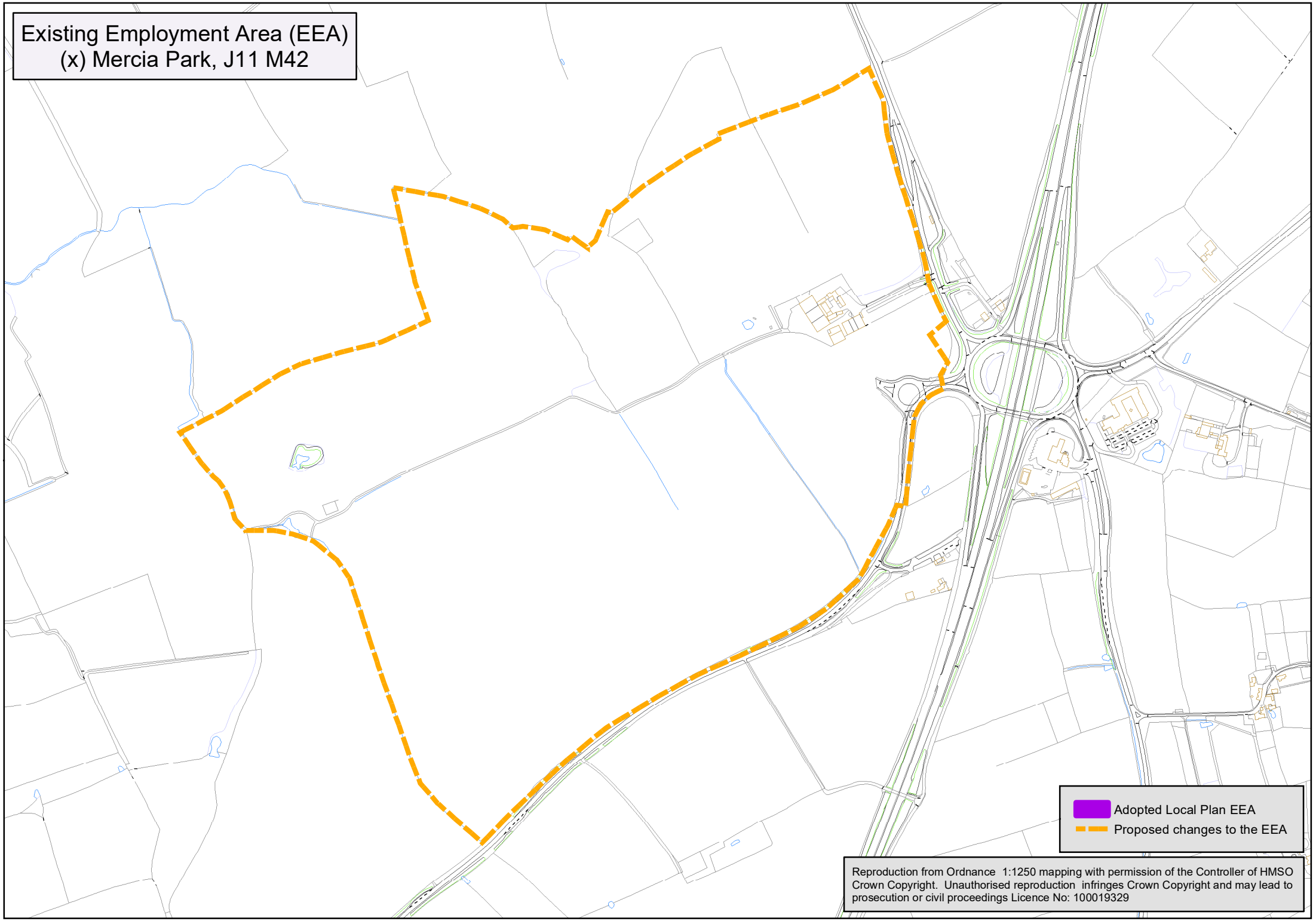


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Existing Employment Area (EEA)
(u) Refresco, Derby Road, Kegworth

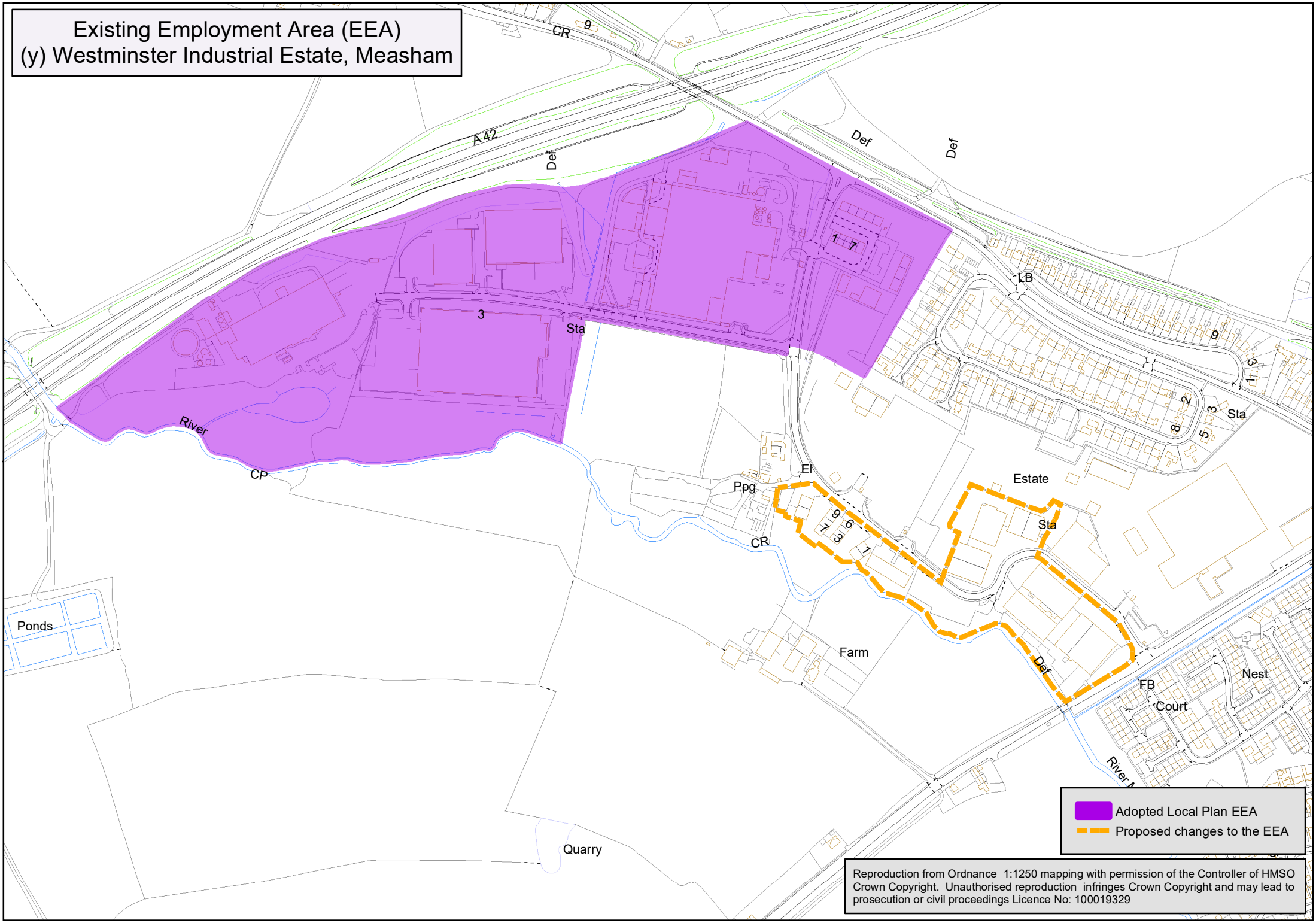


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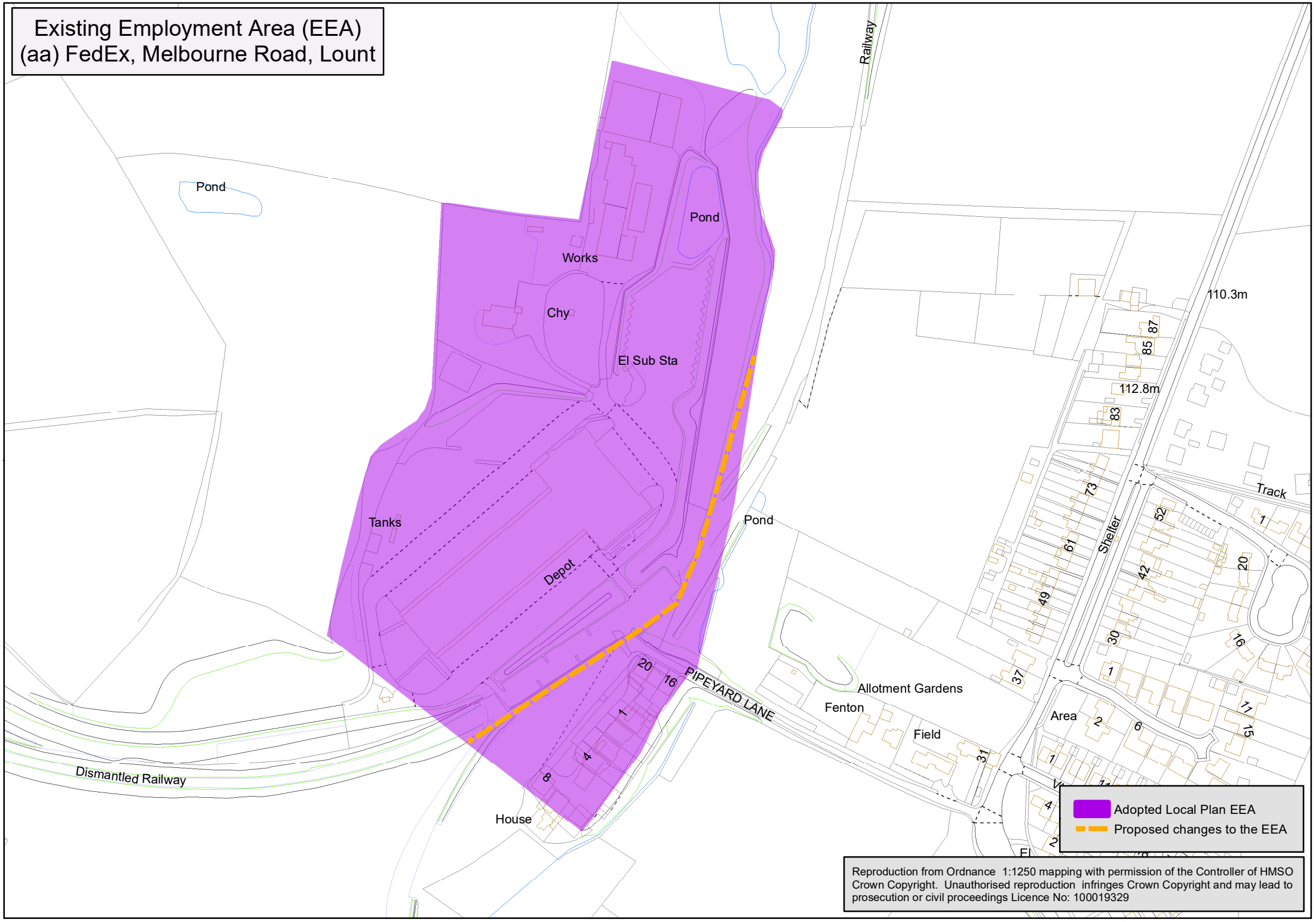


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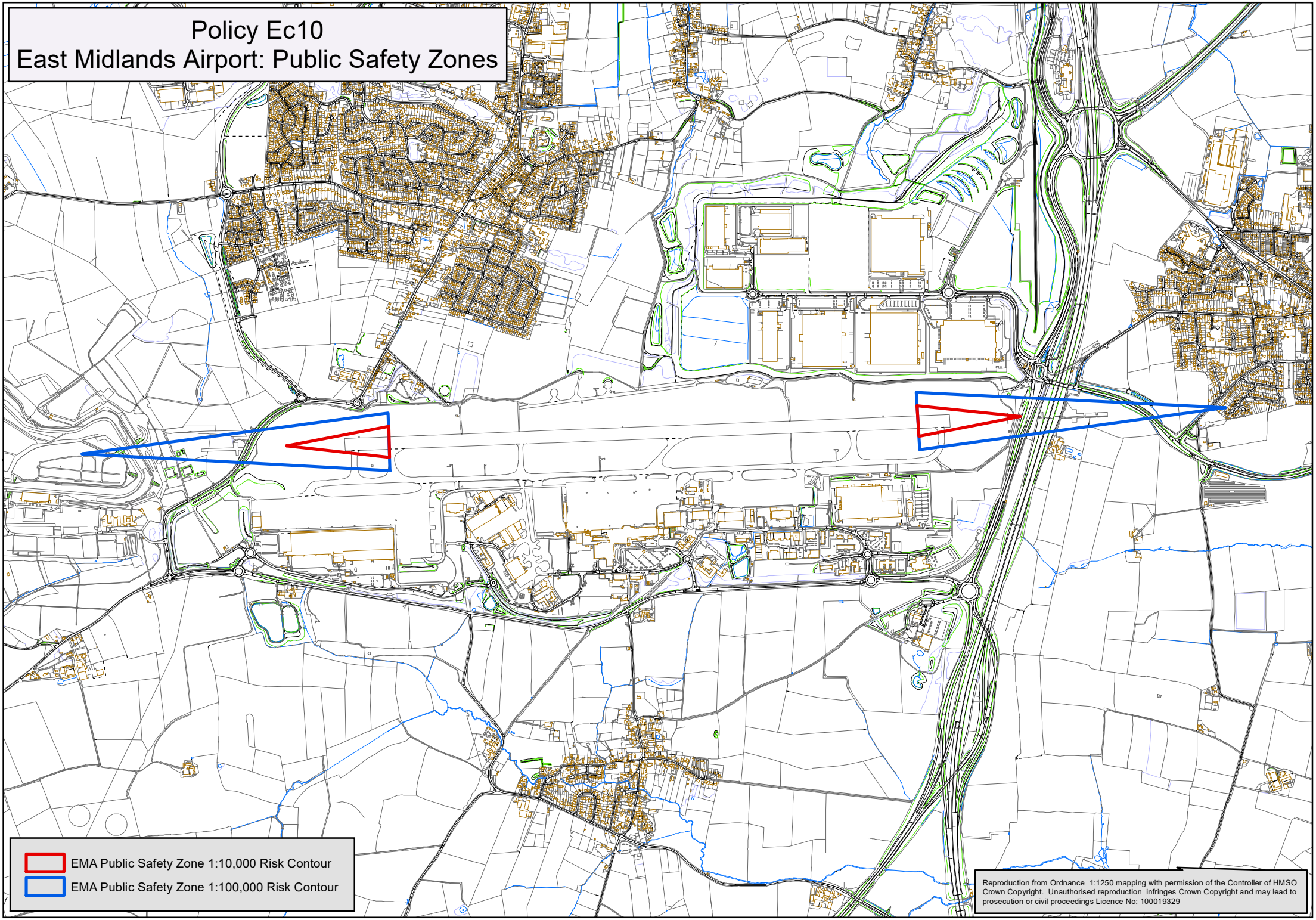
Existing Employment Area (EEA)
(y) Westminster Industrial Estate, Measham



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Existing Employment Area (EEA)
(aa) FedEx, Melbourne Road, Lount
Railway
Pond
Pond
Works
Chy
El Sub Sta
110.3m
112.8m
Track
Shelter
Tanks
Depot
Pond
PIPEYARD LANE
Allotment Gardens
Fenton
Field
Area
Dismantled Railway
House
Adopted Local Plan EEA
Proposed changes to the EEA
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Policy Ec10
East Midlands Airport: Public Safety Zones

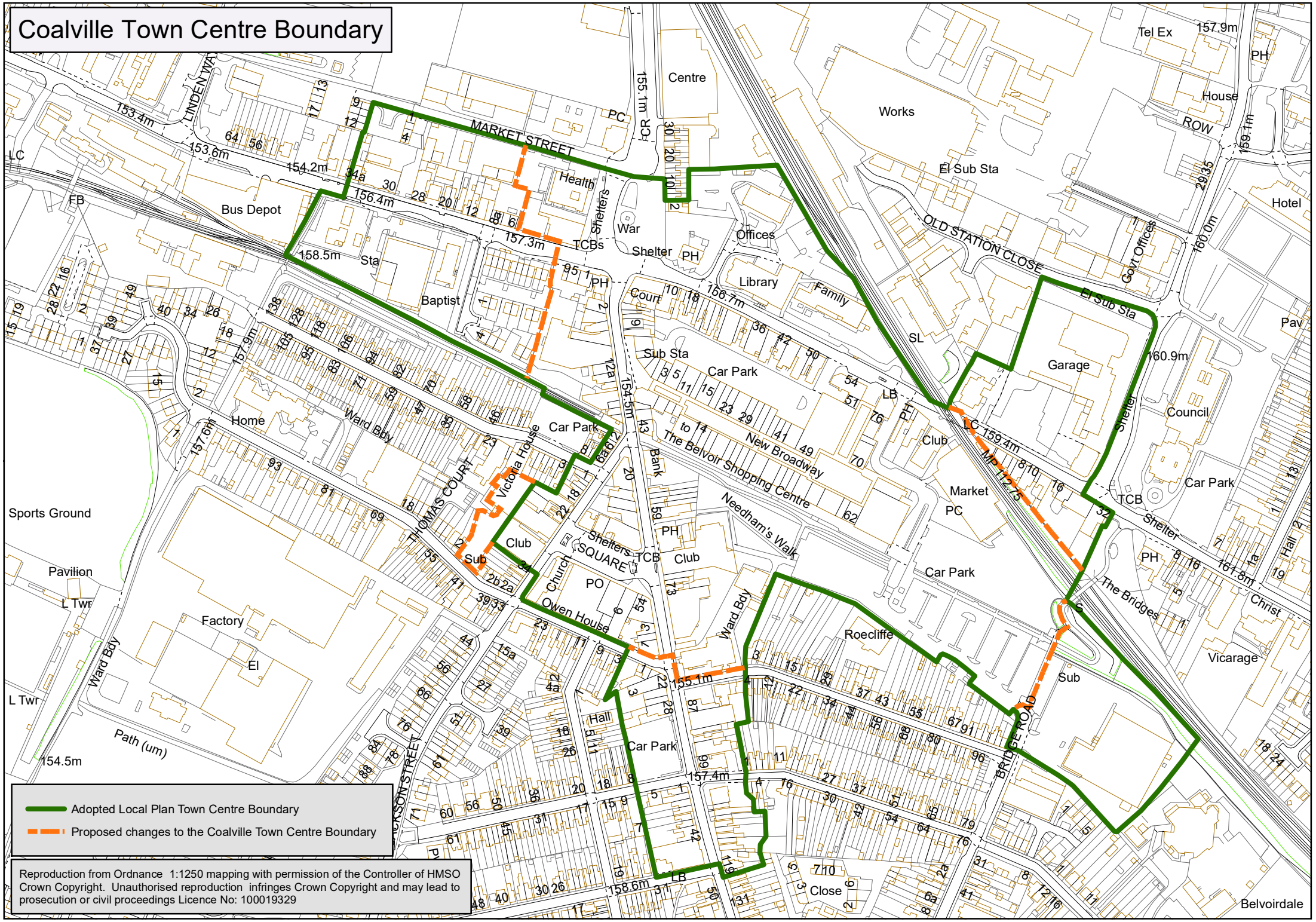


EMA Public Safety Zone 1:10,000 Risk Contour

EMA Public Safety Zone 1:100,000 Risk Contour

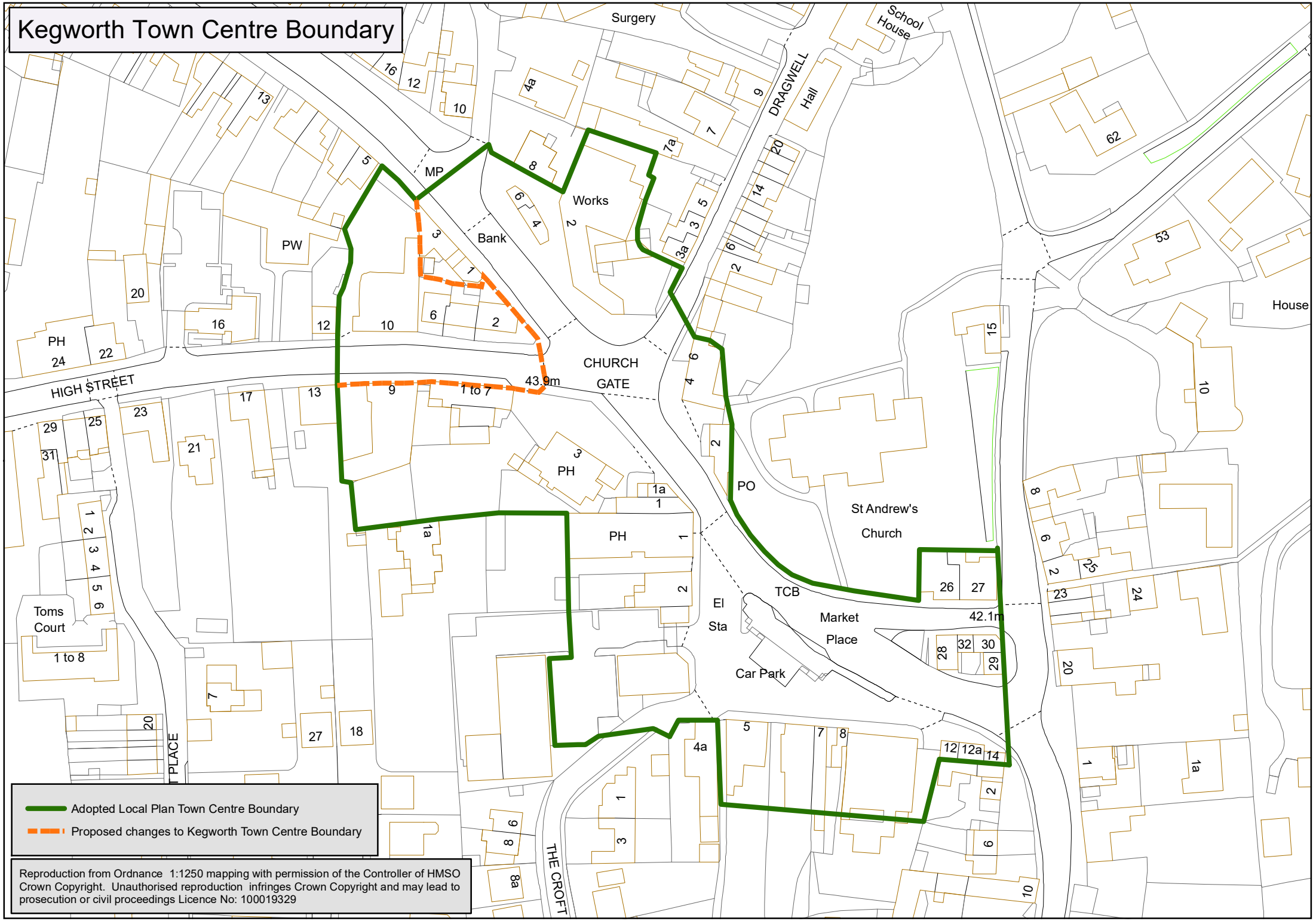
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Coalville Town Centre Boundary



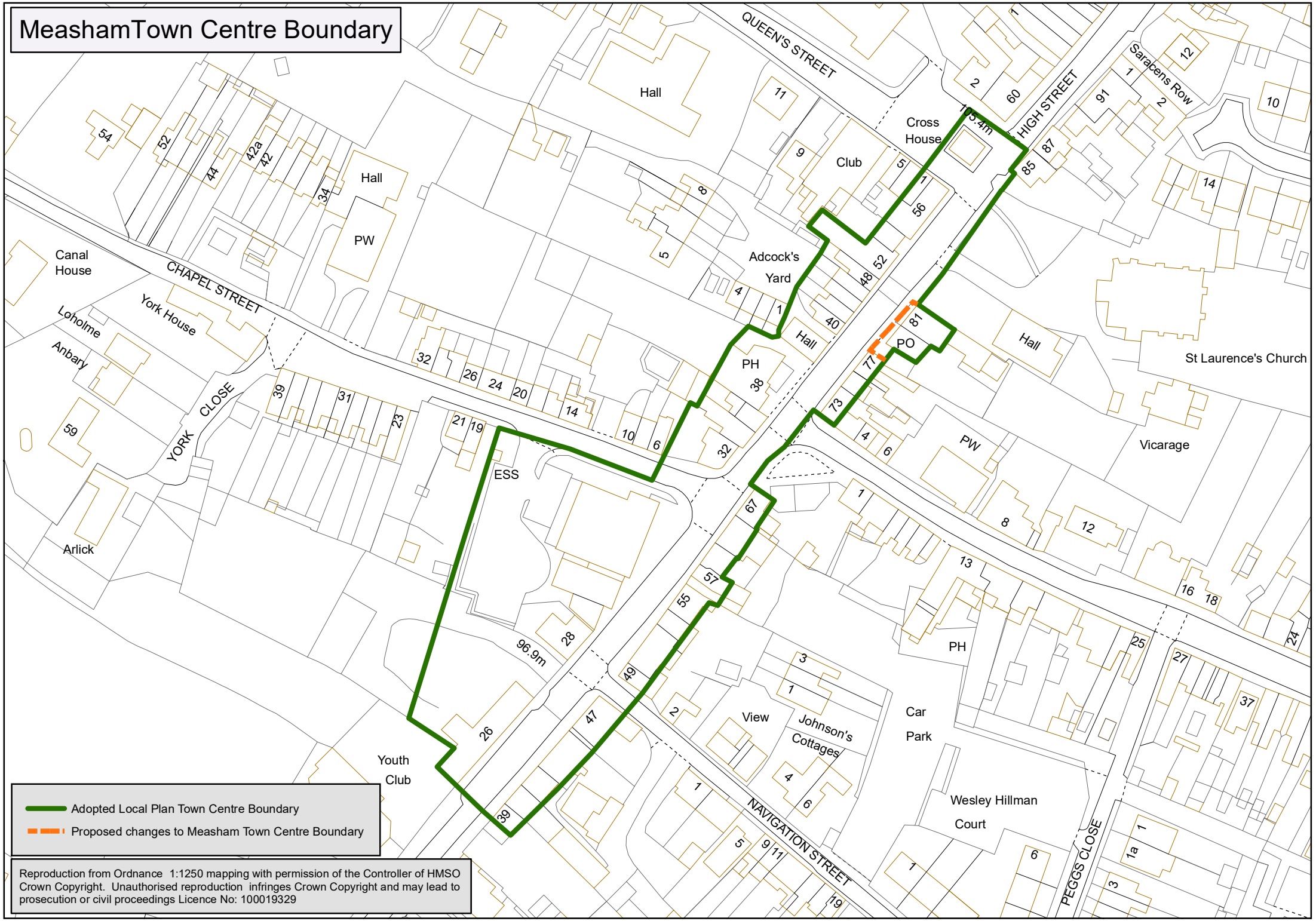
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Kegworth Town Centre Boundary



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MeashamTown Centre Boundary



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APPENDIX B: GLOSSARY

Term	Definition
Active travel	Where journeys are made in physically active ways, such as walking or cycling.
Affordable housing	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); and which complies with one or more of the following definitions: a) **Affordable housing for rent**: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). b) **Starter homes**: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used. c) **Discounted market sales housing**: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. d) **Other affordable routes to home ownership**: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be

	recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.
Agricultural land quality	A grading system for agricultural land graded from 1 to 5, with grade 1 being excellent and grade 5 being very poor. Grade 1 to grade 3a is described as **best and most versatile (BMV)** agricultural land.
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient or veteren trees	A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites.
Appropriate Assessment	See **Habitats Regulation Assessment**.
Area of Separation	An area of land within the **Limits to Development**, with the main purpose of preserving the separation between and the separate identity of two or more settlements.
Article 4 direction	A direction under Article 4 of the General Permitted Development Order which enables local planning authorities to withdraw **permitted development** rights across a defined area.
Authority Monitoring Report (AMR)	A report that reviews the progress on plan preparation compared to the targets and milestones set out in the **Local Development Scheme** and reviews the impact of **Local Plan** policies.
Best and most versatile (BMV) agricultural land	See **agricultural land quality.**
Biodiversity	The variety of living species on Earth, including plants, animals, bacteria and fungi.
Biodiversity Action Plan (BAP)	A plan which aims to conserve and enhance biodiversity.
Biodiversity Net Gain (BNG)	An approach to development, and/or land management, that aims to leave the natural environment in a measurably better state. All planning permissions granted in England (with a few exemptions) will have to deliver at least 10% biodiversity net gain.
Brownfield land	See **previously developed land.**

Build to Rent	Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
Building Regulations	The building regulations help ensure that new buildings, conversions, renovations and extensions (domestic or commercial) are going to be safe, healthy and high-performing. Building Regulations sit outside the planning system, although optional standards need to be justified and tested through a Local Plan.
Building Research Establishment Environmental Assessment Method (BREEAM)	The standard for best practice in sustainable building design, construction and operation which has become one of the most comprehensive and widely recognised measures of a building's environmental performance.
Call for sites	The process where the Council asks landowners and developers to submit sites that are available for potential development.
Carbon off-setting	The action or process of compensating for carbon dioxide emissions arising from industrial or other human activity, by participating in schemes designed to make equivalent reductions of carbon dioxide in the atmosphere.
Change of use	A change from one **use class** to another, generally requiring planning permission.
Charnwood Forest Regional Park	A partnership of local authorities, agencies, user groups and land management organisations, working to manage and promote the unique cultural and heritage features of the Charnwood Forest area.
Climate change	The changes in the Earth's global or regional climate over time.
Coal Development High Risk Area	Areas of potential land instability and other safety risks associated with historic coal mining.
Committed development	Development that is either under construction, has planning permission or is allocated for future development in the Local Plan.
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from those undertaking new development projects in their area.
Conservation Area	Areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance.
Design Code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Design Guide	A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.
Designated heritage asset	Assets including **listed buildings**, **scheduled monuments** and **registered historic parks and gardens** which are designated in national legislation, world heritage sites which are designated by UNESCO and conservation areas which are designated locally.
Development Plan	Plans which set out a vision and a framework for the future development of an area. Planning law requires that planning decisions are made in accordance with the development plan unless material considerations indicate otherwise.
Duty to cooperate	A legal duty on local planning authorities to engage with other relevant authorities and public bodies constructively, actively and on an ongoing basis on strategic cross-boundary matters.
Edge of centre	For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Energy hierarchy	A sequence of steps, in order of priority, that seek to minimise energy consumption in a building.
Exceptions test	A test relating to flood risk which is required if a **sequential test** has been carried out and shows that it isn't possible to use an alternative site. The exceptions test must show how flood risk will be managed on site; that the sustainability benefits of the development to the community outweigh the flood risk; that the development will be safe for its lifetime; and won't increase flood risk elsewhere.
Extra care housing	Individual self-contained housing that provides occupants with on-site flexible care and support to meet their changing needs. sometimes called assisted or retirement living.
First Homes	A specific kind of discounted market sale housing (discounted by a minimum of 30% against the market value) which meets the definition of affordable housing for planning purposes
Five year housing land supply	A supply of specific deliverable sites sufficient to provide five years' worth of housing (with an appropriate percentage buffer) against a local planning authority's housing requirement.
Flood zones	Zones which indicate the likelihood of an area flooding, ranging from Flood Zone 1 (low probability), Flood Zone 2 (medium probability) Flood Zone 3a (high probability) and Flood Zone 3b (the functional floodplain).
Freeport	Special areas within the UK's borders (including the East Midlands Freeport) benefitting from tax and customs incentives.

Functional Economic Area (FEMA)	The area over which the local economy and its key markets operate. North West Leicestershire is located in the Greater Leicestershire FEMA.
Future Buildings Standard	A set of energy and ventilation standards for non-domestic buildings to ensure they are zero carbon ready and better for the environment.
Future Homes Standard	A set of energy efficiency standards for new homes that will come into effect in 2025, requiring low carbon heating and high levels of energy efficiency.
General needs employment	Office, industrial and small warehousing employment units (less than 9,000 square metres).
Green infrastructure	A network of multi-functional green space which can deliver environmental and health benefits. Green infrastructure includes parks, open spaces, playing fields, woodlands, street trees, allotments, private gardens, green roofs and walls and **sustainable drainage systems** (SuDS) as well as **blue infrastructure** such as rivers, canals and other water bodies.
Greenfield land	Land that has never been built on or where the remains of any structure has blended into the landscape overtime. Greenfield land also includes gardens, agricultural or forestry buildings, parks, recreation grounds and allotments. Greenfield land should not be confused with the Green Belt which has a higher level of planning protection (there is no Green Belt in North West Leicestershire).
Greenhouse gases	Gases in the earth's atmosphere, such as carbon dioxide, methane and nitrous oxide, that trap heat and contribute to **climate change**.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently. See also **Travellers**.
Habitats Regulation Assessment	An assessment that must be undertaken if a proposed plan or project is considered likely to have a significant effect on a protected habitats site (either individually or in combination with other plans or projects). Examples of protected habitats sites found in North West Leicestershire include **Sites of Special Scientific Interest (SSSI)** and **Special Area of Conservation (SAC)**.
Health impact assessment	A tool to identify and optimise the health and wellbeing impacts of planning. It can help maximise the health benefits of a plan or development and minimise the potential harms, while maintaining a focus on reducing inequalities.
Homes England	The government's housing and regeneration agency.
Housing in Multiple Occupation (HMO)	A dwelling rented out by at least three people who are not from one 'household' (for example a family) but share facilities like the bathroom and kitchen.

Housing Market Area (HMA)	A geographical area defined by household demand and preferences for all types of housing, reflecting the links between where people live and work. North West Leicestershire is part of **the Leicester and Leicestershire Housing Market Area**.
Infrastructure Delivery Plan	A document which sets out the infrastructure required to support planned new development in the district.
Leicestershire International Gateway	A future growth area identified in the Leicester and Leicestershire Strategic Growth, encompassing the northern parts of the A42 and the M1 around East Midlands Airport.
Limits to Development	Clear, defensible boundaries drawn around the district's more sustainable settlements where the *principle* of new development is broadly acceptable. Land outside the Limits to Development is defined as countryside**.**
Listed Buildings	Buildings placed on a statutory list maintained by Historic England, designated for their architectural or historic value.
Local Development Order (LDO)	An order which provides **permitted development rights** for specific types of development in defined locations. Part of Coalville **conservation area** is subject to a Local Development Order.
Local Development Scheme (LDS)	A document which sets out a local planning authority's timetable for the production of the Local Plan and any other **development plan** documents.
Local list	A local list of **heritage assets** which identifies buildings and structures which fall below the national criteria for listing but are of local historic significance.
Local Nature Reserve	Places with wildlife or geological features that are of special interest at a local level and make an important contribution to England's biodiversity. Local Nature Reserves are statutory designations made by local authorities under the National Parks and Access to the Countryside Act 1949.
Local Plan	Documents which set a vision and a framework for the future development of an area, against which planning applications are determined.
Local Plan examination	The process by which the Local Plan is examined by an independent planning inspector who decides if the plan meets the tests of soundness defined in the **National Planning Policy Framework**.
Local Wildlife Site	Areas identified locally for their nature conservation value. Examples range from field ponds, streams and reedbeds, to ancient woodlands, flower-rich meadows and hedgerows.
Low carbon energy	Energy generated from low-carbon sources such as wind and solar.
Main modifications	A stage in the **Local Plan examination** process, whereby the independent planning inspector identifies various amendments to the Plan which are necessary to make it sound.
Main town centre use	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-

	through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major development	For housing, 10 or more dwellings or a site area of 0.5 hectares or more. For other uses, a floor space of 1,000 square metres or more or a site area of 1 hectare or more.
Minerals and Waste Local Plan	A document prepared by Leicestershire County Council and which forms part of the **development plan** for North West Leicestershire. It deals with the winning and working of minerals as well as waste management development.
Minerals Safeguarding Area	An area designated by a minerals planning authority (e.g. Leicestershire County Council) which identifies known deposits of minerals which are desired to be kept safeguarded from sterilisation by non-mineral development.
National Character Areas (NCA)	Sometimes referred to **Landscape Character Areas**. Areas of England, divided according to natural rather than administrative boundaries, each with a distinctive and unique sense of place. The National Character Areas in North West Leicestershire are Charnwood, Leicestershire and South Derbyshire Coalfield, Mease/Sence Lowlands, Melbourne Parklands and Trent Valley Washlands.
National Design Guide	A document prepared by the government, setting out the characteristics of well-designed places and what good design means in practice.
National Forest	An area of land spanning 200 square miles across parts of Derbyshire, Leicestershire and Staffordshire. The land has a history of coal mining and heavy industry but is now the focus for newly planted woodland connecting the ancient forests of Charnwood and Needwood.
National Model Design Code	Detailed government guidance on the production of **design codes,** guides and policies to promote successful design.
National Nature Reserve (NNR)	Sites which have statutory protection and which represent some of England's most important habitats, species and geology.
National Planning Policy Framework (NPPF)	A document which sets out the government's planning policies for England and how these should be applied. **Local Plans** must be consistent with the NPPF in order to be sound.
Nationally Described Space Standards (NDSS)	Minimum requirements for internal space within new homes, based upon the number of bedrooms and occupants. Local planning authorities can adopt these standards in their **Local Plans.**
Neighbourhood Plans	A document prepared usually by a parish or town council which forms part of the **development plan** against which planning applications are determined.
Net zero	The process of reducing **greenhouse gas** emissions to as close to zero as possible.

Non-designated heritage asset	Locally-identified buildings, monuments, sites, places, areas or landscapes which do not meet the criteria for **designated heritage assets** but have been identified by local planning authorities as having a degree of heritage significance meriting consideration in planning decisions. See also **local list**.
Nutrient neutrality	When new development ensures that any nutrients (such as phosphates or nitrates) that enter the water course are offset by measures elsewhere in the catchment, on the basis that such nutrients can cause water quality to deteriorate.
Occupancy condition	A **planning condition** attached to a planning permission for residential development which, for a specified period, places restrictions on who can occupy the dwelling.
Permitted development rights	Certain building works and changes of use which can be carried out without the requirement for planning permission. Permitted development rights are subject to conditions and limitations to control impacts and to protect local amenity.
Planning condition	Where planning permission is granted subject to conditions which can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse a planning application.
Planning obligation	Legal obligations entered into to mitigate the impacts of a development proposal. This can be via a planning agreement entered into under Section 106 of the Town and Country Planning Act 1990 by a person with an interest in the land and the local planning authority; or via a unilateral undertaking entered into by a person with an interest in the land without the local planning authority.
Planning Practice Guidance (PPG)	Government planning guidance which adds further context to and aids the interpretation of the **National Planning Policy Framework**.
Previously developed land	Land which is or was occupied by a permanent structure, excluding agricultural or forestry buildings, land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Primary shopping area	A defined area where retail development is concentrated.
Public Safety Zone (PSZ)	Areas at either end of an airport runway where development is restricted to minimise the risk of death or injury to humans.
Regionally Important Geodiversity Sites	Non-statutory sites selected to protect the most important places for geology, geomorphology and soils.

Registered park and garden	Parks and gardens with special historic interest and which are nationally **designated heritage assets**.
Registered provider	A provider of **affordable housing** that is registered with the Regulator of Social Housing. Registered providers include local authority landlords and private registered providers (such as not-for-profit housing associations and for-profit organisations)
Regulation 18	The stage in the **Local Plan** process where initial consultation and continued work on evidence gathering takes place.
Regulation 19	The draft version of the plan which is to be submitted to the Secretary of State. Ahead of submission, a minimum six week consultation is required. Sometimes called the 'publication' version of the plan.
Retail Impact Assessment	Assesses the impact of a proposed development on the vitality and viability of existing centres.
Rural exceptions site	Sites in the **countryside** where the development of **affordable housing** may be acceptable.
Scheduled monument	Nationally important archaeological sites which are **designated heritage assets.**
Section 106 agreement	See **planning obligations**.
Self-build and custom housebuilding	Housing where the initial owner of the home has primary input into its final design and layout.
Sequential flood risk assessment	An assessment intended to guide development to areas at lowest risk of flooding by requiring applicants to demonstrate that there are no alternative lower risk sites available for development.
Sequential test	A test which guides **main town centre uses** towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of centre locations (with preference for accessible sites which are well connected to the town centre). It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.
Site of Special Scientific Interest (SSSI)	Sites designated under the Wildlife and Countryside Act (1981) which have special features such as threatened habitats, characteristic, rare and endangered species or important geology.
Special Area of Conservation	Legally protected areas identified as making a significant contribution towards the conservation of habitats and species identified in the EU Habitats Directive.

Statement of Common Ground	A written record of the progress made by local planning authorities when planning for strategic cross-boundary matters such as an **unmet need** for housing and employment land.. It documents where effective co-operation is and is not happening throughout the plan-making process, and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. It also forms part of the evidence required to demonstrate that they have complied with the **duty to cooperate.**
Strategic Distribution	Also referred to as **strategic warehousing,** employment unit with a floorspace of at least 9,000 square metres
Strategic Growth Plan for Leicester and Leicestershire	An overarching plan which sets out the aspirations for delivery growth in Leicester and Leicestershire in the period up to 2050.
Strategic Housing and Employment Land Availability Assessment (SHELAA)	An assessment of potential development sites which enables local planning authorities to have a clear understanding of the land available for development in their area.
Strategic Planning Policy	Policies which address a local planning authority's priorities for development and set out an overall strategy for the pattern, scale and design quality of place
Supplementary Planning Document	Documents which add further detail to the policies in the **development plan**. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan
Sustainability Appraisal	A systematic process that must be carried out during the preparation of **Local Plans**. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.
Sustainable Drainage Systems (SuDS)	A form of drainage which is designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.
Temporary (or emergency) stopping place	Sites for **Travellers** which are authorised for temporary, short-term use (less than 28 days).
Transit site	Temporary accommodation sites for **Travellers**. Lengths of stay can vary but are usually set at between 28 days and three months.
Travellers	A term to describe both **Gypsies and Travellers** and **Travelling Showpeople.**

Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently**.**
Unmet need	The term used when a local planning authority cannot meet its own development needs within its administrative boundaries.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. Examples of use classes referred to in the Local Plan include: B2 - general industrial B8 - storage or distribution E - commercial, business and service F.1 - learning and non-residential institutions F.2 - local community Sui generis – no use class
Viability Assessment	The process of assessing whether a site is financially viable, by looking at whether the value generated by a development is more than the cost of developing it. Viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.
Zero Carbon	See **net-zero**.

North West Leicestershire District Council

DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020 - 2040

PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS FOR CONSULTATION



January 2024

www.nwleics.gov.uk

FOREWORD

We know that North West Leicestershire is a great place to live and work. It is home to a number of major national and multi-national businesses including DHL (logistics), Refresco (food and drink manufacturing), Plastic Omnium (manufacturing) and Ibstock Brick (building materials). Over the last few years, we have seen significant improvements in the quality of new developments. We have many Conservation Areas and Listed Buildings which provide us with a connection to our past. We are also part of the National Forest and the Charnwood Forest and home to an international airport and Donington Park race circuit.

As we move forward, we face many challenges. These challenges are many and varied; a growing population, a shortage of homes, addressing the impact of climate change, revitalising our town and local centres, delivery of new infrastructure, providing more jobs whilst also protecting the environment and heritage of our district. These challenges are not mutually exclusive, and we must set out how our district will respond to them in a balanced way.

A Local Plan provides the framework for doing this. It sets out a blueprint for how our district will respond to an increasing population up until 2040. But it is not just about where new development will go. It protects and seeks to improve the things that are important to people; like the Charnwood Forest and National Forest, our parks and green spaces, supporting more sustainable transport such as walking and cycling and also enhancing community facilities.

Having a new Local Plan in place means that we have our say on where development should be located. Otherwise, change will happen to our towns and villages in an unplanned way, with speculative development and little benefit to local community. A good Local Plan makes sure that decisions about the future of North West Leicestershire are made here in the district and not by others.

I am pleased, therefore, to present our initial proposals for the future of North West Leicestershire. This particular document identifies those sites which we propose should be allocated for future housing or employment development as part of the new Local Plan for North West Leicestershire.

The other documents upon which we are consulting are:

- Proposed Policies
- Limits to Development Review

I encourage everyone living and working in North West Leicestershire to have a look at these important documents and let us know what you think.



Infrastructure Portfolio Holder
January 2024

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APPENDICES

APPENDIX A - COMMITTED HOUSING SITES (10+ DWELLINGS GROSS) AT 1 APRIL 2023

THIS DOCUMENT WAS PREPARED PRIOR TO THE REVISIONS MADE TO THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF) ON 20 DECEMBER 2023. ANY REFERENCES TO THE NPPF ARE TO THE PREVIOUS VERSION DATED SEPTEMBER 2023 AND WILL BE CORRECTED AT THE NEXT STAGE OF THE PLAN.

Addendum: Please note that in regards to the allocation in Donisthorpe the correct spelling is Ramscliff Avenue.

1. CONSULTATION

What are we consulting on?

1.1. We are consulting on the Draft North West Leicestershire Local Plan (2020 – 2040) from **Monday 5 February to Sunday 17 March 2024**.

1.2. There are three consultation documents:

- Proposed Policies for Consultation
- Proposed Housing and Employment Allocations for Consultation *[this document]*
- Proposed Limits to Development for Consultation

1.3. We have also published a draft Policies Map which shows the policies and proposals in map form.

1.4. Together, these cover the matters included in a full draft Local Plan. We hope that having separate documents makes it easier for people interested in just one aspect of the plan.

1.5. We have also prepared some Topic Papers which provide more background information on individual subjects.

1.6. All the documents can be viewed on the Council's website www.nwleics.gov.uk/localplanmysay

1.7. As further background, you may also want to look at the following:

- Local Plan Evidence – these are the studies and assessments which have underpinned the new Local Plan so far.
- Sustainability Appraisal – this compares the sustainability credentials of different Local Plan options.

Responding to the consultation

1.8. There are a number of ways you can tell us what you think.

- Submit comments **on-line** via our website www.nwleics.gov.uk/localplanmysay .
- **Download a response form** from www.nwleics.gov.uk/localplanmysay and either:
  - **Email** it to planning.policy@nwleicestershire.gov.uk ; or
  - **Post** your response form to us at Planning Policy & Land Charges Team, North West Leicestershire District Council, PO Box 11051, Coalville, LE67 0FW.

1.9. Please make sure you tell us which **document** and which **policy/paragraph** your comments relate to.

1.10. We must receive your response by the end of **Sunday 17 March 2024.** If you have any difficulties accessing or responding to this consultation, please contact the Planning Policy & Land Charges Team by email at planning.policy@nwleicestershire.gov.uk or by phone on 01530 454676.

2. INTRODUCTION

2.1. The National Planning Policy Framework (NPPF, 2023) requires Local Plans to include strategic policies that:

- Make sufficient provision for uses including housing and employment (paragraph 20); and
- Provide a clear strategy for bringing sufficient land forward to meet growth needs, including planning for and allocating sufficient sites to deliver the strategic priorities of the area (paragraph 23).

2.2. The accompanying Draft Policies for Consultation document confirms that over the Local Plan period (2020 to 2040) we have a need for 13,270 new homes (686 per year). The baseline requirement for employment land (2017-2040) is 59,590 sqm for office uses and 195,500 sqm or industrial and small warehousing (of less than 9,000 sqm). Work to identify our requirement for strategic warehousing (of more than 9,000 sqm) is ongoing[1].

2.3. Our development strategy aims to:

- Direct new housing growth to locations that provide access to jobs, services, infrastructure and where there are alternatives to the private car, whilst also recognising the need to protect the countryside.
- Take account of the Strategic Growth Plan for Leicester and Leicestershire which identifies the Leicestershire International Gateway (focused on the northern parts of the A42 and the M1, around East Midlands Airport) as one of several locations for growth across Leicester and Leicestershire.
- Take a balanced approach to the location of new employment development. This involves making provision at the higher order settlements where historically the market has been strongest, capitalising on the existing Mercia Park development and the excellent transport links at J11 of the A42 and also making some, limited provision for new employment land in the more rural parts of the District.

2.4. Our housing and employment needs up to 2040 will be met by a combination of:

- Sites already constructed ('completions');
- Sites currently under construction and sites with planning permission ('commitments'); and
- Site allocations.

2.5. This document is structured as follows:

- Section 3 provides more information on our housing commitments.
- Section 4 sets out our proposed housing allocations.
- Section 5 sets out our proposed allocations for general employment needs.
- Section 6 provides information on our proposed locations for strategic warehousing.

2.6. Several supporting documents have informed our proposed site allocations:

[1] We are awaiting the outcome of the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study.

Table 1: Site Allocations Supporting Information

Document	Purpose of Document
Methodology for Site Assessments	This sets out our approach to assessing potential housing and employment sites in the district.
Strategic Housing and Employment Land Availability Assessment (SHELAA, 2021)	We are required by the National Planning Policy Framework (NPPF) to have a clear understanding of the land available for potential development (paragraph 68). The SHELAA identifies all the potential development sites in the district and is an essential piece of evidence for the Local Plan.
Site Assessment Proformas	This brings together a range of quantitative and qualitative data and scores sites using a Red/Amber/Green rating (see **Appendix 4** of the Site Assessment Methodology). The site proformas were used to assess the sustainability of each site, forming part of the Sustainability Appraisal.
Sustainability Appraisal (SA)	It is a legal requirement for Local Plans to be informed throughout their preparation by a Sustainability Appraisal (SA). The SA should demonstrate how the Local Plan has addressed relevant economic, social and environmental objectives. Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).
Detailed Site Assessments	This brings together all the information from the SHELAA and SA, identifies the key planning considerations for each site and selects the most suitable sites for allocation. For housing, these have been prepared by settlement. For employment, they are presented on a site by site basis.

Draft Policy Requirements

2.7. A site location plan is provided for each proposed allocation. The allocations are also identified on the draft Policies Map which is published separately. After this consultation, and as we finalise the development requirements for our allocations, we intend to provide plans for each site which depict various constraints / opportunities / parameters to which a planning application should adhere. We have provided example parameters plans for Land north and south of Park Lane, Castle Donington (CD10) and Land south of East Midlands Airport (EMP90).

2.8. Each proposed housing and employment site allocation sets out the uses for which the site is allocated.

2.9. For housing, this will include:

- **An approximate number of dwellings** – all of the housing allocations are for major sites (10 or more dwellings) and will require the provision of affordable housing in accordance with draft Policy H5. The final number of dwellings on each site will be determined at the planning application stage and will depend upon factors such as the final mix, size and density of housing.
- **Public open space** – the final amount and type of open space required on each site will be finalised as the Local Plan progresses.
- **Surface water drainage** – All allocations will require a surface water drainage scheme (SuDS) to deal with treatment of storm water.
- **Other facilities** – in order to make them sustainable, larger sites may be required to provide land for other facilities such as a primary school, local centre or some employment uses.

2.10. For each employment allocation, the estimated floorspace capacity (in sqm) of the site and the acceptable uses (by use class) are set out.

2.11. Each proposed housing and employment site allocation also sets out our proposed development requirements for that specific site, for example, where the access should be provided, any parts of the site which should remain free from built development or the financial contributions necessary to make the development acceptable in planning terms (Section 106 contributions).

2.12. It should be noted that we are still at an early stage in identifying the particular infrastructure requirements for each allocation (education, healthcare, highways etc). We have prepared Part 1 of an Infrastructure Delivery Plan (IDP), but as the Local Plan makes further progress, each of the allocations will be subject to a more detailed assessment in Part 2 of the IDP.

2.13. Where a site is in a specific location that would require a certain assessment to be submitted with a planning application, this is also included in the development requirements. For example, sites that are in a particular Minerals Safeguarding Area will require a Minerals Assessment and sites that are close to an identified noise source (such as Donington Park, or East Midlands Airport) will require a noise assessment.

2.14. It is assumed that the majority (if not all) of our proposed site allocations will require the following reports as part of any future planning application, and as a result, they have not been referred in the proposed policy requirements for each site[2]:

- Design and Access Statement
- Flood Risk Assessment
- Transport Statement or Transport Assessment
- Phase 1 Habitat Survey (followed up with any necessary species surveys)
- Air Quality Assessment in accordance with our adopted Air Quality Supplementary Planning Document
- Ground Investigation Study
- Desk Based Archaeological Assessment (followed up with any necessary archaeological site investigation)

[2] For more information, see our list of planning application validation requirements. This is in the process of being updated and will be on our website in due course.

2.15. As the Local Plan makes more progress, the parameters for a Health Impact Assessment (HIA)[3] will become clearer and it is possible that we will specify in the policy requirements for those sites where it is required.

2.16. It should also be noted that our proposed allocations may change as the Local Plan progresses. For example, evidence may come to light that a particular site is not deliverable or developable. We also anticipate that new sites not considered so far will need to be assessed, which may or may not be more suitable development options.

2.17. **As we are at an early stage in Local Plan preparation, this consultation provides an opportunity for stakeholders, site promoters and local residents / businesses to comment on our site allocations, the proposed uses and development requirements for each site, as well as identify anything which we have not included at this stage.**

[3] This is a new policy requirement, not currently included in the adopted Local Plan.

3. HOUSING COMPLETIONS AND COMMITMENTS

Housing Need 2020 to 2040

3.1. For housing, the Local Plan covers the period from 1 April 2020 to 31 March 2040. Over this period, we have a need for **13,270** homes (**686** homes per year). More information is provided in our Draft Policies Consultation Document (Policy S1).

3.2. It has been previously agreed that we should apply a flexibility allowance of 10% to our housing need. This will help cover the eventuality that sites may not be delivered for the total amount or at the rate anticipated.

Housing Completions 2020 to 2023

3.3. We monitor housing completions in the district once a year[4]. In the first three years of the plan period (1 April 2020 to 31 March 2023), **2,396** homes (net) were built in the District. **2,130** of these homes were on sites comprising 10 or more dwellings (major sites) and **266** were on sites of less than 10 dwellings (small sites).

Housing Commitments 2023 to 2040

3.4. A proportion of our housing need between 2020 and 2040 will be met by sites which are already committed. Our housing commitments comprise:

- Dwellings **under construction** at 31 March 2023.
- Dwellings which have **planning permission** (either full, outline or reserved matters). Construction has not started on these homes, but they could form part of a wider site where construction is underway, or a site which has not started and where the planning permission could potentially lapse.
- Dwellings which do not have planning permission but have a '**resolution to grant permission**'. At present, we have one site at Waterworks Road, Coalville (application reference 20/00831/OUTM), where there is a resolution to approve the application, but where a Section 106 legal agreement needs to be finalised before planning permission can be granted.
- Dwellings **allocated in the adopted Local Plan**. This applies to Money Hill, Ashby de la Zouch, where part of the site has planning permission and is under construction, but the remainder (around 1,200 dwellings) is allocated and does not yet have planning permission.

3.5. A more detailed breakdown of the completed and committed dwellings at major sites is provided at **Appendix A**.

3.6. Every year we prepare a housing trajectory that estimates how many dwellings will be built over the course of the plan period, with the aim of demonstrating that we can meet our housing needs for the next five years. Our latest housing trajectory shows the position at 1 April 2023. From our committed sites, we anticipate **4,698** dwellings will be built between 2023 and 2031[5] and a further **1,388** post 2031. We can also now factor in a further **677**

[4] This is done at the end of each monitoring year. A monitoring year runs from 1 April to 31 March.
[5] The end of the adopted Local Plan period (which covers 2011 to 2031)

dwellings which were previously on hold because of HS2[6]. This equates to a total **6,763** dwellings which we expect will contribute to our housing need up to 2040.

Housing Need and Supply Summary

3.7. The table below summarises our position, taking into account our housing need, completions between 2020-2023 and our projected completions up to 2040 from committed sites.

Table 2: Housing Need and Supply Position at 1 April 2023

		No. of dwellings
A	Annual requirement	686
B	Total requirement 2020-40 (A x 20)	13,720
C	Completions 1 April 2020 - 31 March 23	2,396
D	Remaining at 1 April 2023 (B – C)	11,324
E	Flexibility allowance @ 10% of D	1,132
F	**TOTAL REQUIREMENT (D +E)**	**12,456**
G	Projected completions 2023-31	4,698
H	Projected completions 2031-40	1,388
I	Projected additional completions due to HS2	677
J	Total projected completions 2022-40 (G+H+I)	6,763
	REMAINING PROVISION REQUIRED (F – J)	**5,693**

Local Plan Site Allocations

3.8. **Table 2** shows that we have a remaining need for around 5,693 dwellings. To meet this need, we will need to identify additional sites. Our proposed housing allocations are set out in Section 3.

[6] For more information, go to the Local Service Centres on page 42.

4. HOUSING ALLOCATIONS

4.1. The National Planning Policy Framework (NPPF, 2023) requires local planning policies to:

> *"…identify a sufficient supply and mix of [housing] sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:*
>
> *a) specific, deliverable sites for years one to five of the plan period; and*
> b) *specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan."* (paragraph 68).

4.2. '*Deliverable*' is defined in the Glossary of the NPPF as:

> *"To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years."*

4.3. '*Developable*' is defined in the Glossary of the NPPF as:

> *"To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged."*

4.4. The deliverability and developability of sites has been a key consideration for us in identifying our proposed housing allocations. After this consultation, the Regulation 19 version[7] of the Local Plan will be supported by a housing trajectory, showing when in the Local Plan period our housing allocations are expected to be built, with the purpose of demonstrating that the Local Plan accords with NPPF paragraph 68.

4.5. Our proposed housing allocations are set out below.

[7] This is the version of the plan that will be submitted to the Planning Inspectorate for examination. Before we submit the plan, it will be subject to another round of consultation.

Draft Housing Allocations

Site Reference	Site Address	Number of dwellings (Approximate)
Principal Town		**1,666**
C46	Land at Broom Leys Farm, Broom Leys Road, Coalville	266
C48	South of Church Lane, New Swannington	283
C50	Jack's Ices, North of Standard Hill, Coalville	108
C61	Church View, Grange Road, Hugglescote	10
C74	Land at Lily Bank, Thringstone	64
C83	186, 188 and 190 London Road, Coalville	50
R17	Land at Coalville Lane/Ravenstone Road	153
C47, C77, C78, C86 C81	Broad Location West Whitwick	500
C92	Former Hermitage Leisure Centre, Silver Street, Whitwick	32
TBC	Coalville Town Centre Regeneration	200
Key Service Centres		**2,326**
A5	Money Hill, Ashby de la Zouch	1,200[8]
A27	South of Burton Road, Ashby de la Zouch	50
CD10	Land North and South of Park Lane, Castle Donington	1,076
Local Service Centres		**450**
Ib18	Land off Leicester Road, Ibstock	450
Sustainable Villages		**334**
Ap15 Ap17	Land at Old End, Appleby Magna and 40 Measham Road	32
D8	Land off Ramscliffe Avenue, Donisthorpe	32
E7	Land between Midland Road and Leicester Road, Ellistown	69
H3	Land adjacent to Sparkenhoe Estate, Heather	37
Mo8	Land off Ashby Road, Moira	49
Oa5	Land at School Lane, Oakthorpe	47
P4	Land South of Normanton Road, Packington	18
R12	Land at Heather Lane, Ravenstone	50
New Settlement		
IW1	Land at Isley Woodhouse	4,500[9]

[8] This site is allocated in the adopted Local Plan (2011 to 2031) and has been included in our 'commitment' figures at **Table 2** above.

[9] At present, we anticipate around **1,900** dwellings will be built in the period up to 2040.

Principal Town

4.6. The Coalville Urban Area comprises **Coalville**, **Donington le Heath**, **Greenhill**, **Hugglescote**, **Snibston**, **Thringstone**, **Whitwick** and the **Bardon employment area**. It is identified as the District's Principal Town in our settlement hierarchy (Policy S2) and the focus for the largest amount of new development.

4.7. South East Coalville is a large urban extension with planning permission for 3,500 dwellings[10]. The development will make a significant contribution towards our housing requirement between 2020 and 2040. Construction on the site started in 2018/19. As at 1 April 2023, 670 dwellings had been completed. 603 of these were completed from 1 April 2020 and will count towards the overall Local Plan housing requirement for 2020 to 2040. This leaves a residual of **2,830** dwellings to be completed in the period up to 2040. Based on completion rates to date as well as input from the site promoters, we anticipate the site will be completed around 2033.

4.8. In addition to the 2,830 dwellings at South East Coalville, **Appendix A** confirms the other sites in the Coalville Urban Area that have contributed or will contribute to our housing need up to 2040. The following sites have planning permission, but at 1 April 2023, were yet to deliver any homes:

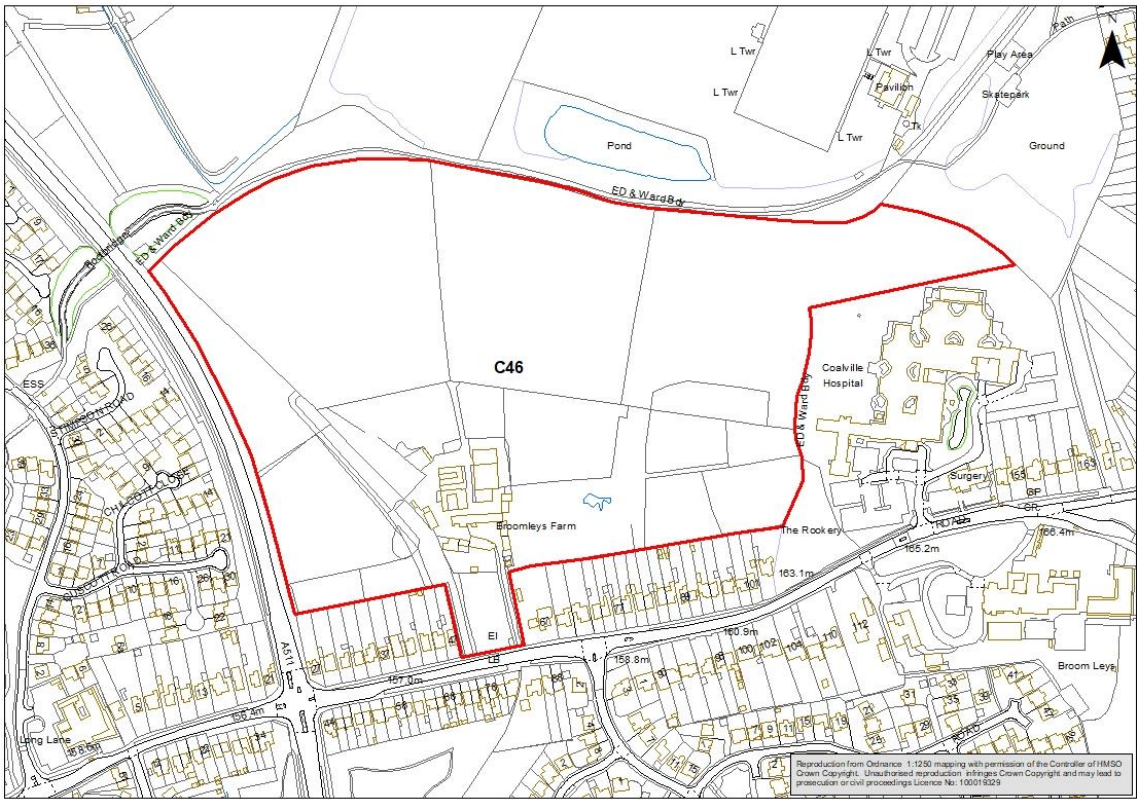
- Land North Of Standard Hill And West Of Highfield Street, Coalville (400 dwellings)
- Snibston Discovery Park, Ashby Road, Coalville (144 dwellings)
- Waterworks Road, Coalville (101 dwellings)
- Workspace 17, Highfield Street, Coalville (22 dwellings)
- Stephenson House, Coalville (14 dwellings)
- Land off Forest Road, Hugglescote (24 dwellings)

4.9. In addition to these completions and commitments, we are proposing to allocate around **1,666** dwellings across the Coalville Urban Area.

[10] South East Coalville comprises planning permission references 12/00376/OUTM (800 dwellings) and 13/00956/OUTM (2,700 dwellings).

Broom Leys Farm, Broom Leys Road, Coalville (C46)

4.10. This site lies to the east of the A511 Stephenson Way and north of Broom Leys Road. It is bounded to the north by a footpath running along a former mineral railway. To the east, the site is bound by Coalville Community Hospital and Sharpley Avenue recreation ground. A public right of way (O6) crosses the western part of the site.



Broom Leys Farm, Broom Leys Road, Coalville (C46)

(1) Broom Leys Farm, Broom Leys Road, Coalville (C46), as shown on the Policies Map, is allocated for:

(a) Around 266 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision of self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from Broom Leys Road and/or the A511;
(b) Provision of active travel pedestrian and cycle routes through the site including a link to the former mineral railway line which adjoins the northern boundary of the site;

(c) Retention and enhancement of the existing public right of way (O6);
(d) Retention and enhancement of existing hedgerows and trees within the site and along the boundary of site with Stephenson Way (other than in the event that access from the A511 is required) and the former mineral railway;
(e) Provision of public open space along the northern, western and north-eastern boundaries of the site;
(f) Achievement of biodiversity net gain in accordance with national requirements;
(g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(h) A design which respects the amenity of adjoining residential properties on Broom Leys Road and Coalville Community Hospital; and
(i) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.11. This site forms part of an Area of Separation between Coalville and Whitwick in the adopted Local Plan. Having assessed all the available sites in the Coalville Urban Area, we have concluded that it will be necessary to allocate land in the Area of Separation to ensure we can meet our future housing need.

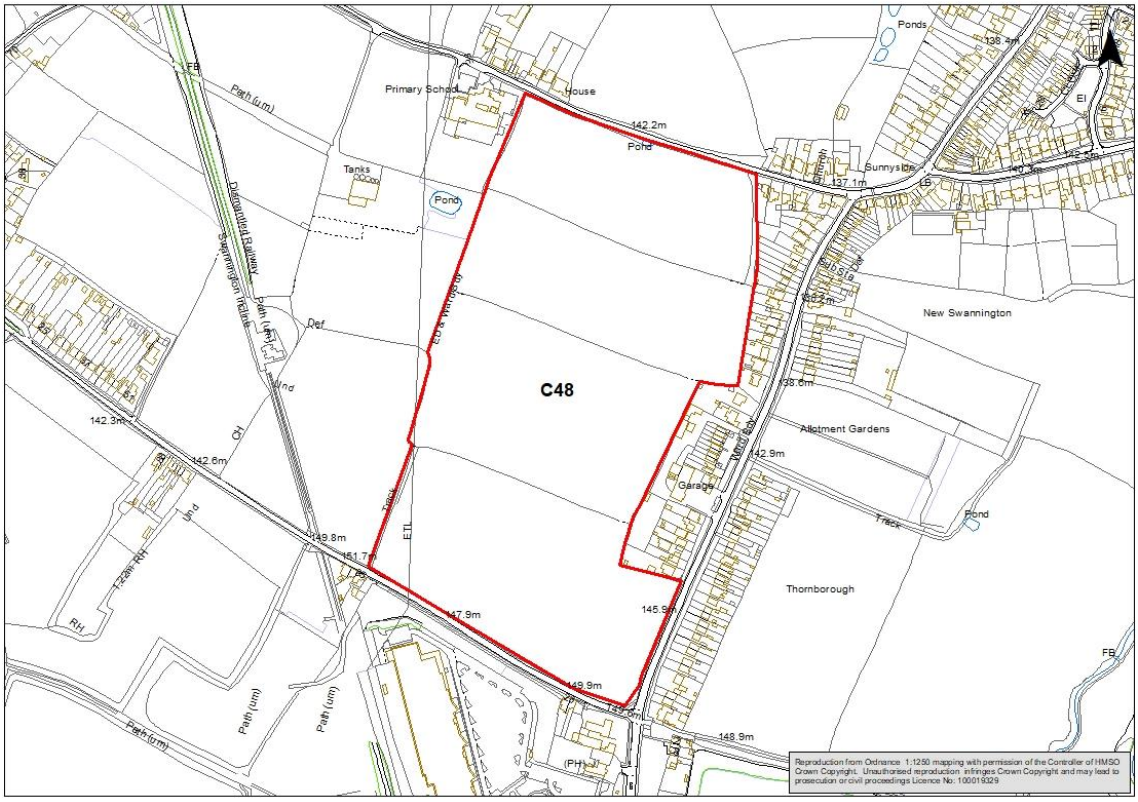
4.12. We commissioned an Area of Separation Study in 2019 which split the Area of Separation into units and assessed whether those units made a primary, secondary or incidental contribution to the Area of Separation. Whist some units were identified as making an incidental contribution, none of these were suitable for housing development. The Study concluded that Broom Leys Farm makes a secondary contribution to the Area of Separation.

4.13. Because of the site's location adjacent to the remainder of the Area of Separation, the provision of open space in the northern, western and north-eastern parts of the site will help maintain a sense of openness when viewed from the footpath adjoining the northern boundary of the site.

4.14. The site was the subject of a planning application for up to 250 dwellings submitted in 2014 (14/00808/OUTM). The application was never determined. At that time, the local highways authority did not raise an objection to a proposed access from the A511 which to an additional access on Broom Leys Road. This suggests a similar access strategy may be suitable, although it would be necessary to have regard to up-to-date traffic data.

South of Church Lane, New Swannington (C48)

4.15. This site lies to the rear of residential properties fronting Thornburgh Road, north of Spring Lane and south of Church Lane. The site is currently in agricultural use.



South of Church Lane, New Swannington (C48)

(1) South of Church Lane, New Swannington (C48), as shown on the Policies Map, is allocated for:

(a) Around 283 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

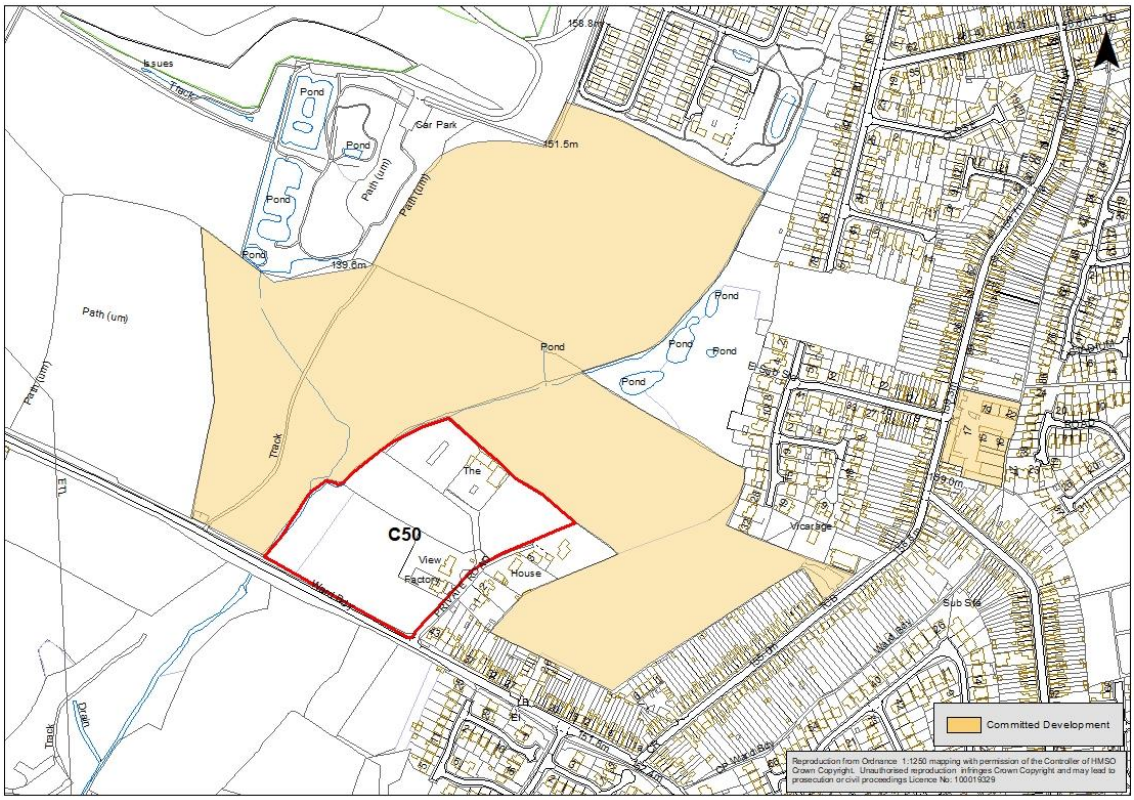
(a) Provision of a safe and suitable access from both Thornborough Road and Spring Lane. No access will be allowed from Church Lane;
(b) Provision of active travel cycle routes through the site and pedestrian and cycle recreational routes within the site;
(c) Retention and enhancement of the existing public rights of way N43, O12 and O13;
(d) Achievement of biodiversity net gain in accordance with national requirements;

(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(f) The submission, a spart of a planning application, of an Archaeological Impact Assessment;
(g) Provision of a noise bund along the eastern boundary of site where it adjoins existing business uses;
(h) A design which respects the amenity of adjoining residential and employment uses; and
(i) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.16. A planning application (16/01407/OUTM) for residential development was refused in 2017, primarily because the site was in the countryside. There were also concerns regarding the design of the scheme and its potential impact on archaeological remains. At the time the application was deemed acceptable by the local highway authority. The applicants withdrew their appeal when the Council adopted the current Local Plan.

Jack's Ices, North of Standard Hill, Coalville (C50)

4.17. This site comprises a mix of brownfield and greenfield land, located to the north of Standard Hill. Just over half of the site is greenfield land used for agricultural purposes. The remainder of the site is made up of a mix of a residential dwelling, an ice cream factory and various farm buildings, grain stores and an agricultural contractor business. The site is bordered to the east by existing residential properties and to the north and west by a recently commenced housing development of 400 dwellings. The southern boundary runs along Standard Hill.



Jack's Ices, North of Standard Hill, Coalville (C50)

(1) Jack's Ices, North of Standard Hill, Coalville (C50), as shown on the Policies Map, is allocated for:

(a) Around 108 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

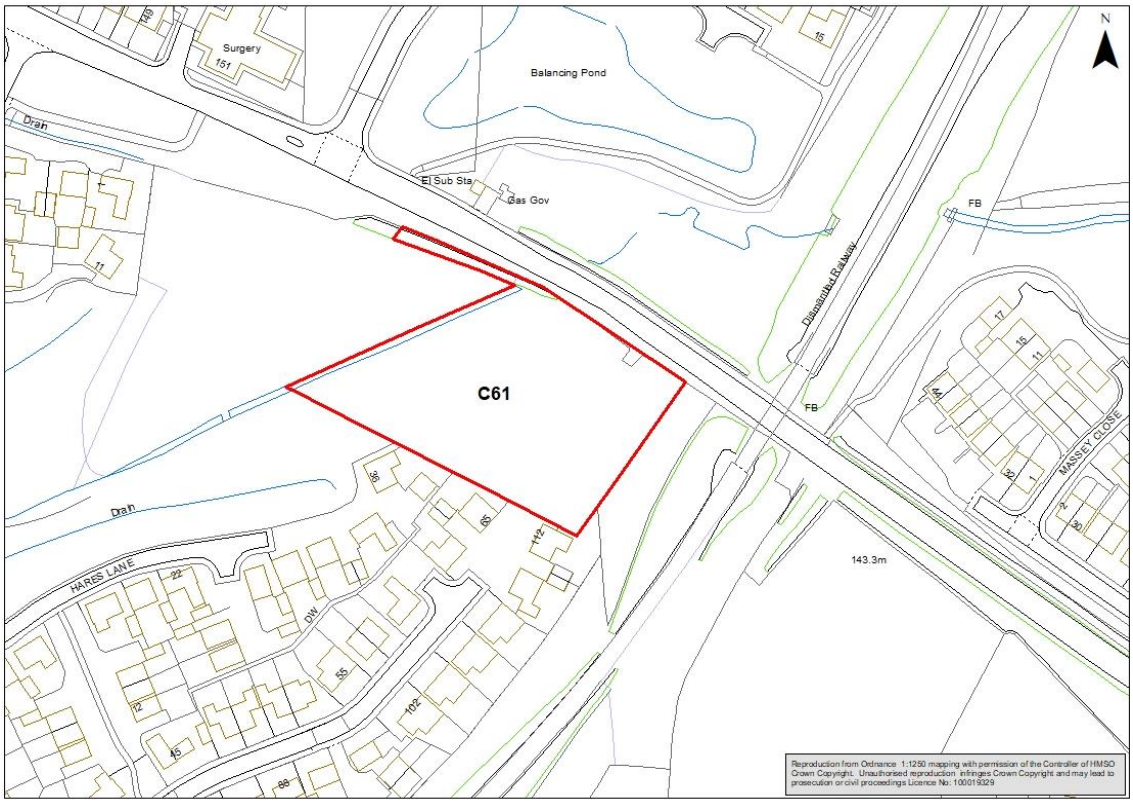
(a) Provision of a safe and suitable access from Standard Hill or via the residential development taking place to the north and west of the site;

(b) Provision of active travel cycle and pedestrian routes through the site to join with the adjoining development to the north and west;
(c) The woodland in the south-west corner of the site is to be retained;
(d) Achievement of biodiversity net gain in accordance with national requirements;
(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
(f) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.18. This site was the subject of a planning application for 109 dwellings (19/02159/FULM) which was withdrawn in November 2019. The site is surrounded by existing or approved built development, and as a result, cannot be regarded as countryside. Subject to providing suitable access to the highway network, development would represent a rounding-off of built development in the area.

Church View, Grange Road, Hugglescote (C61)

4.19. This site lies to the south of Grange Road within an otherwise the built-up area.



Church View, Grange Road, Hugglescote (C61)

(1) Church View, Grange Road, Hugglescote (C61), as shown on the Policies Map, is allocated for:

(a) Around 10 homes

(2) Development of this site will be subject to the following requirements:

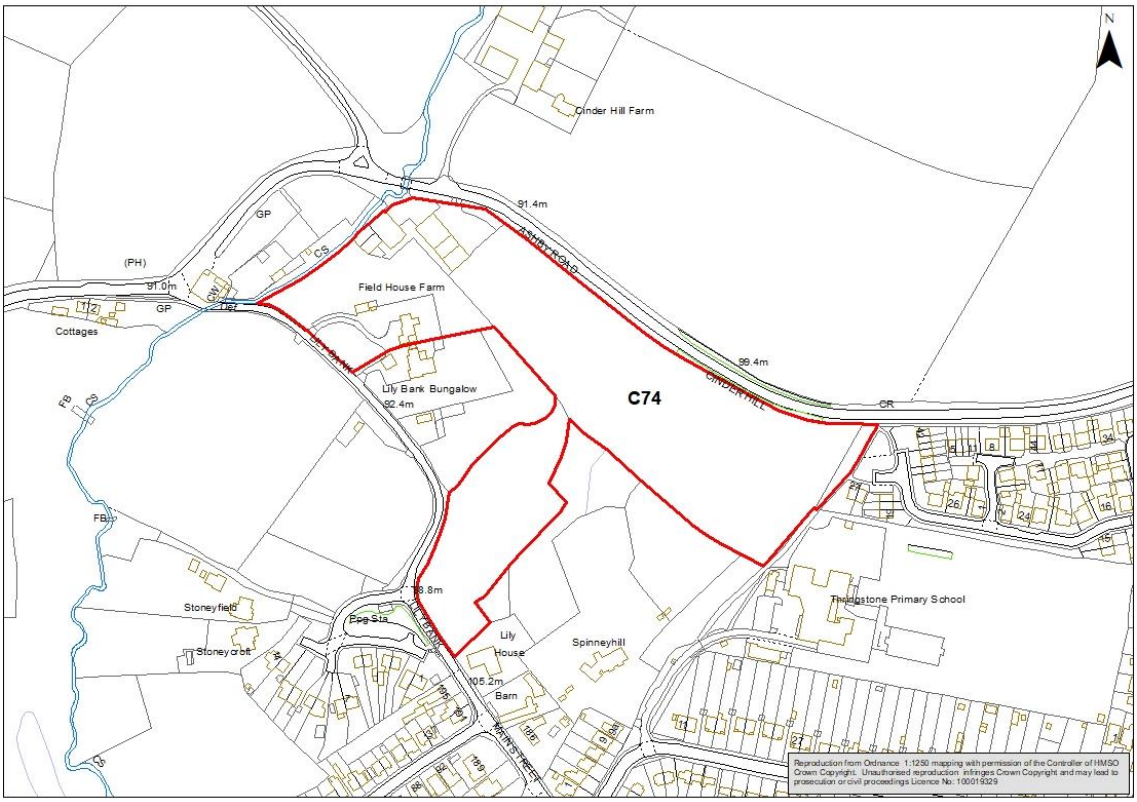
(a) Provision of a safe and suitable access from Grange Road or via the existing development to the south of the site;
(b) Provision of a pedestrian link to the former railway line which adjoins the site to the east;
(c) Achievement of biodiversity net gain in accordance with national requirements;
(d) Existing trees and hedgerows to be retained within and along the boundary of the site and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
(e) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and

(f) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.20. Part of this site is located within Flood Zones 2 and 3, where built development would not be appropriate. A Flood Risk Assessment will need to demonstrate that the remainder of site can be developed without any adverse effects. It may be possible to secure an access from the recently completed development to the south which would avoid the need to provide an access on to Grange Road.

Land at Lily Bank, Thringstone (C74)

4.21. This site lies to the north-west of Thringstone between Lily Bank and the A512 Ashby Road. It is bounded to the east by recent development at Griffin Road and Thringstone Primary School.



Land at Lily Bank, Thringstone (C74)

(1) Lily Bank, Thringstone (C74), as shown on the Policies Map, is allocated for:

(a) Around 64 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from Lily Bank or via the existing development to the east (Griffin Road). Access will not be allowed from the A512 (Ashby Road);
(b) Provision of a direct pedestrian link to public right of way N5 which runs along the eastern boundary of the site;
(c) Retention and enhancement of the existing public right of way N4;

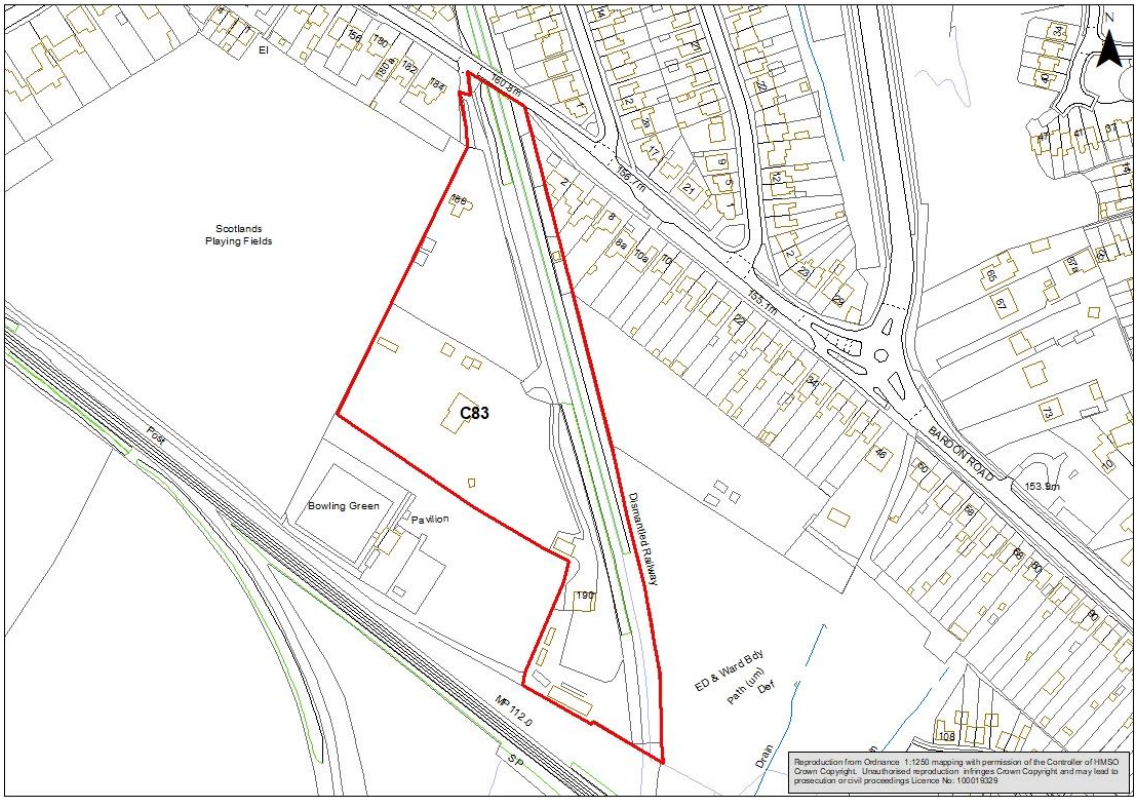
(d) Existing trees and hedgerows to be retained within and along the boundary of the site and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
(e) Achievement of biodiversity net gain in accordance with national requirements;
(f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(g) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and
(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.22. The westernmost part of this site is located in Flood Zones 2 and 3a where built development would not be appropriate.

4.23. There is a public right of way which runs along the eastern boundary of the site. Providing a link from the site to this footpath will ensure direct access in to Thringstone via Henson's Lane or Griffin Road. The latter route will also provide access to Loughborough Road and regular bus services.

Land at 186, 188 and 190 London Road, Coalville (C83)

4.24. This site lies to the south of London Road and to the east of Scotlands Playing Field. A small part of the site adjoins the Leicester-Burton railway line.



Land at 186, 188 and 190 London Road, Coalville (C83)

(1) Land at 186, 188 and 190 London Road, Coalville (C83), as shown on the Policies Map, is allocated for:

(a) Around 50 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from London Road or via land to the east which is also proposed for housing development (C21);
(b) Provision of a pedestrian access from the Scotland's Playing Field;
(c) Provision of a pedestrian and cycle link along the route of the former mineral railway up to London Road;
(d) Existing trees and hedgerows to be retained within and along the boundary of the site, particularly the wooded area that borders the

railway line to the south of the site, wherever possible and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);

(e) Hedgerows and trees to be retained wherever possible, including the wooded area that borders the railway line to the south of the site;

(f) Achievement of biodiversity net gain in accordance with national requirements;

(g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and

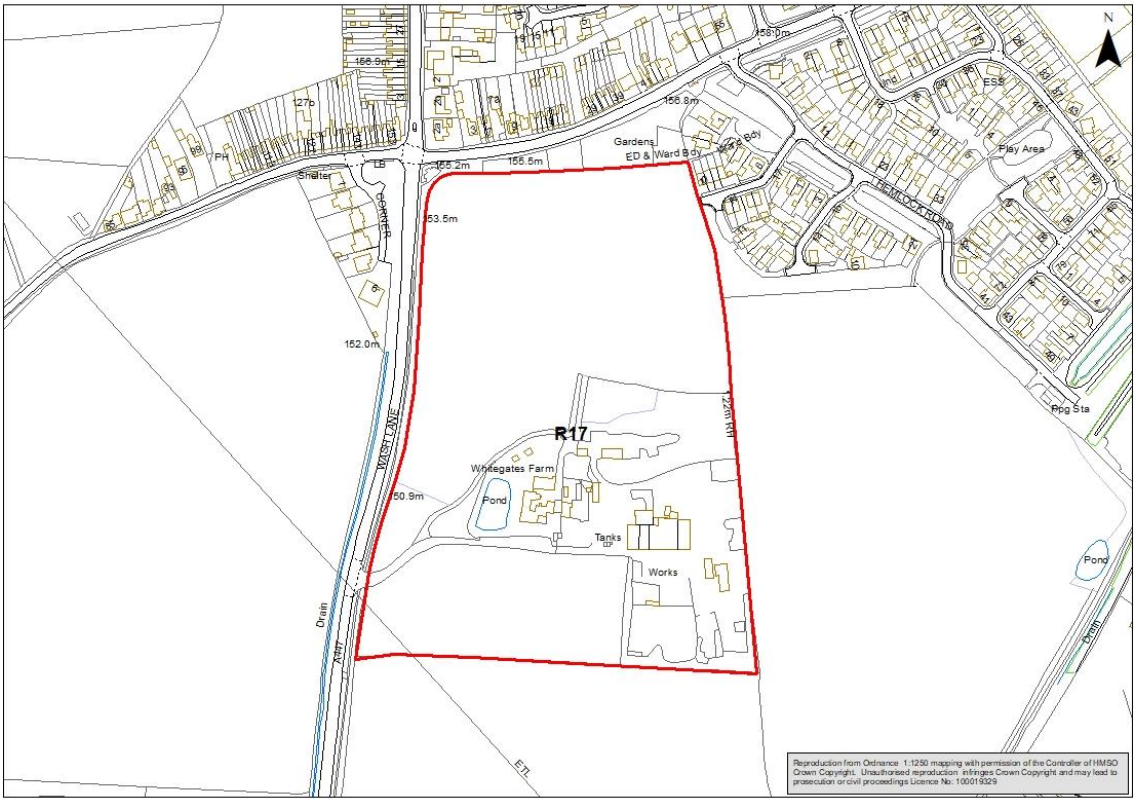
(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.25. The site's eastern boundary follows the route of the former railway which lies in a cutting for part of its route. This provides the opportunity for a pedestrian and cycle link to London Road and which will link into development taking place at south-east Coalville to the south of the Leicester to Burton railway line.

Land at Coalville Lane/Ravenstone Road (R17)

4.26. This site lies to the south of Coalville Lane and to the east of Wash Lane. It comprises an area of agricultural land on the northern half and a range of industrial buildings, hardstanding and residential property on the southern half. The site is bordered by a combination of open fields (to the south and west) and residential development (to the north on the opposite side of Coalville Lane and to the east). Allotments immediately adjoin the site to the north.

4.27. The site is located in Ravenstone Parish but is regarded as an extension to the Coalville Urban Area.



Land at junction of Wash Lane and Coalville Lane, Ravenstone (R17)

(1) Land at junction of Wash Lane and Coalville Lane, Ravenstone (R17), as shown on the Policies Map, is allocated for:

(a) Around 153 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) The submission of evidence which demonstrates that contamination will not prohibit future development;
(b) Provision of a safe and suitable access from Wash Lane;
(c) Provision of a pedestrian link through the site from Wash Lane to the adjoining residential development to the east of the site;
(d) The retention and enhancement of hedgerows and trees (including the woodland copse adjoining Wash Lane) and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
(e) Achievement of biodiversity net gain in accordance with national requirements;
(f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
(g) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

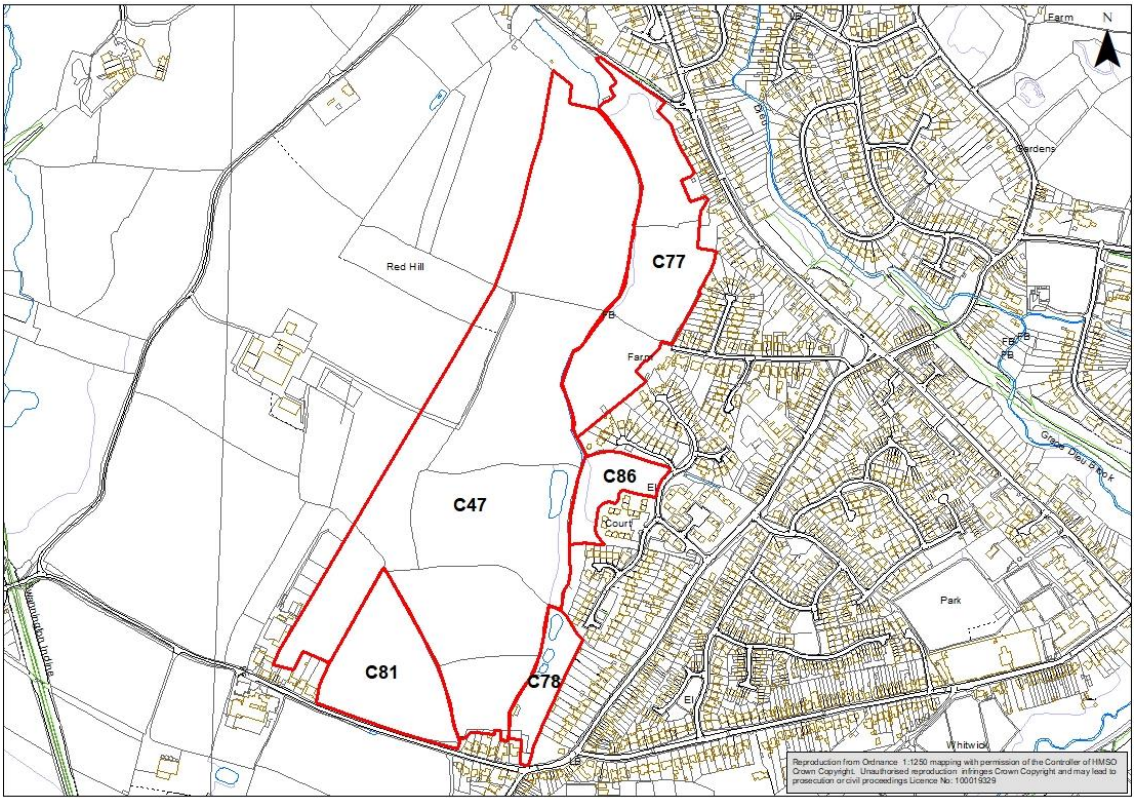
4.28. The northern part of the site (currently in agricultural use) is the subject of a planning application for 105 dwellings (21/00494/OUTM).

4.29. The southern part of the site largely comprises brownfield land, where there is the potential for contamination, although detailed survey work would be required to ascertain as to whether this is the case or not.

4.30. Land to the east has been recently developed for housing. The provision of a pedestrian access to this site will facilitate easier access through to Coalville town centre via the former Snibston Discovery Park site.

Broad Location, West Whitwick (C47, C77, C78, C86, C81)

4.31. We have identified land to the west of Whitwick as a Broad Location for potential future development.



Broad Location, Land West of Whitwick (C47/C77/C78/C81/C86)

(1) Land West of Whitwick C47/C77/C78/C81/C86), as shown on the Policies Map, is identified as a Broad Location where the Council will work with the different site promoters to seek to identify future areas for development comprising:

(a) Around 500 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) For Land West of Whitwick to be formally allocated in the Regulation 19 Plan, there will need to be an agreement between the Council and the various site promoters which commits the various parties to work together to deliver a comprehensive and well-planned development in a timely manner that would also need to address the following matters:

(a) Provision of a comprehensive masterplan prepared jointly by the Council and the site promoters and informed by consultation with the

local community and other stakeholders. The masterplan should establish the key principles for how the site is to be developed, including design and layout and details of the infrastructure required to support development;

(b) Provision of safe and suitable accesses to the local highway network;

(c) Provision of active travel cycle and pedestrian routes through and within the site;

(d) Retention and enhancement as far as possible of the existing public rights of way N34, N36, O14 and O15;

(e) Existing trees and hedgerows to be incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing), including retention of an area of woodland to the rear of properties on Robinson Road;

(f) Achievement of biodiversity net gain in accordance with national requirements;

(g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and

(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

(3) To enable a comprehensive and coordinated development approach, piecemeal or unplanned development proposals within the area which are likely to prejudice its delivery including the infrastructure required for the area will not be permitted.

4.32. There are several sites west of Whitwick and south of Thringstone in our Strategic Housing and Economic Land Availability Assessment (SHELAA). The sites have been submitted to us separately (sites C81, C47, C78, C77 and C86). Cumulatively, we estimate the sites could deliver around 500 homes.

4.33. Whilst some of these sites have potential to be built as standalone developments, not all of them have an obvious means of access. Larger developments have a bigger impact, but equally they are able to support the provision of more infrastructure to help relieve pressure on existing services and facilities. They also offer an opportunity to create a well-designed, high-quality place that small scale, incremental developments cannot.

4.34. We would like to explore the potential for these sites to be developed comprehensively, with a view to becoming allocated in a later version of the Local Plan. For the time being, we are identifying West Whitwick as a Broad Location for growth.

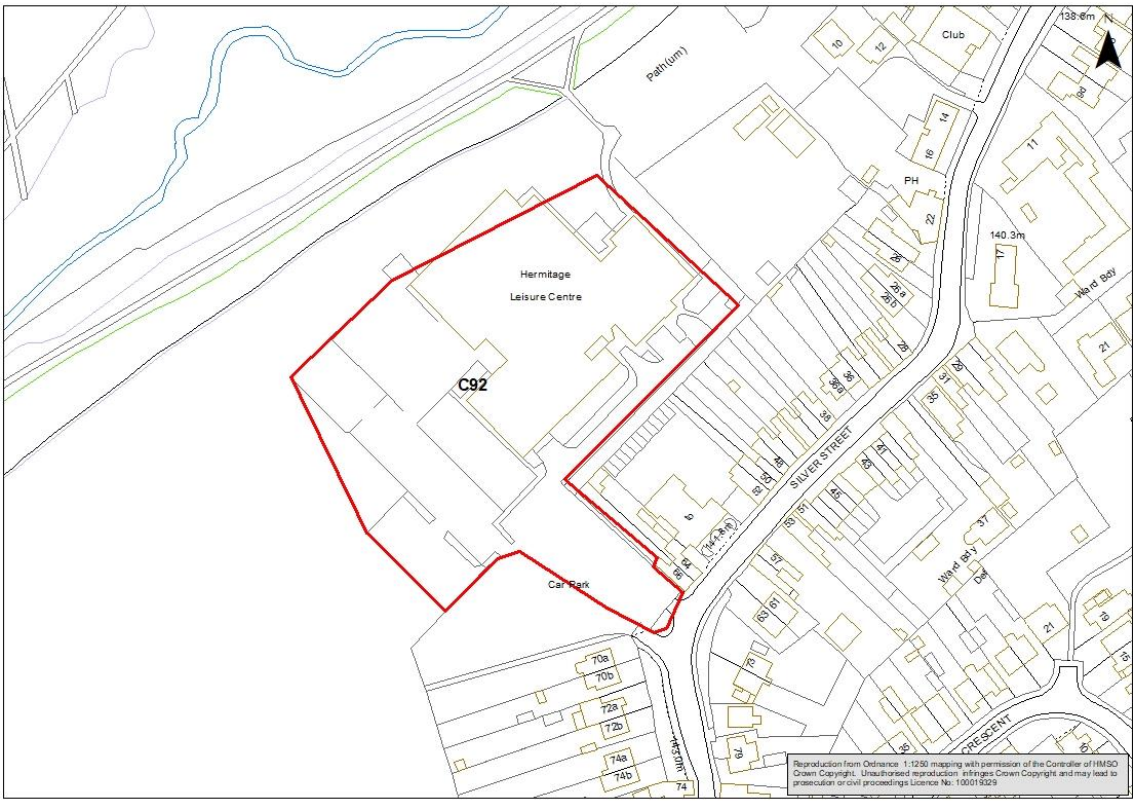
4.35. Broad Locations are specifically referred to in national planning policies and guidance. They are relatively large areas of land at a specified location where future development of an acceptable type and scale would be appropriate in principle. The identification of a Broad Location in a Local Plan does not imply that the whole area should be developed, rather that within this wider area, specific development sites would subsequently be identified, defined and allocated to specific uses taking account of local factors, constraints and features.

4.36. Before we can determine whether West Whitwick should be allocated for development, we will need to ascertain if we are able to establish a commitment to joint working amongst the various landowners and promoters.

4.37. Any future development would need to be comprehensively masterplanned to achieve a high-quality design and layout that integrates well with the surrounding built and natural environments and ensures a high degree of connectivity, particularly for pedestrians and cyclists, and provides good access to facilities and sustainable forms of transport.

Former Hermitage Leisure Centre, Silver Street, Whitwick (C92)

4.38. This site lies to the north-west of Silver Street and was the site of the Hermitage Leisure Centre until it closed in 2022. The Hermitage Recreation Ground lies to the south-west whilst a public right of way (a former railway line) adjoins the north-western boundary of the site. Housing is located to the south-east of the site.



Former Hermitage Leisure Centre, Silver Street, Whitwick (C92)

(1) Former Hermitage Leisure Centre, Silver Street, Whitwick, as shown on the Policies Map, is allocated for:

(a) Around 32 dwellings
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from Silver Street;
(b) Provision of a pedestrian link to the existing public right of way to the north-west of the site;
(c) Achievement of biodiversity net gain in accordance with national requirements;

(d) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
(e) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.39. In 2022 the Hermitage Leisure Centre was replaced by the new Whitwick and Coalville Leisure Centre. After considering a range of options for the leisure centre building, in September 2022 the Council decided to retain the land as part of the Housing Revenue Account. The site's location and the fact that is previously developed land, together with the existence of a suitable access, makes it suitable for housing development.

Coalville Regeneration Sites

4.40. One of the Council's key aims is to regenerate Coalville town centre and its environs. We have published a Coalville Regeneration Framework (2023) which highlights several opportunity areas for future regeneration. This includes supporting more housing development, which will enhance the physical appearance of the town centre, whilst also providing a boost to local shops and services.

4.41. The Wolsey Road Regeneration Area (identified as project 3 in the Regeneration Framework) has planning permission for 77 dwellings and is now under construction (21/00596/FULM).

4.42. In October 2023, the Council resolved to grant planning permission for the Needham's Walk mixed use leisure development (project 6 in the Regeneration Framework). This development includes the provision of 28 one bedroom apartments (22/00819/FULM).

4.43. We are exploring other potential regeneration opportunities on previously developed land. Including the 28 dwellings at Needham's Walk, we estimate that such opportunities could provide around **200 dwellings**.

4.44. We will undertake more detailed assessment of these potential regeneration sites, with a view to including more information at the Regulation 19 stage.

Key Service Centres

4.45. The Key Service Centres of **Ashby de la Zouch** and **Castle Donington** form the second tier of our settlement hierarchy. There are currently two large-scale sites under construction in the Key Service Centres which will contribute to our housing needs between 2020 and 2040; Money Hill in Ashby and Park Lane in Castle Donington.

4.46. The Ashby Neighbourhood Plan was made[11] on 29 November 2018, prior to the start of this Local Plan period (2020). It does not allocate any sites for housing, and given Ashby's status in the settlement hierarchy, it is necessary for us to allocate housing sites in the Local Plan.

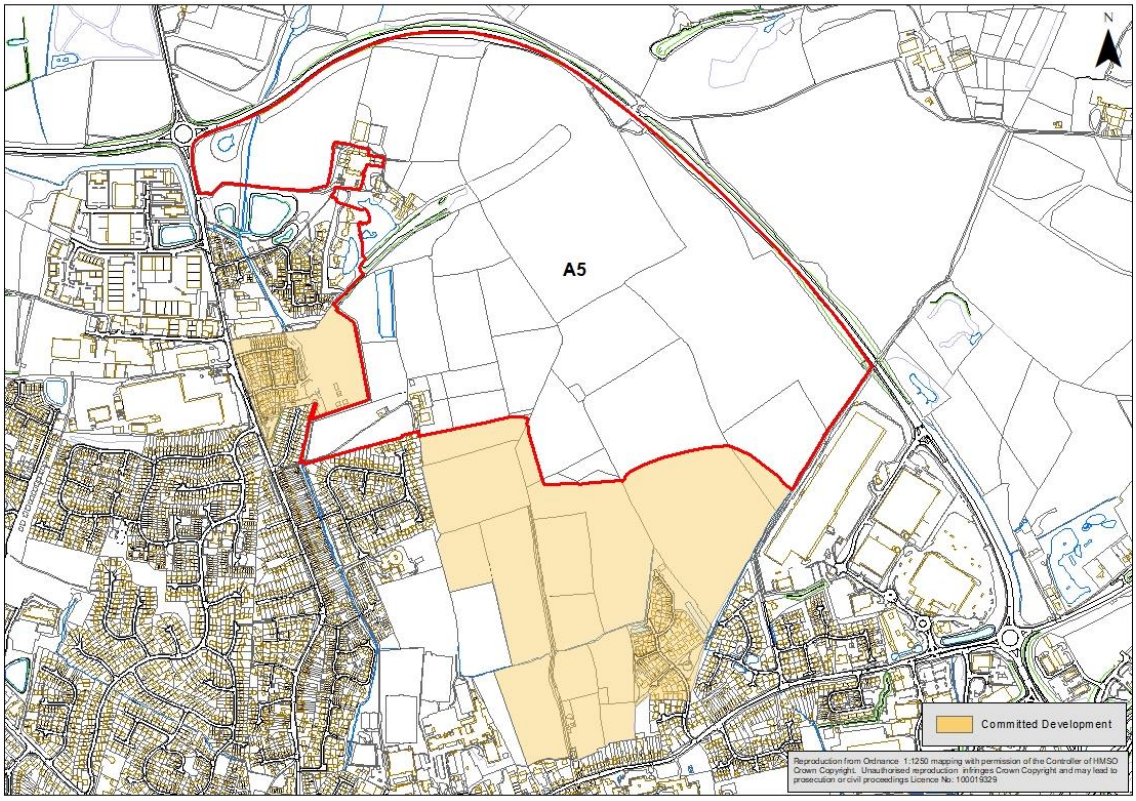
4.47. In the Key Service Centres, we are proposing to allocate around **2,326** dwellings across three sites.

[11] This means it has been formally adopted and forms part of the Development Plan against which planning applications are determined.

Money Hill, Ashby-de-la-Zouch (A5)

4.48. The whole Money Hill site is expected to deliver in the region of 2,000 dwellings. Money Hill is located on the north-eastern side of Ashby. It is in the Limits to Development and is allocated for development in the adopted Local Plan (Policies H1b and H3a). Whilst part of the site has planning permission and is under construction, a planning application has not yet been submitted for the remainder.

4.49. We are proposing to allocate the remainder of the site for around 1,200 dwellings in the new Local Plan. As this part of the site is already allocated in the adopted Local Plan, it is included in our commitments figure at **Table 2**. However, as no planning application has been submitted for this part of the site, there is the opportunity to update the policy requirements.



Money Hill, Ashby-de-la-Zouch (A5)

(1) Money Hill (A5), as shown on the Policies Map, is allocated for:

(a) Around 1,200 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Land to accommodate a [TBC] form entry primary school
(e) Around 16ha of employment land (offices, industry and warehousing)
(f) Areas of public open space
(g) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) An internal road layout which links to the adjacent committed development and the existing access points on to the A511 (the principal vehicular access), Smisby Road (the secondary vehicular access) and Nottingham Road;
(b) Provision of active travel pedestrian and cycle routes through the site providing connections to the adjacent committed development and to Ashby town centre, adjacent employment areas and the wider countryside;
(c) Provision for a bus link through the site;
(d) Retention and enhancement of the existing public right of way crossing the site (O80);
(e) Existing trees to be retained within the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
(f) Achievement of biodiversity net gain in accordance with national requirements;
(g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(h) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
(i) Provision of a Mineral Assessment for at or near surface coal;
(j) Provision of a Coal Mining Risk Assessment;
(k) A comprehensive masterplan prepared in consultation with stakeholders, including both the district and town council and agreed in writing with the local planning authority, for the comprehensive development of the site and its relationship to the existing and committed development in the vicinity and what measures will be put in place to protect the amenity of existing and committed residential areas; and
(l) Any necessary Section 106 financial contributions, including but not limited to primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.50. To accommodate this scale of development, land for a new primary school is required. This means there will be two new primary schools across the whole Money Hill development. This policy carries over the existing Local Plan requirement for some employment land to be provided on site.

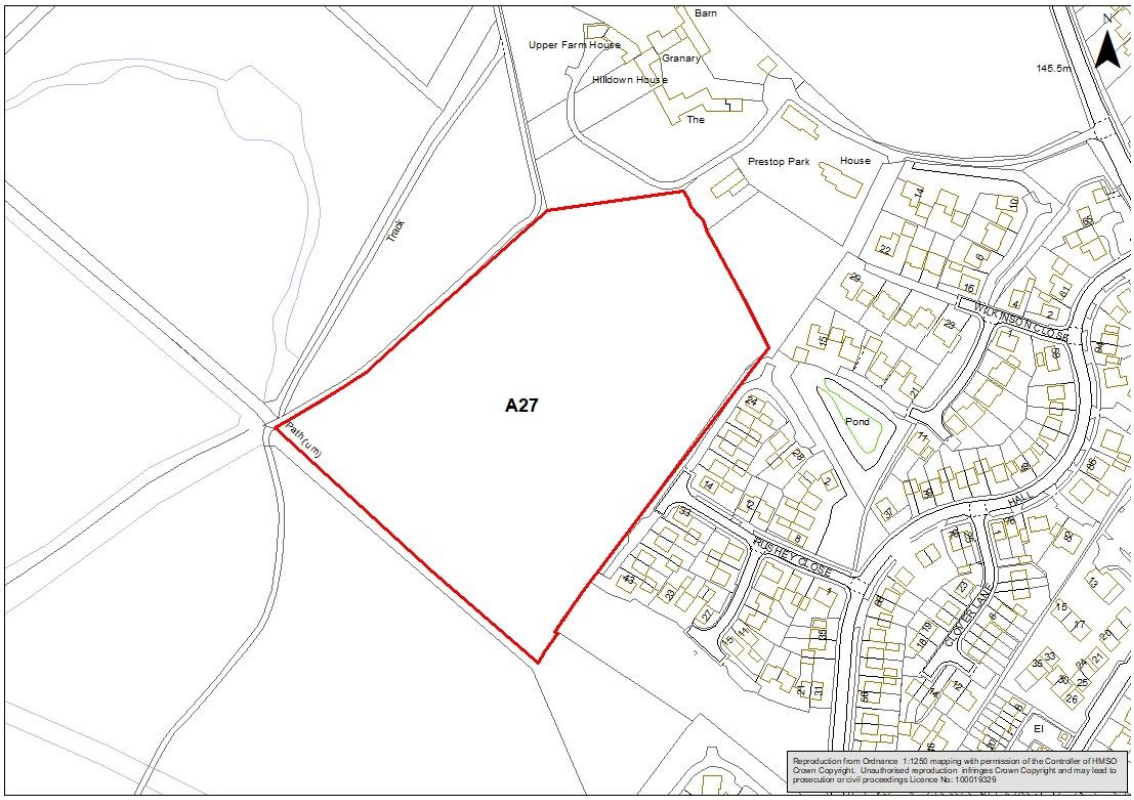
4.51. As part of the committed development, access points on to the local highway network (A511, Smisby Road and Nottingham Road) have already been constructed. This development should link in to approved road layout and access points in a legible, logical manner.

4.52. To encourage walking and cycling, active travel routes should be incorporated into this development and should be direct and legible.

4.53. We will seek a high-quality development and require a comprehensive masterplan to bring the development forward. Further design requirements may be required further to this consultation and as the Local Plan makes more progress.

South of Burton Road, Ashby-de-la-Zouch (A27)

4.54. The site is located on the north-western side of Ashby and adjoins the recently constructed Ashtree Gardens site. As part of that development, this site was earmarked for a National Forest planting scheme. However, that planting scheme was provided in an alternative location, meaning this site is now available for residential development.



South of Burton Road, Ashby-de-la-Zouch (A27)

(1) South of Burton Road (A27), as shown on the Policies Map, is allocated for:

(a) Around 50 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from Rushey Close;
(b) Retention and enhancement of the existing public right of way (P5);
(c) Hedgerows to be retained within a 5 metre buffer of natural vegetation;
(d) Provision of public open space on the higher ground in the north-west of the site;
(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

(f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease; and

(g) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

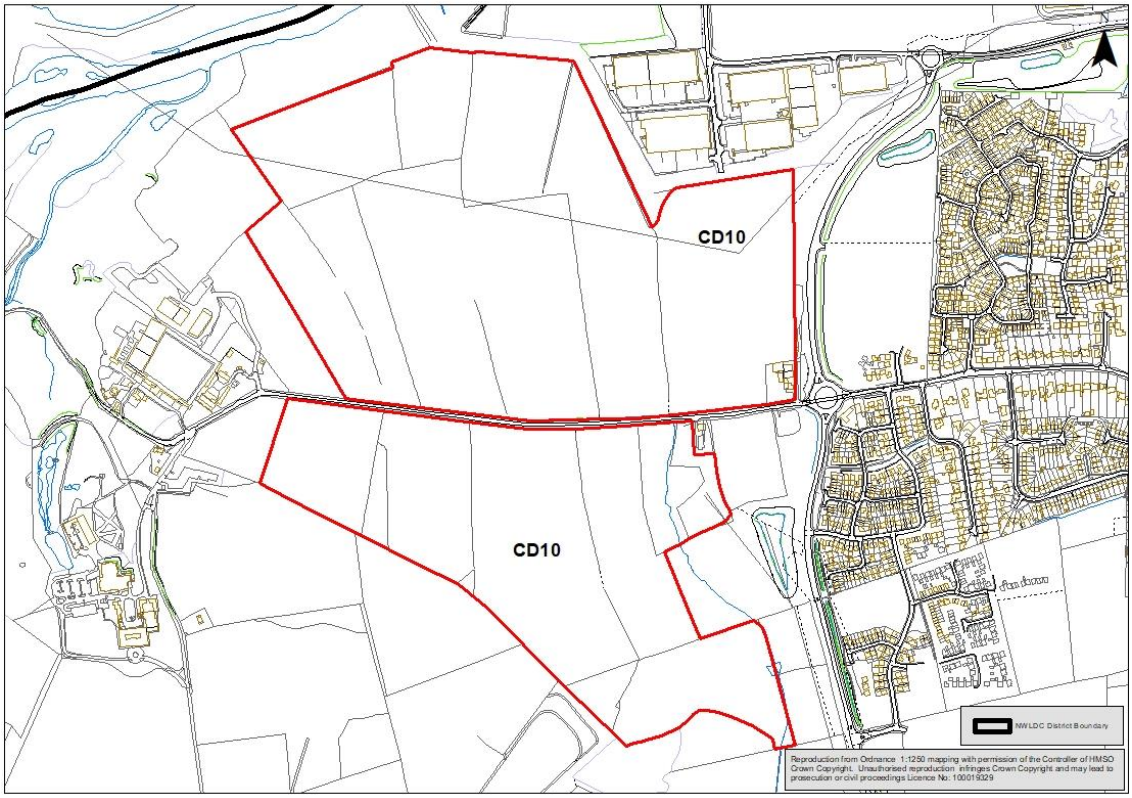
4.55. This site forms an extension to the Ashtree Gardens site and the local highways authority is satisfied that the site can be accessed from Rushey Close. There are no land ownership issues with gaining access to the site.

4.56. The topography rises in the north-eastern part of the site where it adjoins a parcel of land with a parkland character. From a landscape and visual impact perspective, it is important that this part of the site on higher ground is kept free from built development. There is an opportunity to provide public open space and increase tree planting in this area. The capacity of 50 dwellings is based upon the assumption that there will be no housing in this part of the site.

4.57. The existing public right of way running within the site's south-western boundary should be kept on its current alignment and surfaced so it provides an extension to and is in keeping with the footpath provided on the adjoining housing development.

Land North and South of Park Lane, Castle Donington (CD10)

4.59. This site comprises 81.28 ha of land on the western side of Castle Donington. It is located to the west of the Castle Donington bypass and comprises land to the north and south of Park Lane. To the east is land currently under construction for residential development.



Land North and South of Park Lane, Castle Donington (CD10)

(1) Land North and South of Park Lane, Castle Donington (CD10), as shown on the Policies Map, is allocated for:

(a) Around 1,076 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11
(e) Land to accommodate a [TBC] form entry primary school
(f) A local centre
(g) Small-scale employment uses
(h) Areas of public open space
(i) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of safe and suitable access points from Park Lane;

(b) Widening of Park Lane between the Castle Donington bypass and the primary site access;
(c) A safe and suitable pedestrian link to, and a crossing point across, the Castle Donington bypass;
(d) Provision of active travel pedestrian and cycle routes through the site;
(e) Provision for a bus link through the site;
(f) Retention of the existing public right of way (L87) crossing the southern part of the site;
(g) The undergrounding of the overhead power lines crossing the site;
(h) Achievement of biodiversity net gain in accordance with national requirements;
(i) The provision of an Ecological Management Plan to best benefit biodiversity and compliment surrounding habitats and designated ecological sites and their connectivity;
(j) Existing trees and hedgerows along site boundaries and within the site are to be retained and incorporated into open spaces, with minimal breaks in hedges for access purposes and in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
(k) A 20 metre buffer zone to Studbrook Hollow Local Wildlife Site to be developed as woodland and appropriate buffer zones to Studbrook Grassland Local Wildlife Site and Dalby's Covert Local Wildlife Site.
(l) A design that maximises the enhancement of heritage assets in the vicinity, including, but not limited to: (i) Built development set back from and reinforcement of landscaping along Park Lane; (ii) New trees and hedgerows along the southern boundary of the site to reduce the impact on Grade II* listed Donington Park; (iii) Any development on the southern part of the site should be low density and no higher than two storeys; (iv) Development adjacent to Home Farm should be of an appropriate height, scale and density to minimise visual impact; (v) The incorporation of key views towards the spire of the Church of St Edward Kind and Martyr.
(m) Provision of a noise impact assessment and the incorporation of appropriate measures to mitigate the impact of any noise associated with Donington Park Circuit and East Midlands Airport; and
(n) A comprehensive masterplan and phasing plans are to be agreed with the Council and other key stakeholders;
(o) Any necessary Section 106 financial contributions, including but not limited to primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

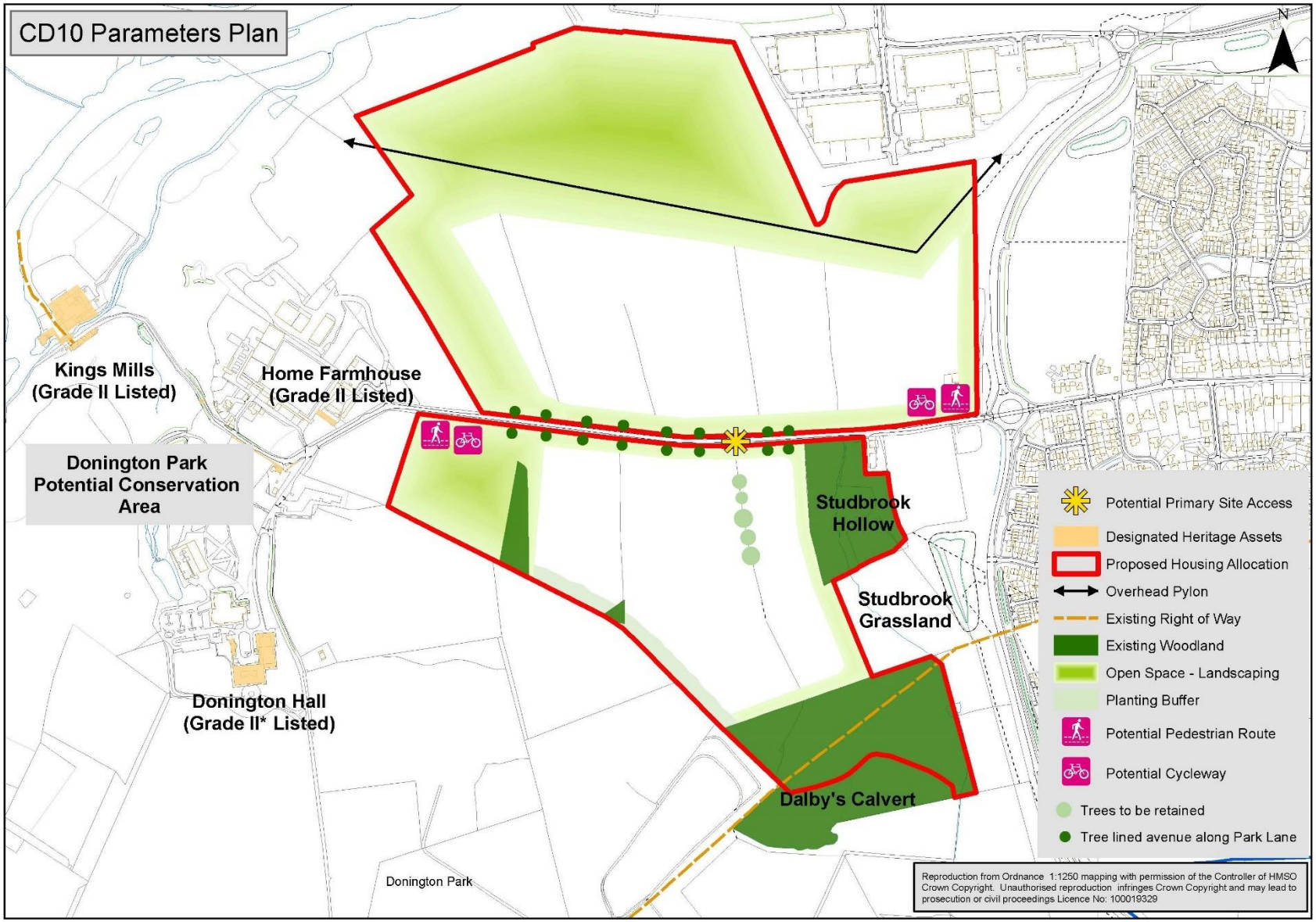
4.60. Because of the scale of development proposed and its location on the western edge of Castle Donington, a mix of uses are necessary to make the site sustainable. A new primary school is required. The size of the school and the mechanism by which it will be secured will be determined as the Local Plan progresses.

4.61. The widening of Park Lane will be necessary to provide a safe and suitable access to the site. However, this will only apply to the part of Park Lane between the bypass and the primary access point. It is expected that the western part of Park Lane will retain its tree lined rural character which is recognised as being a strong historic feature in the landscape and not be widened. This character will be reinforced by requiring that built development should be set back from the whole of Park Lane to create a green corridor that helps to retain Park Lane's rural character. This should be of a sufficient distance to incorporate additional trees and footpath/cycleway parallel to Park Lane. Housing development should front on to this green corridor.

4.62. The main impacts of this development will be on heritage assets and ecology and from noise in the surrounding area. A comprehensive masterplan which is informed by these factors will be required and will need to take account of the following designations in the vicinity:

- Donington Hall (Grade II* listed) along with associated listed features associated with the hall to the south west;
- Home Farmhouse (Grade II listed) to the west;
- Several listed buildings at Kings Mill to the west;
- Donington Park, a medieval deer park associated with the hall is considered to be a non -designated heritage asset and a potential future Conservation Area;
- Donington Park Site of Special Scientific Interest (SSSI) to the west;
- King's Mills, Quarry Hill Plantation Regionally Important Geology Site (RIGS) to the west;
- Dalby's Covert (Candidate Local Wildlife Site) to the south and the Quarry Hill Plantation (Candidate Local Wildlife Site) to the north.

4.63. To aid with the interpretation of this policy, we have prepared the following parameters plan. This is something that we will prepare for all allocation sites as we progress the Local Plan.


CD10 Parameters Plan
N
Kings Mills
(Grade II Listed)
Home Farmhouse
(Grade II Listed)
Donington Park
Potential Conservation
Area
Studbrook
Hollow
Studbrook
Grassland
Donington Hall
(Grade II* Listed)
Dalby's Calvert
Donington Park
Potential Primary Site Access
Designated Heritage Assets
Proposed Housing Allocation
Overhead Pylon
Existing Right of Way
Existing Woodland
Open Space - Landscaping
Planting Buffer
Potential Pedestrian Route
Potential Cycleway
Trees to be retained
Tree lined avenue along Park Lane
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Local Service Centres

4.64. The Local Services Centres of **Ibstock**, **Kegworth** and **Measham** form the third tier in our settlement hierarchy.

4.65. Our adopted Local Plan acknowledges that the proposed construction of HS2 had the potential to prevent some development sites in Kegworth and Measham from being delivered. On that basis, the adopted Local Plan identified reserve sites, where the principle of development would only be acceptable once there was greater certainty about the route of HS2:

- Policy H3c - Land off Ashby Road/Leicester Road, Measham (about 300 dwellings)
- Policy H3d - Land south of Ashby Road, Kegworth (about 110 dwellings)

4.66. Until as late as October 2023, there continued to be a lack of certainty about HS2. However, the government has now confirmed that HS2 in the East Midlands will be scrapped. We have contacted the site promoters for the following committed sites[12] who have all confirmed that the sites are still available for development:

- Land adjoining 90 Ashby Road, Kegworth (110 dwellings) (application reference 16/00394/REMM)
- Adjacent to Computer Centre and J24, Packington Hill, Kegworth (141 dwellings) (application references 19/1757/REMM and 19/00878/REMM)
- Measham Waterside (426 dwellings) (application reference 19/02381/REMM)

4.67. The sites will not be able to come forward immediately as the land is still safeguarded for HS2, but there is now a greater certainty that these sites can be developed in short to medium term of the Local Plan period.

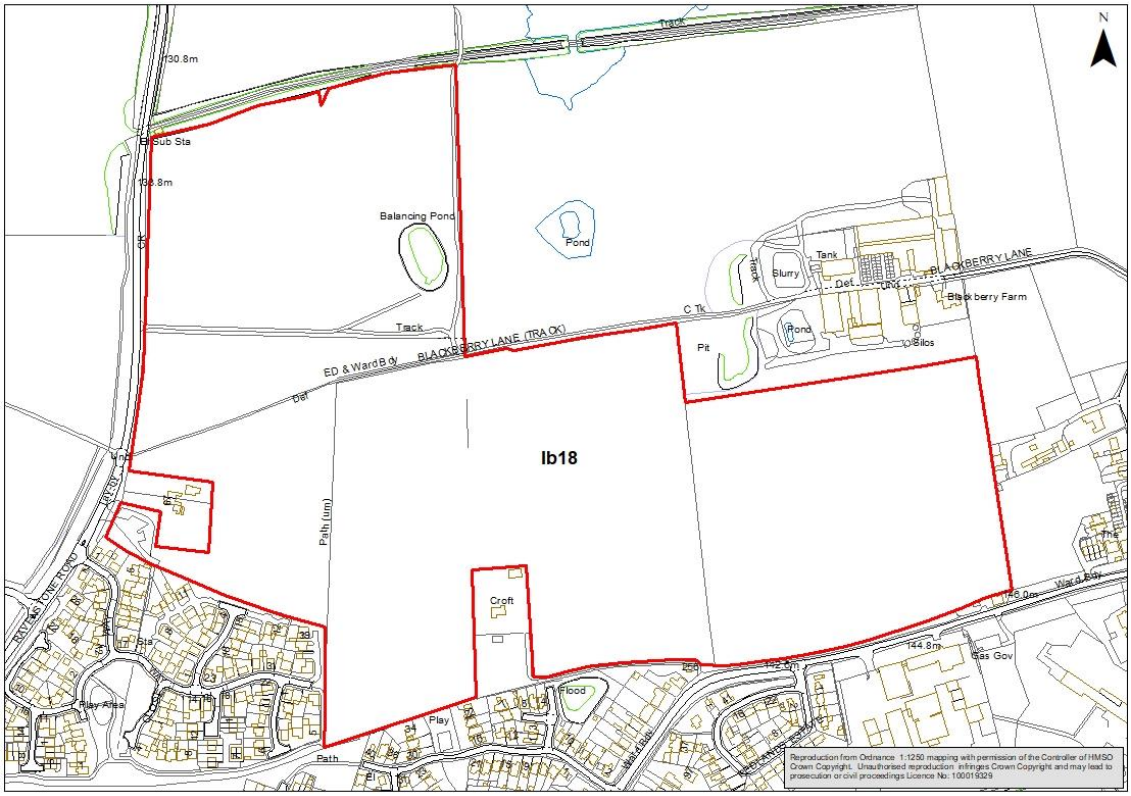
4.68. On this basis, we are not proposing to allocate any further sites in Kegworth and Measham and the Local Plan will no longer need to identify reserve sites in these settlements.

4.69. We are proposing to allocate one large-scale site in Ibstock, which will also deliver a new primary school.

[12] All these sites now have reserved matters approval and have been implemented, meaning the planning permissions are extant (and cannot lapse).

Land off Leicester Road, Ibstock (Ib18)

4.70. The site is located on the northern edge of Ibstock, to the north of Leicester Road. The site was extended by the site promoters in 2022, so that it could deliver a new primary school for Ibstock.



Land off Leicester Road, Ibstock (Ib18)

(1) Land off Leicester Road, Ibstock (Ib18) as shown on the Policies Map, is allocated for:

(a) Around 450 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11
(e) Land to accommodate a [TBC] form primary school
(f) Areas of public open space
(g) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable primary access from Leicester Road;
(b) Provision of a safe and suitable secondary access from Melbourne Road;

(c) Provision of active travel pedestrian and cycle routes through the site;
(d) Retention and enhancement of the National Forest Way within a vegetated buffer;
(e) Retention and enhancement of the existing public right of way (Q93) between Frances Way and the National Forest Way;
(f) Existing hedgerows to be retained (except where removal is required to accommodate access) within a five metre vegetated buffer, outside of gardens;
(g) Achievement of biodiversity net gain in accordance with national requirements;
(h) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(i) Provision of a Mineral Assessment for at or near surface coal and sand and gravel;
(j) A design which respects the amenity of adjoining residential and employment uses; and
(k) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

4.71. As the existing schools are at capacity with no option to expand, a new primary school needs to be built in Ibstock to accommodate any additional housing growth. The allocation of this site provides the opportunity to build a new school. The size of the school and the mechanism by which it will be secured will be determined as the Local Plan progresses.

4.72. The site promoter is also currently proposing some extra care housing, a community building and various areas of public open space. At this stage, we haven't included a community building as a requirement for the site, but this consultation provides an opportunity for stakeholders to identify any community uses which may be required in Ibstock.

4.73. The scale of the site is such that it will require two vehicular access points. There is the opportunity to construct a link road through the site, connecting Leicester Road and Melbourne Road (A447). This has the potential to ease traffic at the double mini-roundabouts on Melbourne Road and Ashby Road. This proposal still needs to be agreed with the local highways authority who normally seek to avoid the creation of new access points on to A roads. Otherwise, a secondary access on to Leicester Road will be necessary.

Sustainable Villages

4.74. We are proposing that the following settlements are identified as Sustainable Villages in the new Local Plan[13]:

- Albert Village
- Appleby Magna
- Belton
- Blackfordby
- Breedon on the Hill
- Diseworth
- Donisthorpe
- Ellistown
- Heather
- Long Whatton
- Moira (including Norris Hill)
- Oakthorpe
- Packington
- Ravenstone
- Swannington
- Woodville
- Worthington

4.75. The 'made' Neighbourhood Plans for **Swannington** and **Blackfordby** allocate sites for housing. As such, we do not propose to allocate any further sites in these settlements[14].

4.76. The Parish Councils at **Breedon on the Hill** and **Long Whatton and Diseworth** are currently preparing Neighbourhood Plans in which they are proposing to allocate housing sites. On this basis, we do not plan to allocate sites in the Local Plan in these settlements. However, if these allocations are not forthcoming, we may potentially allocate sites in a future version of the Local Plan.

4.77. At present, we are *not* proposing any housing allocations in **Albert Village**, **Belton** or **Worthington** on the basis that there are no suitable sites currently available in these settlements.

4.78. We *are* proposing housing allocations in the Sustainable Villages of **Appleby Magna**, **Donisthorpe**, **Ellistown[15]**, **Heather**, **Moira**, **Oakthorpe**, **Packington** and **Ravenstone**.

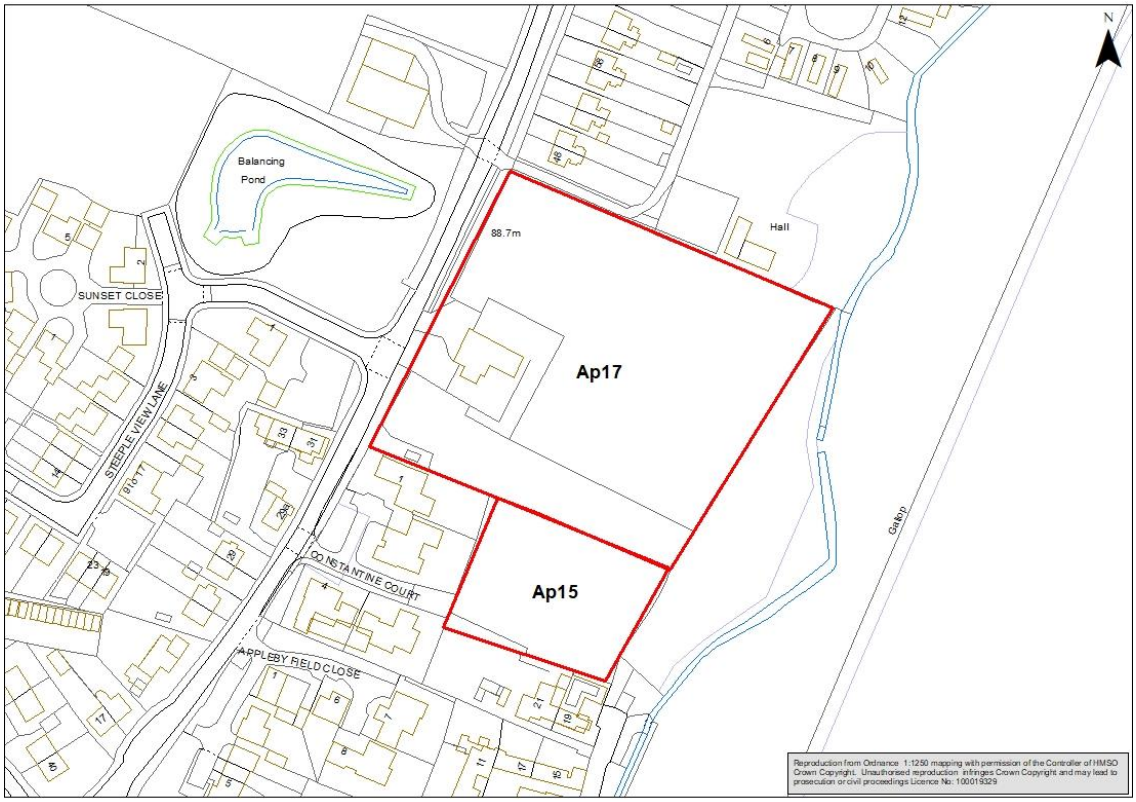
[13] Unlike the Principal Town, Key Service Centres and Local Service Centres, which remain unchanged compared to the adopted Local Plan, we are proposing changes to the Sustainable Village tier. This includes the removal of Coleorton (Lower Moor Road) and the inclusion of Woodville.

[14] The accompanying methodology confirms land on the edge of Woodville is in the Blackfordby Neighbourhood Plan area and this includes land identified in the SHELAA at Hepworth Road, Woodville (Wd2).

[15] The Ellistown and Battleflat Neighbourhood Plan was allocated in 2019 (before the start of the Local Plan period) and *does not* allocate any sites for housing.

Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17)

4.79. This site, comprising Ap15 and Ap17, is a mixture of greenfield and brownfield land and is located to the east of Measham Road. It is well-contained within the built-form of the village, with residential development to the north and south. Countryside is located to the east.



Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17)

(1) Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17), as shown on the Policies Map, is allocated for:

(a) Around 32 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

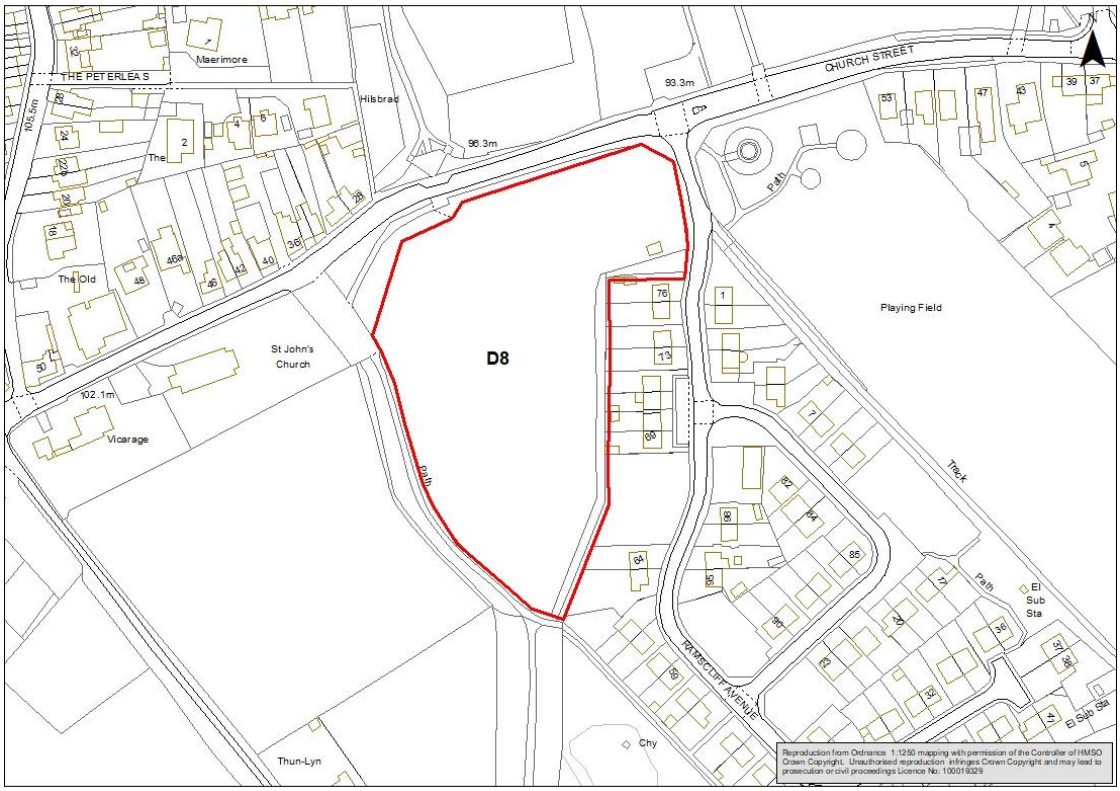
(a) Provision of a safe and suitable access from Measham Road;
(b) Provision of a high-quality landscaping scheme to the eastern boundary to help mitigate the visual impacts of development;

(c) Achievement of biodiversity net gain in accordance with national requirements;
(d) Design and layout of development which minimises any impact on the setting of the Appleby Magna Conservation Area;
(e) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
(f) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and
(g) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.80. Site Ap15 is identified as a historic Local Wildlife Site although the site appears neglected and advice provided suggests the principle of development is acceptable with mitigation. The southern part of this combined site is located adjacent to the Appleby Magna Conservation Area, and it is important that the development respects the layout and scale of buildings in the locality as well as the setting of the Conservation Area.

Land off Ramscliffe Avenue, Donisthorpe (D8)

4.81. This site lies to the south of Church Street, with residential development to the east (Ramscliffe Avenue). To the west and south are open fields.



Land off Ramscliffe Avenue, Donisthorpe (D8)

(1) Land Off Ramscliffe Avenue, Donisthorpe (D8), as shown on the Policies Map, is allocated for:

(a) Around 32 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) The submission of evidence which demonstrates that land stability and contamination will not be prohibitive of future development;
(b) Provision of a safe and suitable access from Ramscliffe Avenue. Access from Church Street will not be permitted;
(c) Provision of a pedestrian link to the adjoining public right of way P63;
(d) Retention and enhancement of existing hedgerows along the western boundary of site and incorporated into the layout in a manner that

does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);

(e) Achievement of biodiversity net gain in accordance with national requirements;

(f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

(g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease; and

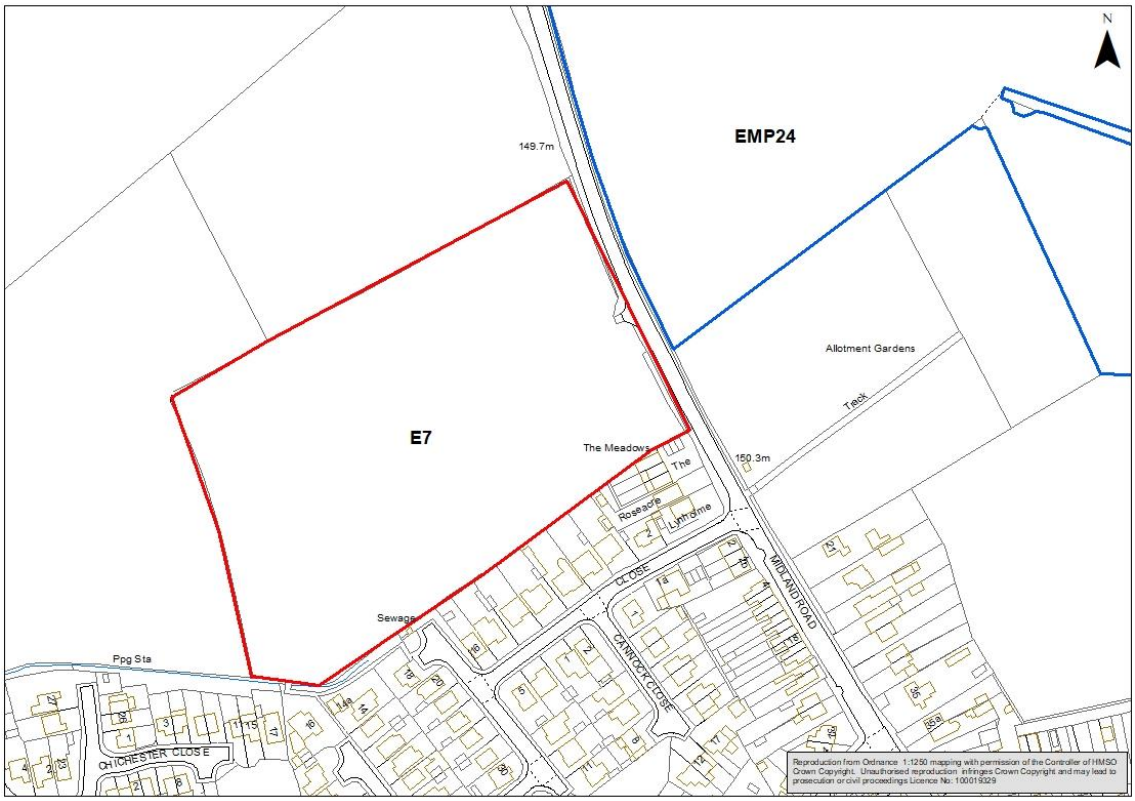
(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.82. This site was previously part of the Ashby and Nuneaton Joint Railway which served the Leicestershire coalfield. Upon the line's closure in the 1970s, the site was infilled with inert waste. A previous planning permission for residential development (04/01162/OUT) considered this to be mitigatable. In view of the time that has elapsed since this permission it will be necessary for any planning application to demonstrate that this remains the case.

4.83. As the site is located within the River Mease catchment, it will be necessary to demonstrate that development would not have an adverse effect on the integrity of the Special Area of Conservation.

Land at Midland Road, Ellistown (E7)

4.84. This greenfield site is on the northern edge of Ellistown. We are proposing to allocate the field fronting Midland Road, i.e. only part of the original E7 as it is shown in our Strategic Housing and Employment Land Availability Assessment. Residential development is to the south and the remainder of the site is surrounded by countryside.



Land at Midland Road, Ellistown (E7)

(1) Land at Midland Road, Ellistown (E7), as shown on the Policies Map, is allocated for:

(a) Around 69 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from Midland Road;
(b) Delivery of off-site improvements needed to mitigate the highway impacts of development;
(c) Retention and enhancement of the existing public right of way (N62);

(d) Provision of footpath connections from the site to existing footpaths on Midland Road;
(e) Provision of a high-quality landscaping scheme to the northern and western boundaries to help mitigate the visual impacts of development;
(f) Retention of hedgerows along the site boundaries with the provision of a five metre buffer zone alongside to be retained as open space;
(g) The scheme is designed in a way to maintain actual and perceived separation between the settlements of Ellistown and Hugglescote;
(h) Achievement of biodiversity net gain in accordance with national requirements;
(i) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
(j) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

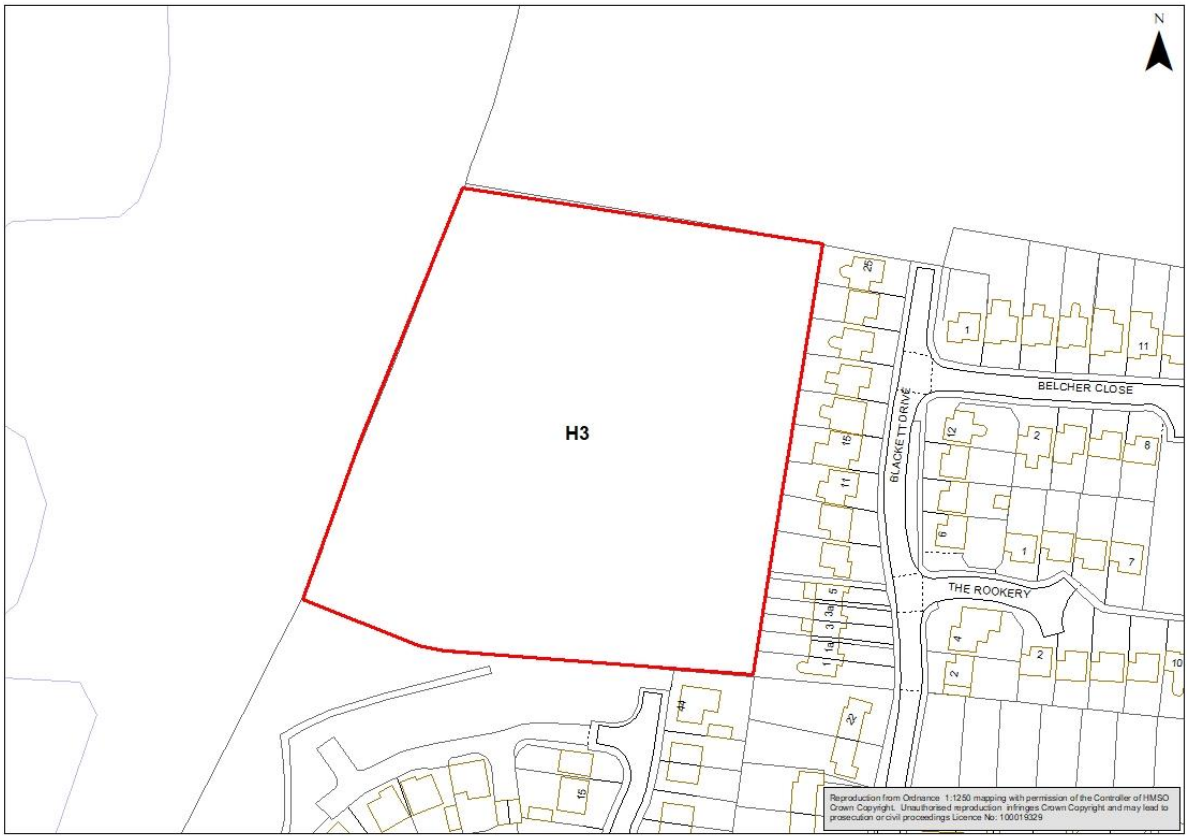
4.85. This site was submitted as part of a larger site (9.59 hectares) with a capacity of approximately 180 dwellings. The scale of the site allowed opportunity for the provision of a link road between Midlands Road and Leicester Road, and potentially address capacity concerns at the double mini roundabout in Ellistown. However, we think these benefits are outweighed by the impact of a development of this scale in terms of its relationship with the settlement and its visual impact on the wider area and open character.

4.86. Therefore, the site has been reduced in size so that it is better related to the settlement and pattern of development in the locality. Access via Midland Road has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point. Capacity issues at the roundabout would need to be resolved as part of any development.

4.87. Development of this site will reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain actual and perceived separation between these two settlements. In addition, it will be important to ensure that the design and layout of development, as well as a landscaping scheme, is of a high quality as to minimise its impact on the wider countryside. Land on the opposite side of Midland Road is proposed for employment and the two sites should be designed to complement each other in terms of both design and infrastructure provision.

Land Adjacent to Sparkenhoe Estate, Heather (H3)

4.88. We are proposing to allocate a rectangular parcel of land to the north of Gadsby Road, i.e. only part of the original H3 as it is shown in our Strategic Housing and Employment Land Availability Assessment. It is located on the western edge of Heather with countryside to the north and west.



Land Adjacent to Sparkenhoe Estate, Heather (H3)

(1) Land adjacent to Sparkenhoe Estate, Heather (H3), as shown on the Policies Map, is allocated for:

(a) Around 32 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

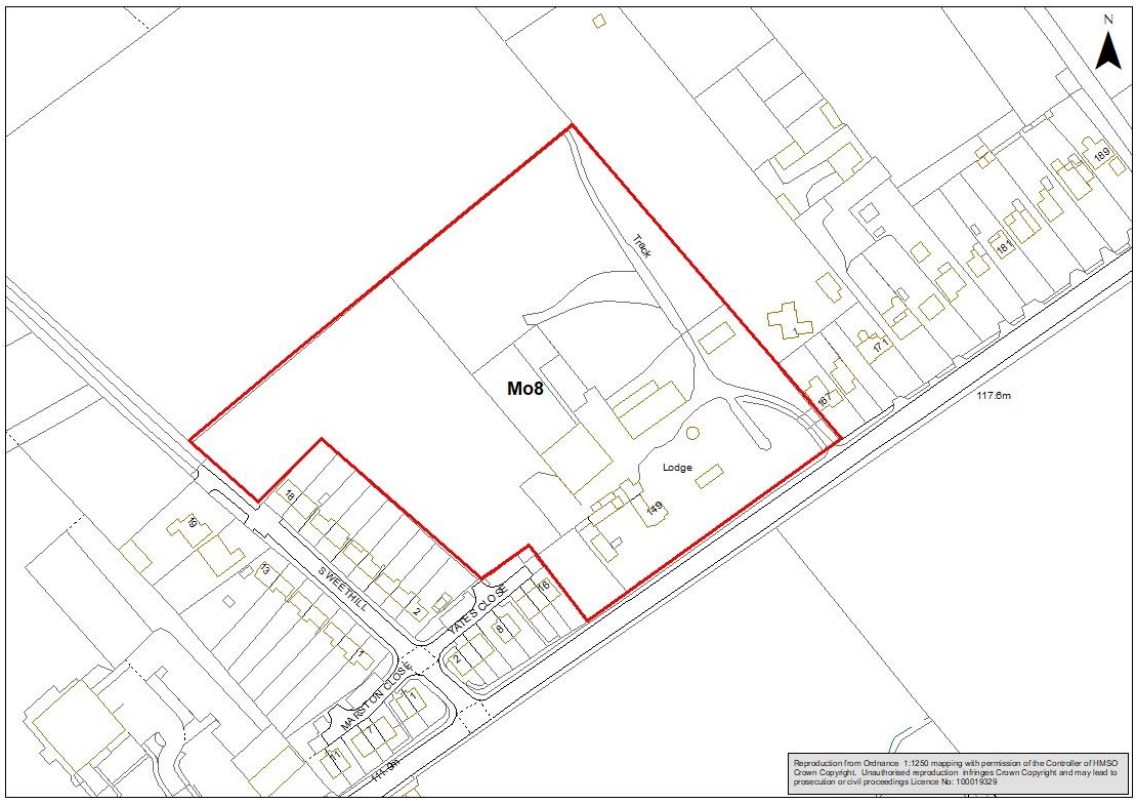
(a) Provision of a safe and suitable access from the adjacent residential development at Gadsby Road;
(b) Retention of the existing public rights of way (Q64) in so far as possible, with any diversions made to a convenient route nearby;

(c) Retention of existing hedgerows with the provision of a 5m buffer zone alongside to be retained as open space;
(d) Provision of a high-quality landscaping scheme to the northern and western boundaries to help mitigate the visual impacts of development;
(e) Achievement of biodiversity net gain in accordance with national requirements;
(f) Provision of tree planting and landscaping in accordance with draft Policy En3 (the National Forest);
(g) Provision of a Mineral Assessment for sand and gravel and brick clay; and
(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

4.89. This site was originally submitted as part of a larger site considered to significantly encroach into the countryside beyond the building line of Heather and be out of scale with the village. Therefore the site has been reduced in size so that it is better related to the settlement and pattern of development. A sole vehicular access from the south is considered suitable for the resulting scale of development.

Land off Ashby Road, Moira (Mo8)

4.90. The site comprises agricultural buildings and land adjoining Ashby Road. It is located in the central area of the linear section of Moira. There are existing dwellings to the east and west of the site with a wide frontage to Ashby Road and an existing vehicular access.



Land off Ashby Road, Moira (Mo8)

(1) Land off Ashby Road Moira (Mo8), as shown on the Policies Map, is allocated for:

(a) Around 49 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space and woodland
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) The submission of evidence which demonstrates that land stability and contamination will not prohibit future development;
(b) Provision of a safe and suitable access from Ashby Road;
(c) Hedgerows to the north-east and north-west boundaries to be retained and enhanced;

(d) Achievement of biodiversity net gain in accordance with national requirements;
(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
(g) Provision of a Coal Mining Risk Assessment;
(h) Any necessary Section 106 financial contributions, including, but not limited to, primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements and
(i) The design and layout of development should allow for frontage development to Ashby Road.

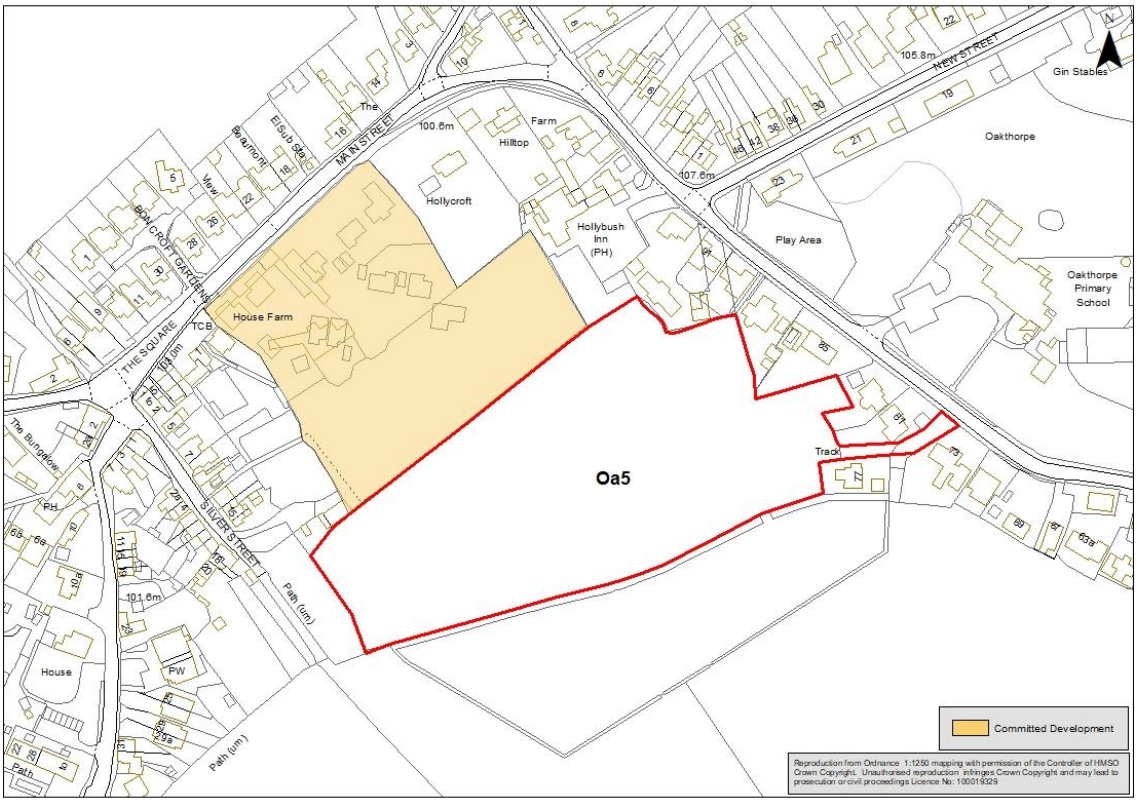
4.91. The proposed allocation forms part of larger site which has been identified in the SHELAA. This included additional land to the rear which is in agricultural use. Allocating the whole site is considered to be in appropriate as it would represent a significant intrusion into an area of open countryside. The part of the site with buildings on is situated within Limits to Development in the adopted Local Plan with the remainder outside limits. The site has a somewhat unkempt appearance. Development provides and an opportunity to enhance the appearance of this part of Moira.

4.92. Development along the frontage of the site to Ashby Road should reflect the character of the adjoining areas.

4.93. A planning application for up to 49 dwellings on the frontage part of the site was submitted in 2015 (14/00363/OUTM) but was disposed of in June 2022.

Land at School Lane, Oakthorpe (Oa5)

4.94. This greenfield site is located on the southern edge of the village, adjacent to residential development currently under construction at Home Farm.



Land at School Lane, Oakthorpe (Oa5)

(1) Land at School Lane, Oakthorpe (Oa5), as shown on the Policies Map, is allocated for:

(a) Around 47 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

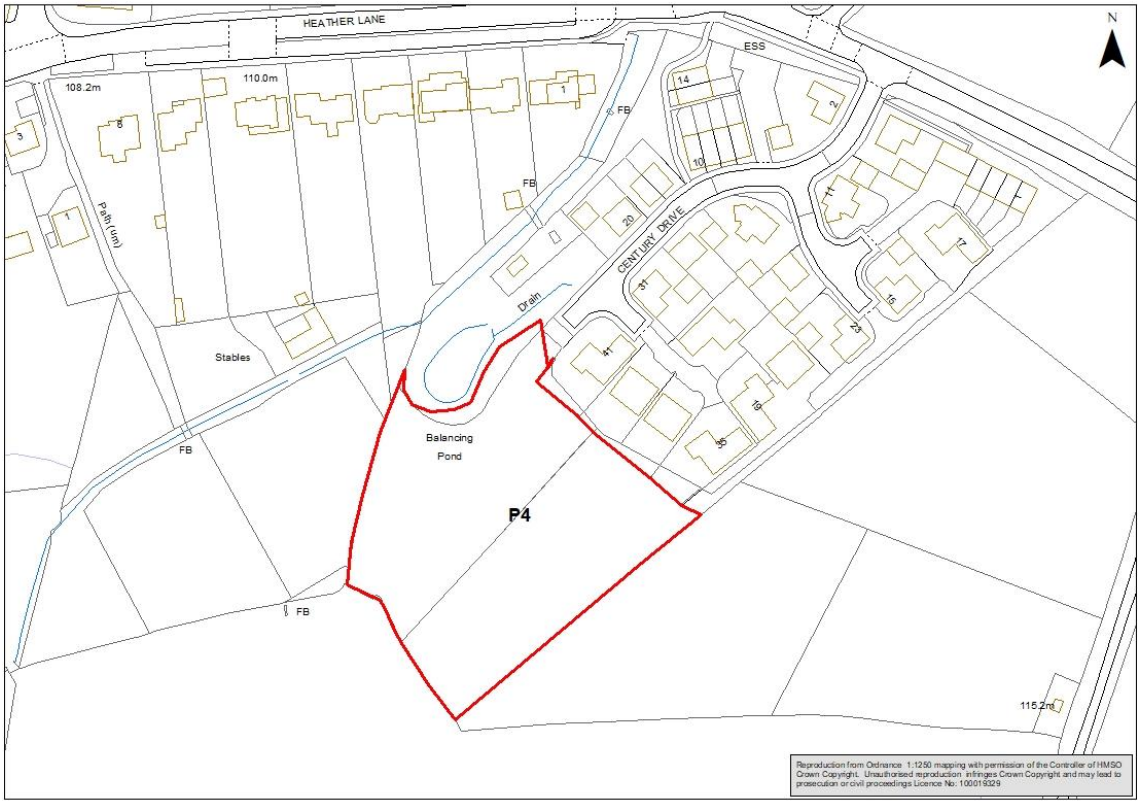
(a) Provision of a safe and suitable access from the adjacent residential development at Home Farm;
(b) Retention of the existing public rights of way (P71, P72 & P74) in so far as possible, with any diversions made to a convenient route nearby;
(c) Provision of a high-quality landscaping scheme to the southern and eastern boundaries to help mitigate the visual impacts of development;

(d) Achievement of biodiversity net gain in accordance with national requirements;
(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
(g) Provision of a Mineral Assessment for at or near surface coal.
(h) Provision of a Coal Mining Risk Assessment; and
(i) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

4.95. Vehicular access to the site from School Road appears to be difficult due to a restricted width and visibility issues. Therefore, access would need to the sought from the residential development at Home Farm to the north. It will be important to ensure that the design, layout and landscaping is of a high quality as to minimise its impact on the wider countryside.

Land South of Normanton Road, Packington (P4)

4.96. This greenfield site is located on the south-eastern edge of the village adjacent to a recent residential development at Century Drive. Countryside is located to the south.



Land South of Normanton Road, Packington (P4)

(1) Land at Normanton Road, Packington (P4), as shown on the Policies Map, is allocated for:

(a) Around 18 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Areas of public open space
(d) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

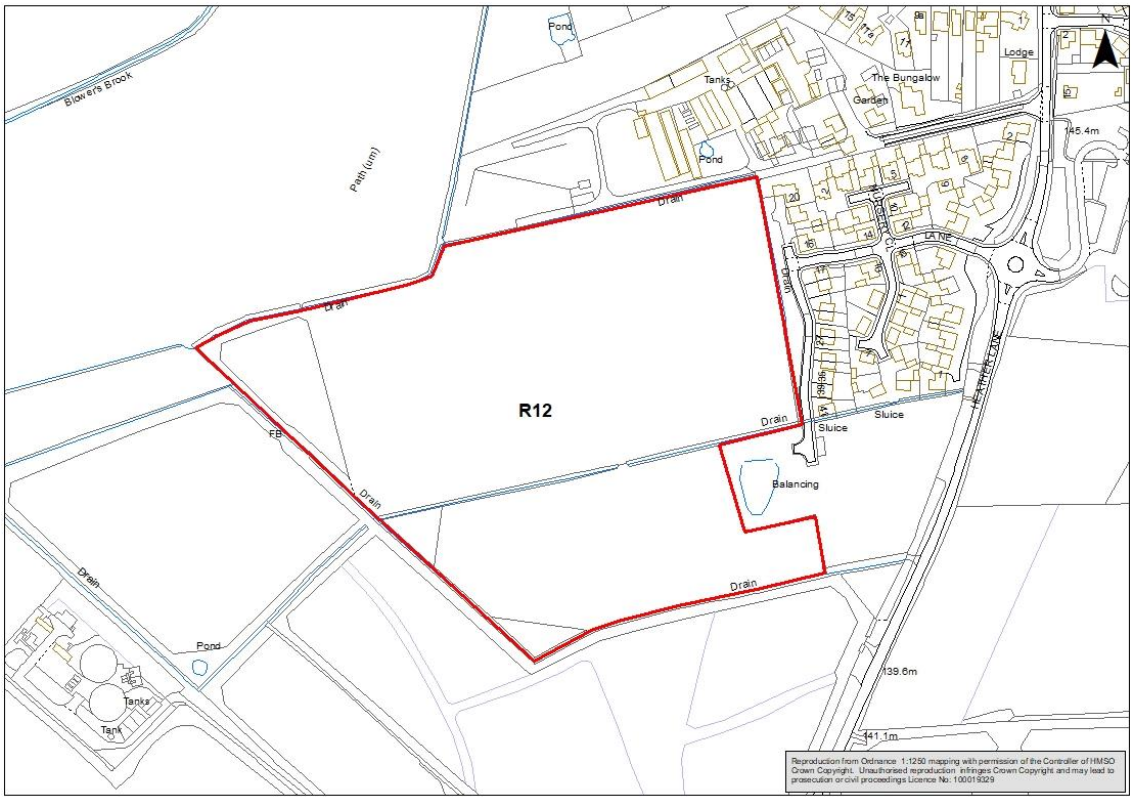
(a) Provision of a safe and suitable access from the adjacent residential development at Century Drive;
(b) Provision of a high-quality landscaping scheme to the southeast and southwest site boundaries to help mitigate the visual impacts of development;
(c) Retention of hedgerows along the southeast and southwest boundaries with the provision of a 5m buffer zone alongside to be retained as open space;
(d) Achievement of biodiversity net gain in accordance with national requirements;

(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (the National Forest) the National Forest;
(f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
(g) Provision of a Mineral Assessment for sand and gravel; and
(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

4.97. Access to the site would need to be sought from the recent residential development to the northeast. It is not a prominent site within the village, but as it is located at the edge of the settlement it will be important to ensure that the design and layout of development, as well as a landscaping scheme, is of a high quality as to minimise its impact on the wider countryside.

Land at Heather Road, Ravenstone (R12)

4.98. The site is located to the west of Heather Lane and is an extension of a recently completed housing development. It comprises two agricultural fields.



Land at Heather Lane (R12)

(1) Land at Heather Lane (R12), as shown on the Policies Map, is allocated for:

(a) Around 50 homes
(b) Provision of affordable housing in accordance with draft Policy H5
(c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
(d) Areas of public open space
(e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

(a) Provision of a safe and suitable access from Beesley Lane;
(b) Existing hedgerows to be retained within a five metre buffer of natural vegetation, outside of gardens;
(c) Achievement of biodiversity net gain in accordance with national requirements
(d) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(e) Provision of a Minerals Assessment for at or near surface coal;

(f) Provision of a Coal Mining Risk Assessment;
(g) Potential odour impacts on residential amenity are addressed in the scheme's design; and
(h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

4.99. The site extends to 7.3ha and could theoretically accommodate over 130 dwellings. However, we have based the proposed capacity of 50 dwellings on a developable area of around 2.5ha. We think the southern field should be kept free from built development so that it is in keeping with the adjacent housing development and pylons crossing the rear of the site would prevent built development extending into the westernmost part of the site. As the Local Plan progresses, we propose preparing parameter plans for our allocations and the developable area for this site would be shown on such a plan. The number of dwellings proposed for this site may change as we go through this process.

4.100. The site promoter needs to demonstrate that a safe and suitable access can be achieved. As there is a sewage treatment operation in the vicinity of the site, we need to be satisfied that the development would not have any negative odour impacts on future occupants.

New Settlement (Isley Woodhouse)

Isley Woodhouse (IW1)

4.101. The National Planning Policy Framework (paragraph 73) states that "The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)."

4.102. The Council has previously supported large scale developments at Coalville (South East Coalville Sustainable Urban Extension – 3,500 dwellings) and Ashby de la Zouch (Money Hill - 2,000 dwellings), both of which are now being built.

4.103. The Leicester and Leicestershire Strategic Growth Plan sets out a strategy for the future growth across the county. This includes proposing "to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together with new and improved roads, public transport, schools, health services, local shops and open space".

4.104. One such strategic location identified in the Strategic Growth Plan is the Leicestershire International Gateway. This is focused on the northern part of the district (together with part of Charnwood Borough) where there are existing and proposed major employment opportunities. The available evidence shows that this part of the district draws in a significant number of people from a wide area to work at the various major employment sites such as East Midlands Airport. The majority travel by car which adds to congestion on the highway network and contributes to carbon emissions. Whilst this part of the district has seen significant housing growth in recent years, the growth in jobs has been greater. Co-locating housing and jobs thus provides an opportunity for people to live closer to these employment opportunities and so reduce the need for commuting.

4.105. In addition to these policy considerations, the Council recognised that the opportunities for large scale development attached to existing settlements (such as those at Coalville and Ashby de la Zouch) are becoming increasingly scarce. In order to ensure that the housing requirement of the district is to be met, it is necessary, therefore, to consider more radical solutions.

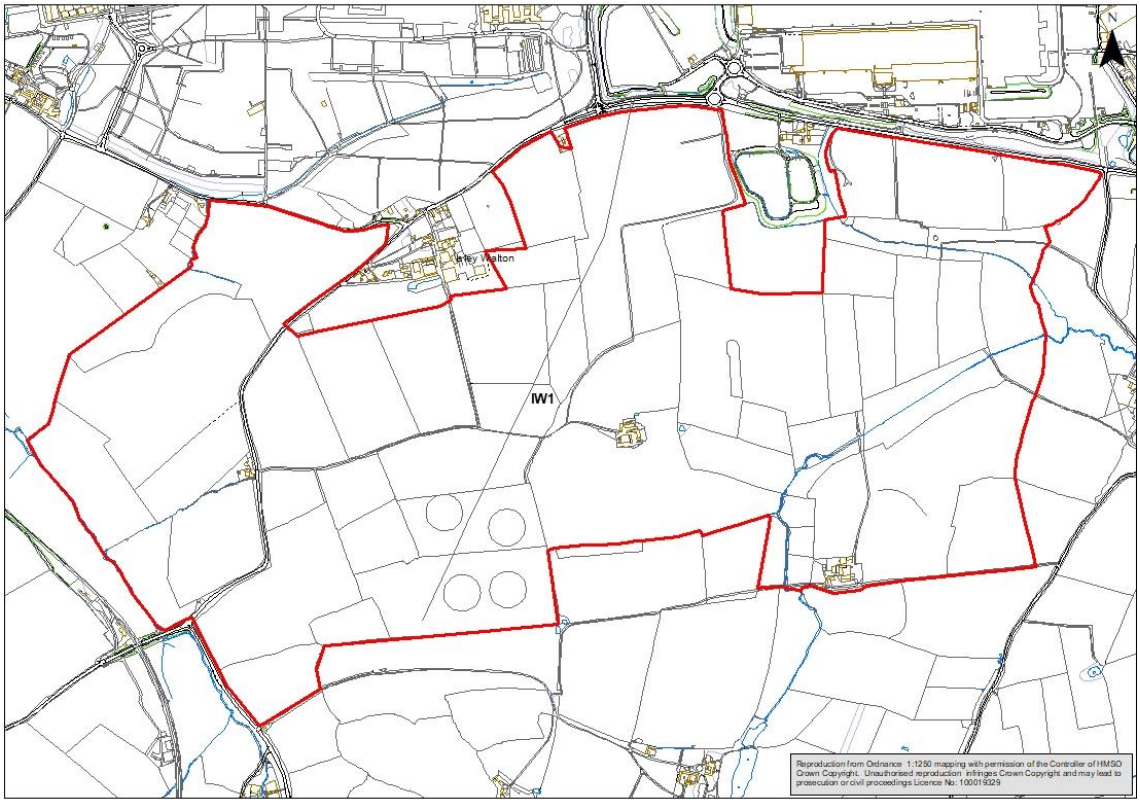
4.106. These factors led the Council to commission a Potential Strategic Sites Infrastructure Study (2020) to assess the likely infrastructure implications that would arise from a number of potential strategic sites in the northern part of the district. This included three potential sites for new settlements: two sites at Isley Walton and one south of the A42/A453 junction near Tonge. The study did not identify any unmitigable constraints for the two sites at Isley Walton. However, it did find significant constraints in respect of land south of the A42/A453 junction.

4.107. Subsequently the two promoters of Isley Walton sites decided to join together as one site as they shared a common boundary.

4.108. The Development Strategy Options and Policy Options Consultation (January 2022) outlined alternative options for the development strategy to be pursued as part of the new Local Plan.

A number of these options included the concept of a new settlement. In September 2022 the Council's Local Plan Committee agreed that it wanted to include a new settlement in the plan. This approach is consistent with the strategy in the Strategic Growth Plan and also enables a longer-term view to be taken beyond the end of the proposed plan period of 2040.

4.109. 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. To the east, lying at a lower level, is Diseworth whilst Breedon on the Hill lies further away to the south-west, although the Breedon Church is visible from large parts of the site. In addition to East Midlands Airport, the Donington Park Racing Circuit lies to the north of the site.



New Settlement: Isley Woodhouse (IW1)

(1) Land to the south of East Midlands Airport and Donington Park Circuit and to the west of Diseworth (316Ha) is allocated for a new, standalone village. When complete, Isley Woodhouse village will comprise:

(a) Some 4,500 new homes, around 1,900 of which will be built by 2040.
(b) A mix of market and affordable homes, including plots of land for those who want to build their own home in accordance with draft Local Plan Policies H4, H5, H7 and H10.
(c) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11.

(d) Some 23,000sqm of employment floorspace (industry and warehousing) located along the A453 frontage to include start-up premises suitable for small businesses. By 2040 some 4,600 sqm of employment floorspace will have been delivered.
(e) Primary and secondary schools.
(f) A main village centre plus smaller neighbourhood centres with facilities such as convenience stores, pub/restaurant/cafes, health services, community venue etc.
(g) Formal and informal open space to include children's play areas, sports pitches, recreation routes and cycling and walking links.

(2) The planning and delivery of Isley Woodhouse will be underpinned by the following key principles:

(a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make.
(b) Striving for carbon neutrality, including by incorporating measures to minimise energy consumption whilst maximising the benefits from on-site renewable energy generation and energy efficient buildings.
(c) Achieving exceptional design quality based on a bespoke design code.
(d) Delivering the infrastructure needed to serve the development.
(e) Making sustainable travel - walking cycling, public transport and the use of electric vehicles - a realistic option for residents and workers.
(f) Creating a village which caters for all stages of life.
(g) Ensuring residents' day to day needs can be met as far as possible within the village.
(h) Enabling people to live close to where they work by creating a village with a range of house types and tenures, including plentiful affordable housing, with sustainable transport links to nearby employment areas.

(3) A comprehensive masterplan and phasing plans are needed to bring the development forward. These must be approved by the District Council and should provide for:

(a) A mix of house sizes, tenures and types, including provision suited to older people and for self- and custom-built homes and which reflects the requirements of those in greatest need, in particular for affordable housing.
(b) The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, and its delivery in a co-ordinated and timely way.
(c) A comprehensive landscaping strategy that retains, enhances and capitalises on existing landscape features and is informed by the Council's Landscape Sensitivity Study (2020).
(d) The achievement of national biodiversity net gain requirements as a minimum.
(e) The conservation and enhancement of heritage assets both on-site and within the vicinity of the site.

(f) A strategy to address the noise from East Midlands Airport and Donington Park Racing Circuit, including mitigation measures to protect the amenity of residents.
(g) Linked phasing plans for housing, employment and infrastructure.

(4) To ensure that a cohesive development is delivered which meets the principles and requirements outlined, the Council will only approve planning applications that adhere to the comprehensive masterplan (or any updated masterplan agreed with the Council) and the bespoke design code.

4.110. The Isley Woodhouse site will enable the creation of a standalone settlement with the potential for up to 4,500 new homes in total, across all tenures and house types, as well as employment, schools and other key services, including shops and health services. It provides an opportunity to create a high quality and sustainable development. In order to do this, there will need to be masterplan which establishes how the site will be developed. We will work with the site promoters and other stakeholders to do this. The proposed policy lists some key principles which should govern the progression of this new settlement from planning stages to implementation.

4.111. A key part of the masterplan will be to consider how, where and when the new infrastructure required to support the new community will be delivered. The infrastructure study referred to above has highlighted the range of infrastructure that is likely to be required to serve this site as well as the proposed housing allocation to the west of Castle Donington (CD10). Some of this infrastructure will be required to serve both sites, for example upgrades in respect of the treatment of sewage and electricity supply. The traffic generated by these two sites, together with the Potential Location for Strategic Distribution to the east of Diseworth and south of the airport (EMP90, the Freeport site) would have a significant impact upon the local and strategic road network. To address this the Council has commissioned transport modelling to assess the cumulative impact of the three sites in conjunction with planned development outside the district, including at Ratcliffe Power Station. Once the impacts are understood it will then be necessary to identify a range of mitigation measures. These will consider how connections to and through the Isley Woodhouse site can be made as sustainable as possible, whilst recognising that journeys by car will be a significant component of all transport movements locally.

4.112. The overall infrastructure requirements are likely to be significant covering not just transport but also education, health, and recreation. These will be identified as part of an overall Infrastructure Delivery Plan which is in preparation. Much of this will need to be funded by the development itself. This means that any new infrastructure will have to be phased across the lifetime of the development in order to ensure that development remains viable, consistent with national policies. The Regulation 19 version of the Plan will provide more details regarding what infrastructure is required.

4.113. In order to ensure that people working in the locality can live close by if they wish, it is important that a range of house types, sizes and tenures are provided. This includes affordable housing as we know that many of the existing jobs locally are relatively low paid. If sufficient affordable housing is not secured there is a risk that the new settlement will be predominantly for those commuting to work elsewhere.

4.114. As referenced elsewhere, we will be undertaking a viability assessment of the new Plan's proposals in accordance with national policy requirements. As part of this we will test options for the proportion of affordable housing that the development should include, including potentially higher requirements compared with other parts of the district. The outcomes of this viability work will inform the detailed content of the policy for Isley Woodhouse at Regulation 19.

4.115. In order to ensure that any future development is genuinely sustainable, the design and layout of the new settlement needs to be of an exceptional quality, reflecting its setting within the wider rural landscape. We commissioned a Landscape Sensitivity Study which identified a range of potential mitigation measures required to ensure that the impact on the landscape is minimised as much as possible. This should be used to inform the overall landscape strategy for the site.

4.116. Both East Midlands Airport and the Donington Park Racing Circuit generate a significant amount of noise. The 2020 Infrastructure Study recognises this and recommended that a full noise assessment would be required as part of any future planning application. This is reflected in the proposed policy. The employment uses will be sited along the northern part of the site adjoining the A453. As well as being good for road access, it will mean that residential areas can be sited further away from these noisy facilities and also, in part, shielded from them.

5. GENERAL NEEDS EMPLOYMENT ALLOCATIONS

5.1. General needs employment falls into two categories: a) offices and b) industry and smaller scale warehousing (units of less than 9,000sqm). The new Local Plan needs to make provision for up to 10,500sqm (1.75Ha) of new office space and at least 114,500sqm (28.6Ha) of industrial/smaller warehousing.

Table 3: Employment Land Provision (April 2023)

		Offices	**Industrial/small warehousing**
A	Need for Employment Land (2017 – 40)	59,590	195,500
B	Losses allowance (2025-40)	3,716	60,088
C	Flexibility margin	11,819	84,206
D	**TOTAL REQUIREMENT (A+B+C)**	**75,125sqm**	**339,794sqm**
E	Net completions (2017-23)	23,069	112,667
F	Net permissions at 31 March 2023	9,570	69,925
G	Adopted Local Plan allocation (Money Hill)	31,980	42,640
H	**TOTAL SUPPLY (E+F+G) at 1 April 2023**	**64,619sqm**	**225,232sqm**
I	**REMAINING REQUIREMENT (2023-40)**	**Up to 10,506 sqm (=1.75Ha)**	**At least 114,562 sqm(=28.64Ha)**

5.2. In the light of these requirements, the following sites are proposed for allocation.

Draft Employment Allocations

Site Reference	**Site Address**	**Offices (sqm)**	**Industry/smaller warehouse (sqm)**
EMP24	East of Midland Road, Ellistown	0	29,160
EMP89	West of Hilltop, Castle Donington	6,000	11,850
EMP73 (part)	North of A6 Derby Road, Kegworth	0	30,000
EMP73 (part)	North of A543 Remembrance Way, Kegworth	0	40,000
EMP60	Burton Road, Oakthorpe	0	12,100
IW1	New settlement, Isley Woodhouse	0	4,600
		6,000	**127,710**

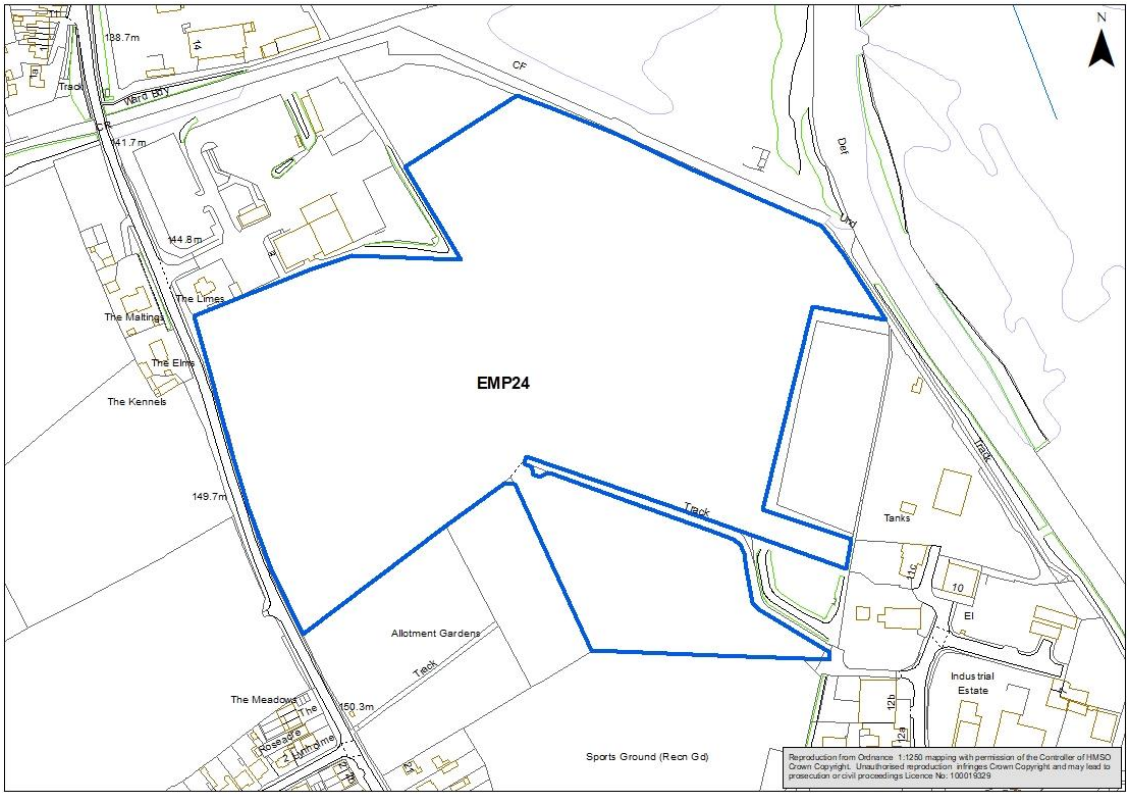
5.3. The Draft Employment Allocations listed above are insufficient to meet the entirety of the office requirement figure shown in **Table 3**. The forecast used in our Need for Employment Land Study (November 2020) indicates that the number of people in office-based jobs will increase over the plan period which, on the face of it, translates into a need for new office premises. However, as the study acknowledges, there is uncertainty about the degree to which this will happen including about the extent to which increased home working will affect future needs. In response, the study presents the office requirement as a maximum figure. A market demand for new office stock is also not apparent and, linked to this, speculative office development does not currently seem to be viable. This situation is not unique to North West Leicestershire and a quite substantial market adjustment would be needed for this position to change. We will keep this matter under review.

5.4. Conversely, the Draft Employment Allocations shows an apparent excess of industrial/smaller warehousing compared with the requirements. We consider that it is nonetheless pragmatic to include all these sites at this stage for the following reasons.

- The industry/smaller warehousing requirement is expressed as a minimum;
- Some of the proposed sites may fall away or be reduced in size as more information becomes available; and
- The overall employment land supply position may change when this is updated in April 2024.

Land to the east of Midland Road, Ellistown (EMP24)

5.5. This 10.8ha site adjoins the South Leicester Industrial Estate.



Land to the east of Midland Road, Ellistown (EMP24)

(1) Land to the east of Midland Road, Ellistown (EMP24), as shown on the Policies Map, is allocated for:

(a) Around 29,160sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
(b) Surface water drainage provision (SuDS).

(2) Development of this site will be subject to the following requirements:

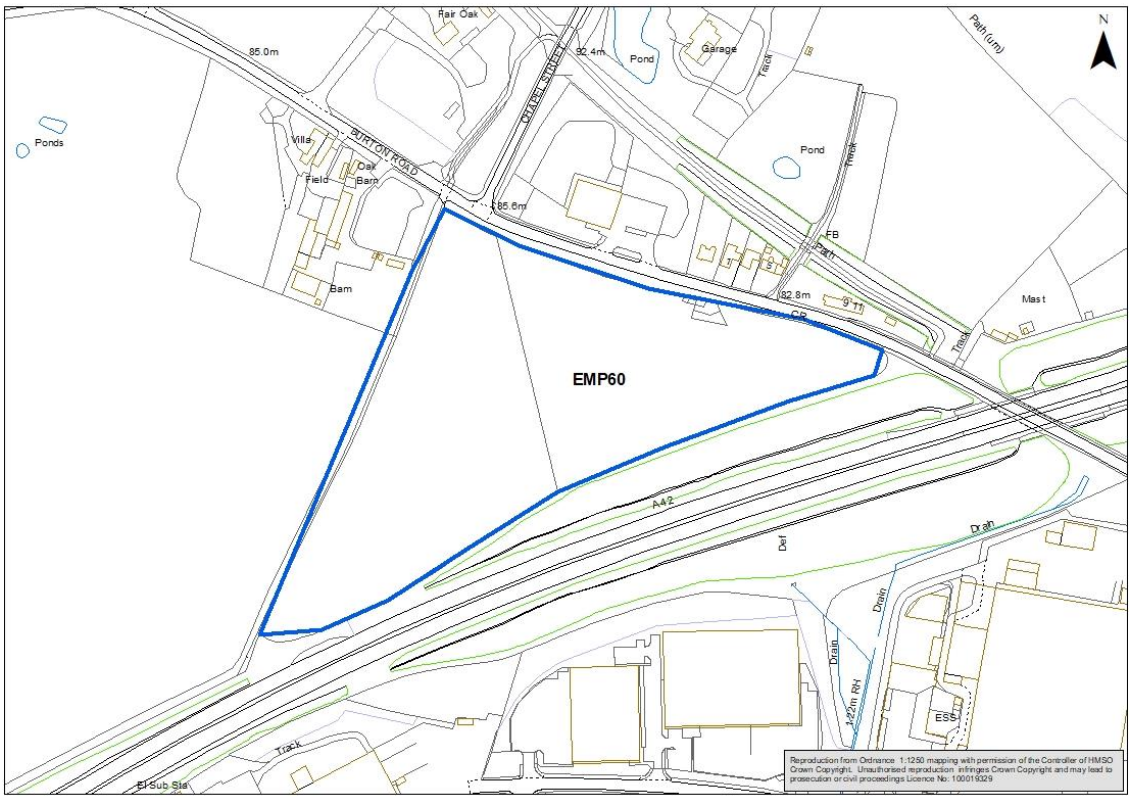
(a) Provision of (i) a safe and suitable access from Midland Road; (ii) delivery of off-site improvements needed to mitigate the highway impacts of development; and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
(b) Retention and enhancement of natural landscape buffers;
(c) Measures to avoid adverse impacts on the candidate Local Wildlife Site (Ellistown Tip and Railway Triangle) to the north east of the site;
(d) Achievements of biodiversity net gain in accordance with national requirements;

(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(f) The scheme is designed in a way to maintain actual and perceived separation between the settlements of Ellistown and Hugglescote;
(g) Potential impacts on residential amenity and on the adjacent allotments and recreation area are addressed in the scheme's design; and
(h) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

5.6. Access via Midland Road has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point which would need to be addressed. Development of this site could reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain actual and perceived separation between these two settlements. Land on the opposite (west) side of Midland Road is proposed for housing and the two sites should be designed to complement each other in terms of both design and infrastructure provision. The allotments and recreation area to the south of the site are more sensitive uses which would need to be fully considered in the scheme layout and design.

Land at Burton Road, Oakthorpe (EMP60)

5.7. Despite its address, this triangular parcel of land (4.5ha) immediately to the north of A42 is close to Measham. The site would provide valuable additional general employment land in the south of the district where there is currently a lack of available land.



Land at Burton Road, Oakthorpe (EMP60)

(1) Land at Burton Road, Oakthorpe (EMP60), as shown on the Policies Map, is allocated for:

(a) Around 12,100sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
(b) Surface water drainage provision (SuDS).

(2) Development of this site will be subject to the following requirements:

(a) Provision of (i) a safe and suitable access from Burton Road; (ii) delivery of off-site improvements needed to mitigate the highway impacts of development; (iii) a pedestrian crossing of Burton Road and footway improvements; and (iv) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
(b) Retention and enhancement of natural landscape buffers;

(c) A comprehensive landscaping scheme to help mitigate the visual impacts of development, including in views from public right of way P78;
(d) Achievement of biodiversity net gain in accordance with national requirements;
(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
(f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease Special Area of Conservation). Development which does not meet these provisions will not be permitted.
(g) A surface water drainage strategy which demonstrates how pollutants and sediments from the proposed development will be prevented from reaching the River Mease. This should include a Construction Environment Management Plan (CEMP);
(h) Potential impacts on residential amenity are addressed through the scheme's design; and
(i) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

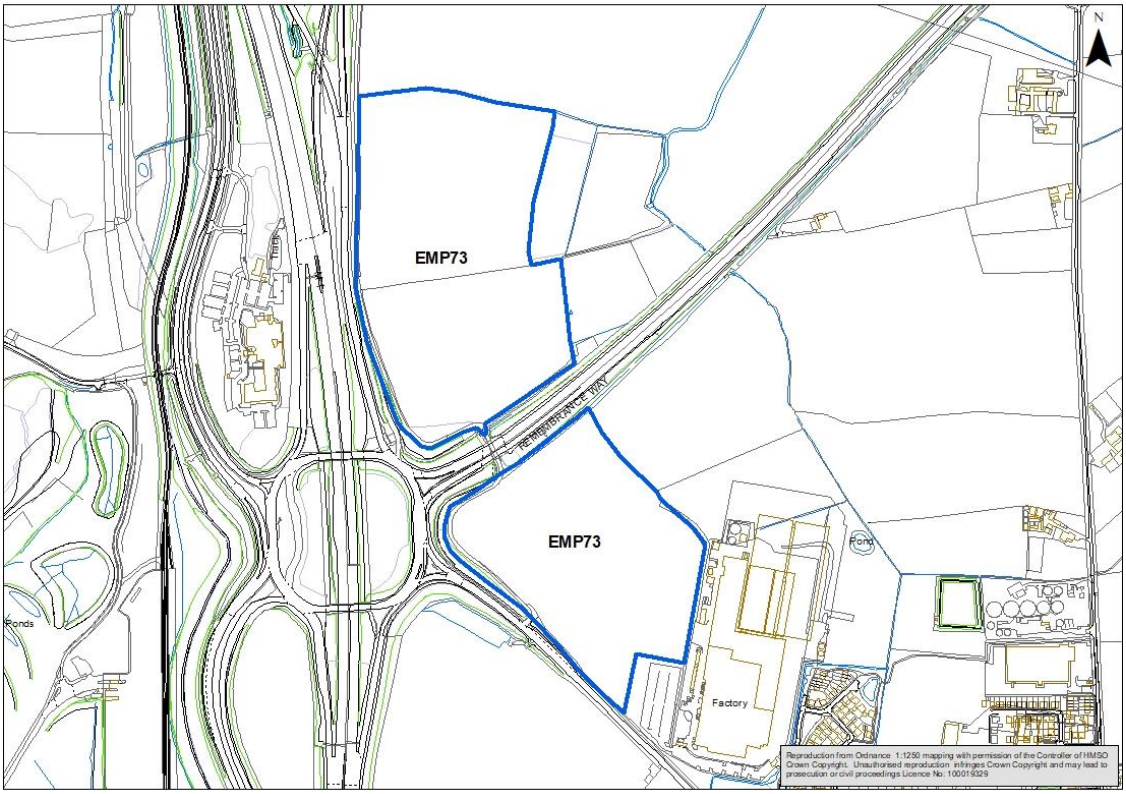
5.8. The site is within the River Mease catchment. Development which will not create additional overnight stays within the catchment (i.e. commercial development such as this) may not need to mitigate for nutrients but the implementation and maintenance of a well-designed SuDS scheme will definitely be required.

5.9. Detailed proposals for the site would need to respond to the visual and amenity impacts on the residential properties facing the site and also address the close range views of the development from the public footpath (P78) which connects with the site's western boundary.

5.10. LCC Highways Authority report that access on to Burton Road may be possible subject to the form of junction and due consideration of the proximity of the accesses to Winfields Outdoors opposite. A pedestrian crossing of Burton Road and footway enhancements will improve the site's connections to Measham.

Land North of Derby Road (A6), Kegworth (EMP73 (part))

5.11. This 10.24 ha site lies to the immediate east of M1 J24 and to the west of the Refresco premises. It is bounded to the north west by the dualled A543 Remembrance Way and to the south west by A6 Derby Road. It includes safeguarded land for the route of HS2, now cancelled, which means that the whole site is expected to be available for development.



Land north of Derby Road (A6), Kegworth (EMP73(part))

(1) Land north of Derby Road (A6), Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for:

(a) Around 30,000sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
(b) Surface water drainage provision (SuDS).

(2) Development of this site will be subject to the following requirements:

(a) Provision of (i) a safe and suitable access from A6 Derby Road, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
(b) Retention and enhancement of natural landscape buffers;

(c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
(d) A surface water management strategy which ensures against both construction and operational impacts on the Lockington Marshes SSSI;
(e) Achievement of biodiversity net gain in accordance with national requirements
(f) Potential impacts on residential amenity are addressed through the scheme's design;
(g) Provision of a Mineral Assessment for sand and gravel; and
(h) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

5.12. The site would be viewed in the context of the adjacent Refresco Drinks site and the highway infrastructure at the motorway junction however development would still have a significant visual impact on the approach into Kegworth and from Remembrance Way (westbound). Screen mounds and tree planting and other forms of landscaping will be required as will control over the size, bulk and siting of units. The scheme design will also need to respond to the residential development planned on the land facing the site to the south of Derby Road.

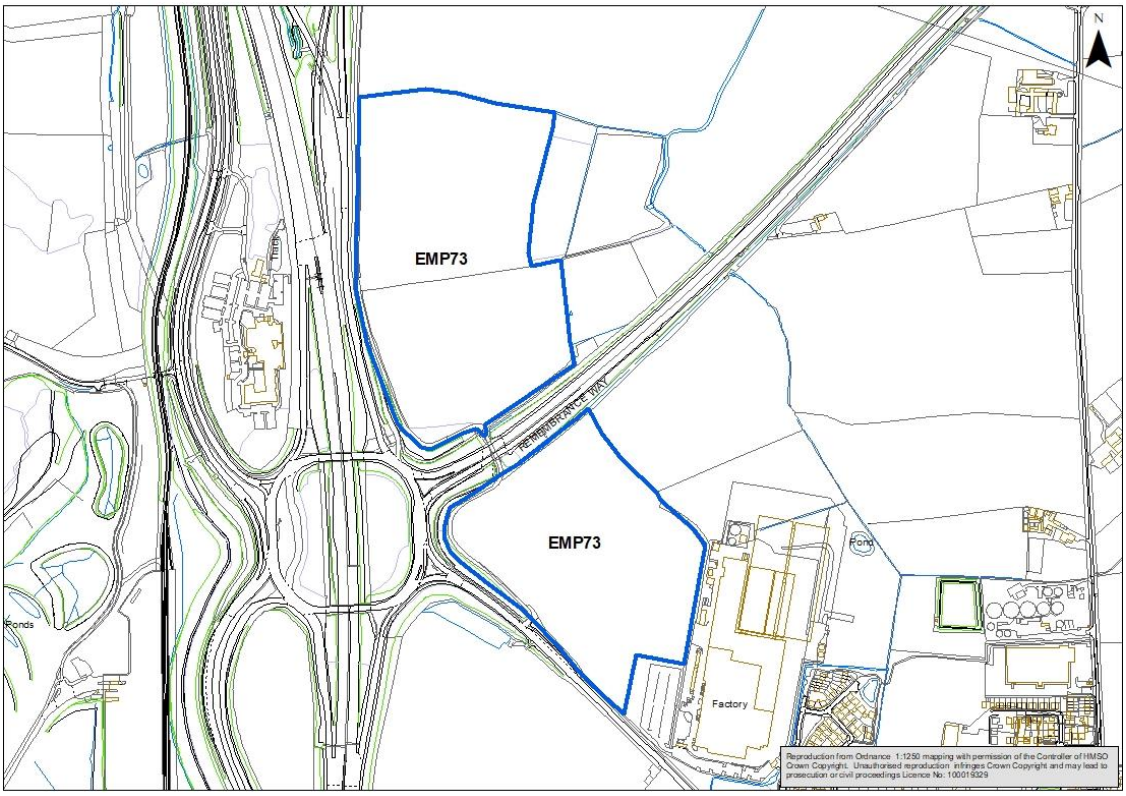
5.13. The highways impact of development will need to be assessed in conjunction with other proposals in the area including in relation to the capacity of J24M1.

5.14. The site is within the surface water catchment of Lockington Marshes SSSI and this may result in issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, will be required.

5.15. Development on the land to the north of Remembrance Way will be accessed through this site so the proposals for the two parcels will need a co-ordinated approach.

Land North of Remembrance Way (A453), Kegworth (EMP73 (part))

5.16. This 14.8ha site lies to the north of Remembrance Way to the north east of J24M1. It is identified on the current flood risk maps as being within Flood Zone 3 and the site promoters are undertaking more detailed flood modelling work and are liaising with the Environment Agency to establish the actual level of flood risk. The outcomes of this could be a) the whole site is deemed developable; b) only part of it is suitable for development or c) flood risk is a 'showstopper' for this site. Subject to this, the site is included for public consultation.



Land north of Remembrance Way (A453), Kegworth (EMP73(part))

(1) Land north of Remembrance Way (A453), Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for:

(a) Around 40,000sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
(b) Surface water drainage provision (SuDS).

(2) Development of this site will be subject to the following requirements:

(a) Provision of (i) a safe and suitable access from A6 Derby Road via Land to the north of Derby Road, (ii) a new link under A453, (iii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iv) a sufficient package of sustainable transport

measures, all of which must meet the requirements of the relevant highways authorities;

(b) Retention and enhancement of natural landscape buffers;
(c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
(d) A surface water management strategy which ensures against both construction and operational impacts on the Lockington Marshes SSSI;
(e) Land for biodiversity net gain in accordance with national requirements;
(f) Provision of a Mineral Assessment for sand and gravel; and
(g) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

5.17. The site is quite prominent in views from the M1 southbound and from Remembrance Way (eastbound). Screen mounds and tree planting and other forms of landscaping will be required as will control over the size, bulk and siting of units.

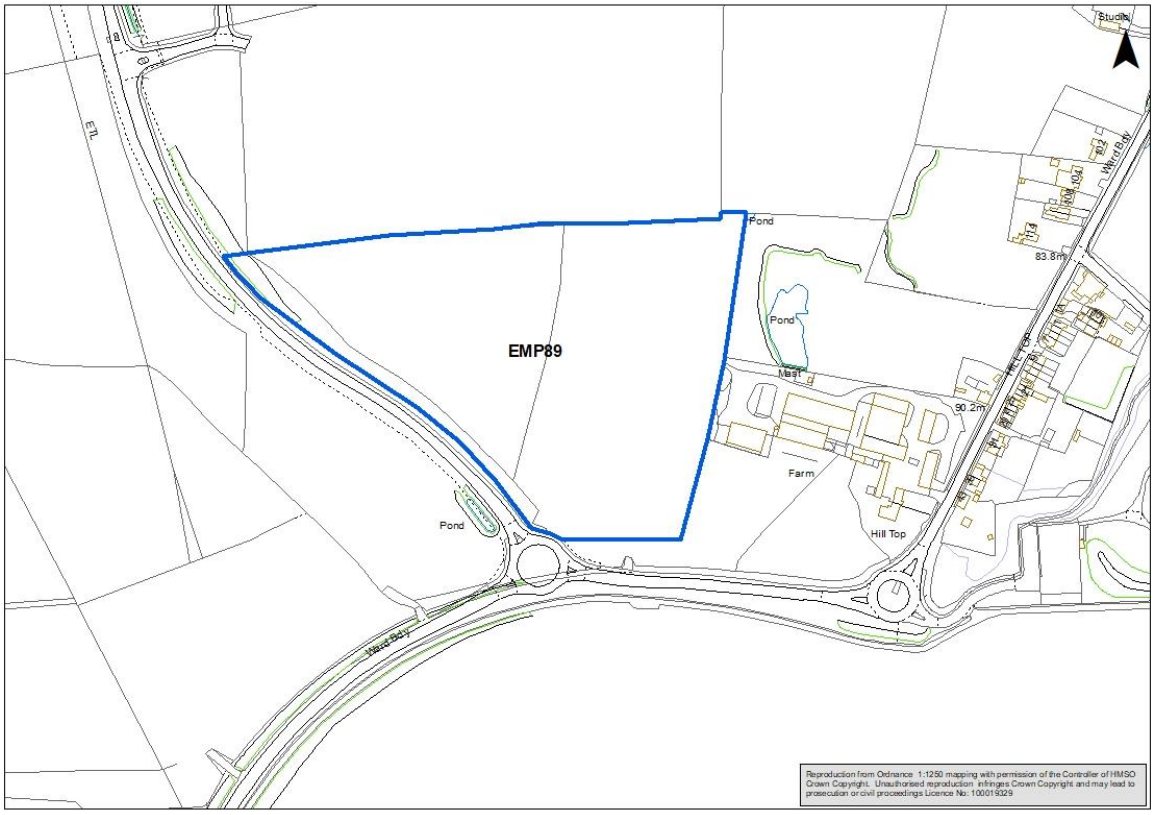
5.18. The highways impact of development will need to be assessed in conjunction with other proposals in the area including in relation to the capacity of J24M1.

5.19. The site is within the surface water catchment of Lockington Marshes SSSI and this may result in issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, will be required.

5.20. The site would be accessed from A6 via 'Land to the north of Derby Road' and this would require a new link under A453. This means that proposals for the two sites will need to take a co-ordinated approach

Land West of Hilltop Farm, Castle Donington (EMP89)

5.21. The site lies to the south west of Castle Donington and the new Castle Donington bypass road runs along the south west boundary of the site. The land to the north and west of the site is being developed for mixed use development. The site immediately to the north of this site is being developed for employment use (Stud Brook Business Park) and development of this site would be a logical extension to the employment development to the north.



Land west of Hilltop Farm, Castle Donington (EMP89)

(1) Land west of Hilltop Farm, Castle Donington (EMP89) as shown on the Policies Map, is allocated for:

(a) Around 6,000sqm of offices and 11,850sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
(j) Surface water drainage provision (SuDS).

(2) Development of this site will be subject to the following requirements:

(a) Provision of (i) a safe and suitable access to be taken via Stud Brook Business Park, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;

(b) Retention and enhancement of natural landscape buffers;
(c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
(d) Consideration and mitigation of any impacts on the Donington Park SSSI as a result of the cumulative impacts of development arising from development of this site and site CD10.
(e) Achievement of biodiversity net gain in accordance with national requirements;
(f) A Great Crested Newt Survey is undertaken, and any mitigation provided:
(g) Potential impacts on residential amenity are addressed through the scheme's design;
(h) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

5.22. The site promoters have identified that an access can be achieved through the business park development to the north. The Local Highway Authority have been consulted on the potential access through the adjoining site to the north which they consider to be acceptable in principle.

5.23. The County Ecologist has confirmed that the nearby pond is a historic Local Wildlife Site that is known to be habited by Great Crested Newts. As such mitigation for Great Crested Newts may be required or participation in the district licensing process.

5.24. Natural England have highlighted there may be impacts on the Donington Park SSSI arising from cumulative development of this site and site CD10. Development should address this issue.

5.25. Once the site to the north has been developed for employment use this site would be viewed in the context of the adjacent development. However, the site does contribute to the somewhat rural approach to Castle Donington. As such development would have a visual impact on the approach into Castle Donington and landscaping features such as screen mounds and tree planting will be required as will control over the size, bulk and siting of units. The design of development will also need to limit visual and amenity impacts on Hilltop Farm.

6. POTENTIAL LOCATIONS FOR STRATEGIC DISTRIBUTION

6.1. All the SHELAA sites which are potentially suitable for strategic distribution uses have been appraised as part of our detailed site assessment work. This work is on a site-by-site basis and does not factor in wider issues which will also influence the final selection of site/s for inclusion in the Plan.

6.2. The Leicester and Leicestershire authorities have committed to continued joint working on strategic warehousing matters further to the findings of the Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (April 2021). The authorities have commissioned a study to advise on how best to distribute the future need for strategic warehousing across Leicester and Leicestershire and this study is in preparation. Its findings will not dictate the selection of site/s in the new Local Plan, but it will be one of the relevant considerations.

East Midlands Freeport

6.3. The East Midlands Freeport was designated by the government in March 2021. The designation covers three locations, one of which is centred on East Midlands Airport within North West Leicestershire. Some 100Ha of land to the south of the A453/J23a of M1 and to the immediate east of Diseworth is included in the Freeport designation. This same land has been promoted for employment-related development in the Council's Strategic Housing and Employment Land Availability Assessment (site reference EMP90).

6.4. A purpose of the Freeport designation is to incentivise business and enterprise. Businesses locating to the Freeport will benefit from a package of financial benefits. As some of the incentives are due to cease in 2026, there is pressure to develop the site quickly.

6.5. The Leicester & Leicestershire Strategic Growth Plan identifies East Midlands Airport and its immediate area as a major employment opportunity and it forms part of the broad 'Leicestershire International Gateway' area. Additionally, the site's Freeport status is significant as a statement of government policy when considering the site allocations for this new plan. Similarly, the development proposed would generate very substantial direct and indirect economic and employment benefits which will be important factors in the scheme's favour.

6.6. In designating the Freeport, however, the Government did not undertake an assessment of the planning merits of the site. In effect, it is an economic designation. The acceptability of the proposal in planning terms is a matter for this new Local Plan (and/or a planning application) balanced against the above considerations.

6.7. At this point, key planning considerations include the following:

- In view of the site's location and the level of traffic that could be generated, it will be important to understand the likely impact on the road network, including both J23a and J24 of the M1.
- Impacts on Diseworth Conservation Area, particularly if development was to come up to the edge of the village to correspond with the Freeport designation. This could erode its legibility as a standalone historic settlement within its rural context.

- Landscape impacts: the scale of the proposed development would result in harmful impacts which would detract from the rural setting of Diseworth.
- Impacts on the amenity of nearby residential properties.

6.8. Other potential concerns relate to impact on biodiversity, flooding and drainage and the operation of East Midlands Airport.

6.9. Faced with these significant concerns and uncertainties, we have not yet reached a firm position on whether an allocation in this location is justified. Reflecting this, we have identified land to the south of the airport as a Potential Location for Strategic Distribution at this stage. With feedback from this consultation and further information as outlined above, we will make a decision on whether or not an allocation is justified at the next stage of the plan's preparation.

6.10. We do consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be unacceptable based on the current extent of the designated Freeport land. For this reason, the extent of the Potential Location has been drawn away from the village and with further areas identified for landscaping/mounding. This means it does not cover the entirety of the Freeport designation.

J11 A/M42

6.11. Based on the assessment of all the potential sites, our view is that land to the north of J11 A/M42 is a suitable site (SHELAA site EMP82) if, in due course, an allocation in this location is justified. At the Development Options and Policy Options stage (January 2022) we identified that new development at J11 could capitalise on the profile of Mercia Park with the potential to share infrastructure. The site is approximately 28Ha and comprises a wedge -shaped parcel of agricultural land contained by the A42 to the east, the A444 to the west and by field boundaries to the north.

6.12. In the same vein as the Freeport site, we have included this land as a 'Potential Location for Strategic Distribution' in advance of a future decision based on the necessity for a site allocation in this location.

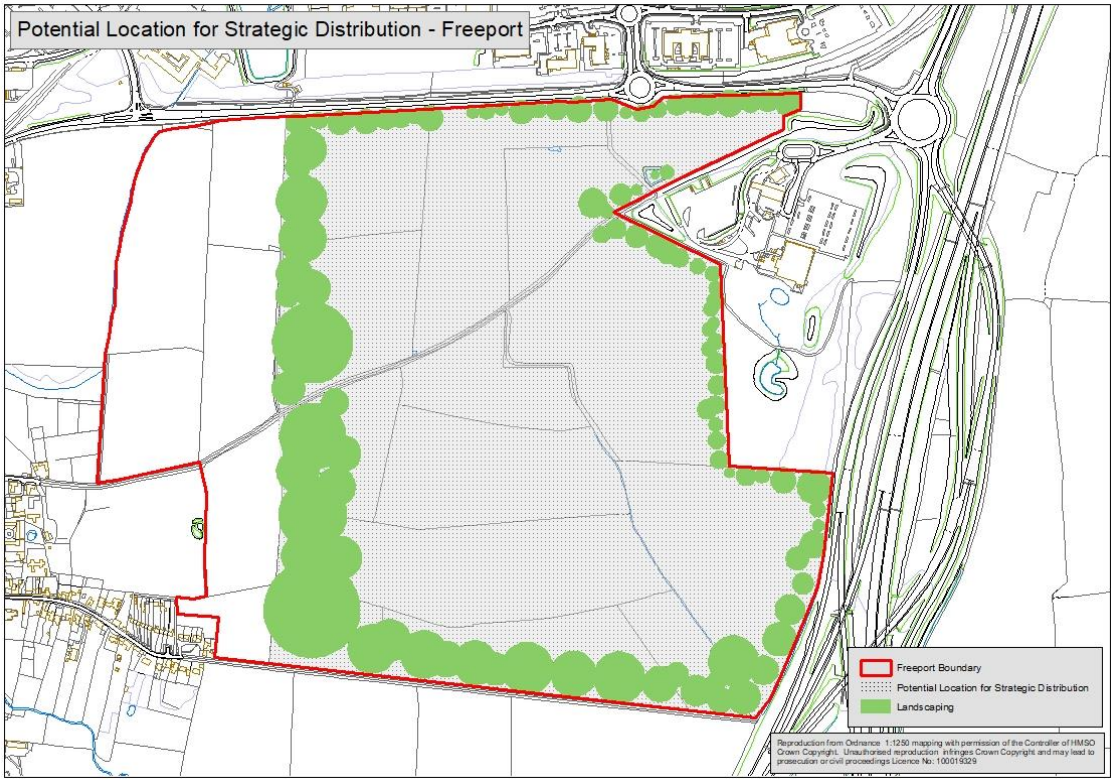
Potential Locations for Strategic Distribution

Site Reference	Site Address	Strategic Distribution
EMP90 (part)	Land south of East Midlands Airport	81ha*
EMP82	Land to the north of J11 A/M42	28ha

***** includes areas shown for landscaping

6.13. The decision on which site/s to allocate is not necessarily limited to a choice between these two sites. Depending on the outcomes of the further work, the allocation of one, both, neither or indeed different site/s could be justified.

Land south of East Midlands Airport (EMP90(part))



Potential Locations for Strategic Distribution: Land south of East Midlands Airport (EMP90(part))

(1) Land south of A453 and east of Diseworth is identified as having potential for strategic distribution.

(2) Allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire.

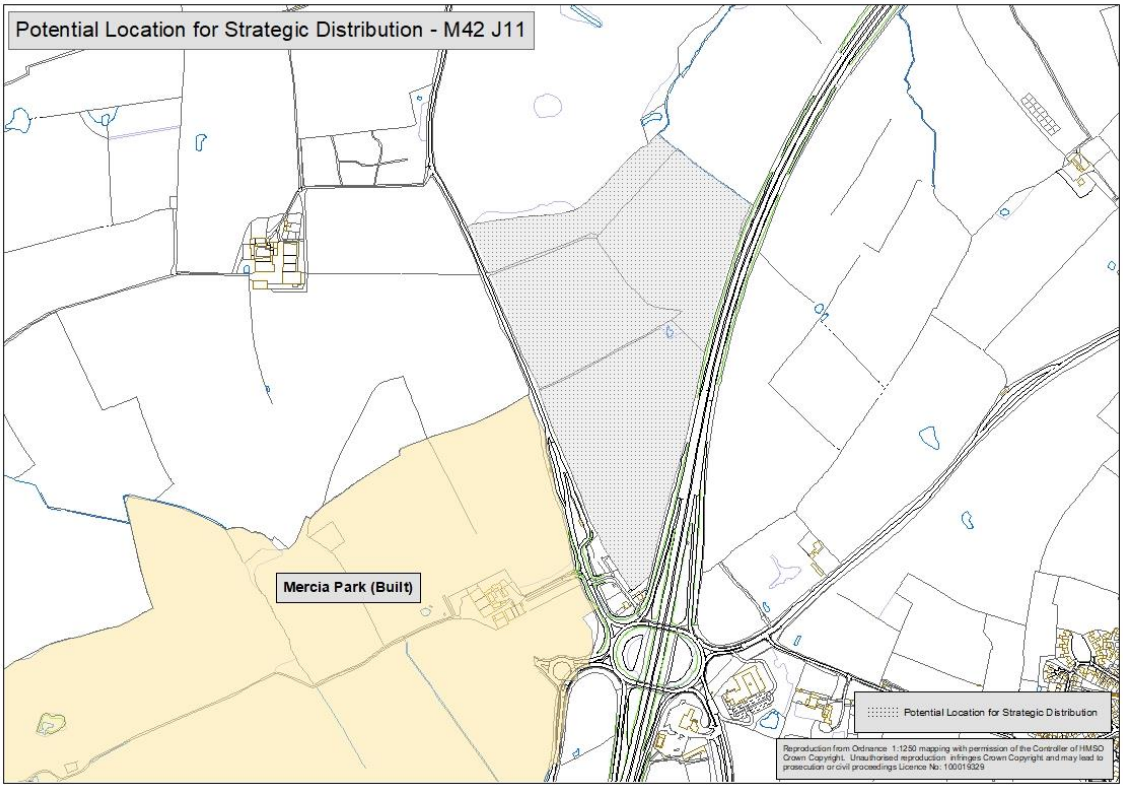
(3) If the site is allocated, matters which will need to be addressed include:

- (a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority.
- (b) The site being accessible via a range of sustainable transport options including effective walking and cycling connections.
- (c) There being no harmful impact upon Diseworth Conservation Area or its setting.
- (d) The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, so as to minimise the impact of development on the wider landscape and the setting of Diseworth.

(e) The provision of evidence that assesses and addresses the impact on biodiversity both on the site and in its vicinity, including with respect to (i) the potential for great crested newts, (ii) nearby candidate Local Wildlife Sites and (iii) waterbodies within the site; and the achievement of biodiversity net gain in accordance with national requirements.
(f) The provision of a Flood Risk Assessment and a Drainage Strategy.
(g) There being no detrimental impact upon the safe and efficient operation of East Midlands Airport.
(h) A satisfactory design and layout which takes account of site's sensitive location, both in landscape terms and its adjacency to Diseworth Conservation Area.

(4) Proposed development will need to satisfy all other relevant policy requirements in the draft Local Plan.

Land north of J11 A/M42 (EMP82)



Potential Locations for Strategic Distribution: Land north of J11 A/M42 (EMP82)

(1) Land east of A444 and west of A42 Stretton le Field is identified as having potential for strategic distribution purposes.

(2) Allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire.

(3) If the site is allocated, matters which will need to be addressed include:

(a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority.
(b) The site being accessible via a range of sustainable transport options including effective walking and cycling connections.
(c) The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, to limit the impact of development on the wider landscape in particular in views from the north.
(d) The provision of evidence that assesses and addresses the impact of development on biodiversity and the achievement of biodiversity net gain in accordance with national requirements.
(e) Assessment of the impacts of development on heritage assets and measures to address any harm identified.
(f) The provision of a Flood Risk Assessment.
(g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease Special Area of Conservation).
(h) A surface water drainage strategy which demonstrates how pollutants and sediments from the proposed development will be prevented from reaching the River Mease. This should include a Construction Environment Management Plan (CEMP).
(i) A satisfactory design and layout.
(j) Demonstration of the functional connection between this site and Mercia Park e.g. shared facilities, sustainable transport links etc.

(4) Proposed development will need to satisfy all other relevant policy requirements in the draft Local Plan.

APPENDIX A: COMMITTED HOUSING SITES (10+ DWELLINGS GROSS) AT 1 APRIL 2023

Site	Status	Overall Site Capacity (Net)	Completions Prior To 1 April 2020	Completions (Net) 1 April 2020- 31 March 2023	Under Construction @ 1 April 2023	Not Started
Principal Town						
Smiths Farm, Farm Lane, Donington le Heath	Under Construction	10	3	5	1	1
Land to the rear of Jackson St / Wentworth Road	**Completed**	129	0	129	0	0
Land North Of Standard Hill And West Of Highfield Street Coalville	Reserved Matters Approval	400	0	0	0	400
South East Coalville	Under Construction	3,496	67	603	191	2,635
Land off Grange Road, Hugglescote	**Completed**	105	97	8	0	0
Land south of Greenhill Road Coalville	Under Construction	171	37	112	19	3
Workspace 17, Highfield Street	Full Planning Permission	22	0	0	0	22
Land south of The Green, Donington le Heath	**Completed**	34	0	34	0	0
Snibston Discovery Park, Ashby Road, Coalville	Reserved Matters Approval/RM Pending	144	0	0	0	144
Waterworks Road Coalville	Resolution to Grant Planning Permission	101	0	0	0	101

Site	Status	Overall Site Capacity (Net)	Completions Prior To 1 April 2020	Completions (Net) 1 April 2020- 31 March 2023	Under Construction @ 1 April 2023	Not Started
224a Bardon Road Coalville	Under Construction	9	0	0	9	0
Wolsey Road, Coalville	Under Construction	77	0	0	20	57
34A Ashby Road, Coalville	Under Construction	15	0	0	15	0
Land off Forest Road Hugglescote	Full Planning Permission	24	0	0	0	24
Key Service Centres						
Holywell Mill, Burton Road, Ashby de la Zouch	**Completed**	19	0	19	0	0
Holywell Spring Farm Burton Road Ashby De La Zouch	Under Construction	410	146	262	2	0
Land between Burton Road and Moira Road, Shellbrook	**Completed**	281	217	64	0	0
Money Hill Ashby de la Zouch	Under Construction / Local Plan Allocation	2,050	97	65	22	1,866
Fallen Knight Hotel, 14-18 Kilwardby Street	**Completed**	11	0	11	0	0
York House, Smisby Road	**Completed**	11	0	11	0	0
Land North And South Of Park Lane Castle Donington	Under Construction	766	109	345	44	268

Site	Status	Overall Site Capacity (Net)	Completions Prior To 1 April 2020	Completions (Net) 1 April 2020- 31 March 2023	Under Construction @ 1 April 2023	Not Started
The Spittal, Castle Donington	Under Construction	13	0	5	6	2
Local Service Centres						
Land Adjoining Clare Farm Station Road Ibstock	**Completed**	142	74	68	0	0
Land Adjoining 90 Ashby Road Kegworth *****	Reserved Matters Approval	110	0	0	0	110
Slack & Parr Ltd Long Lane Kegworth	Under Construction	188	0	114	27	47
Adjacent to Computer Centre and J24, Packington Hill, Kegworth *****	Reserved Matters Approval	141	0	0	0	141
118 Station Road, Kegworth	Under Construction	13	0	0	13	0
Strategic site (Measham Waterside), Measham *****	Reserved Matters Approval	426	0	0	0	426
Land Adjoining Greenacres Bosworth Road, Measham	**Completed**	27	8	19	0	0
Sustainable Villages						
North of Butt Lane and east of Hepworth Road, Blackfordby	Under Construction	91	0	28	28	35
Land on the east side of Butt Lane, Blackfordby	**Completed**	106	39	67	0	0

Site	Status	Overall Site Capacity (Net)	Completions Prior To 1 April 2020	Completions (Net) 1 April 2020- 31 March 2023	Under Construction @ 1 April 2023	Not Started
Land rear of 31 Main Street, Blackfordby	Neighbourhood Plan Allocation	14	0	0	0	14
Breedon Priory Nursery, Ashby Road, Breedon on the Hill	Under Construction	52	0	33	6	13
9 Lady Gate, Diesworth	**Completed**	10	0	10	0	0
14 Grimes Gate, Diseworth	**Completed**	10	3	7	0	0
Land At Acresford Road, Donisthorpe	**Completed**	36	34	2	0	0
St Christophers Park, St Christophers Road, Ellistown	Full Planning Permission	13	0	0	0	13
Land off Measham Road, Moira	**Completed**	84	72	12	0	0
Worthington Lane Newbold	**Completed**	16	0	16	0	0
Crusher Yard, Pipeyard Lane Works, Pipeyard Lane, Newbold	**Completed**	17	0	17	0	0
Home Farm Oakthorpe	Under Construction	28	0	10	16	2
Land off Heather Road, Ravenstone	**Completed**	50	40	10	0	0
The Plough, Leicester Road, Ravenstone	**Completed**	13	0	13	0	0

Site	Status	Overall Site Capacity (Net)	Completions Prior To 1 April 2020	Completions (Net) 1 April 2020- 31 March 2023	Under Construction @ 1 April 2023	Not Started
Former Garden Centre Heather Lane Ravenstone	Under Construction	35	0	24	11	0
11 Fosbrooke Close, Ravenstone	Outline Planning Permission	9	0	0	0	9
Other Small Villages / Hamlets in the Countryside						
Swainspark Site, Spring Cottage Road, Overseal	**Completed**	15	8	7	0	0
All Major Sites				**2,130**	**430****	**6,333****
All Small Sites (<10 dwellings)				**266**		
TOTAL				**2,396**		

***** Sites with planning permission which until October 2023 were on hold because of HS2 (total 677 dwellings).

****** Total projections from 2023 to 2040 = **6,763 dwellings** (430 + 6,333).

North West Leicestershire District Council

DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020 – 2040

PROPOSED LIMITS TO DEVELOPMENT FOR CONSULTATION



January 2024

www.nwleics.gov.uk

Introduction to the consultation

We are consulting on the Draft North West Leicestershire Local Plan (2020 – 2040) from **Monday 5 February to Sunday 17 March 2024**.

There are three consultation documents:

- Proposed Policies for Consultation
- Proposed Housing and Employment Allocations for Consultation
- Proposed Limits to Development for Consultation [*this document*]

We have also published a draft Policies Map which shows the policies and proposals in map form.

Together, these cover the matters included in a full draft Local Plan. We hope that having separate documents makes it easier for people interested in just one aspect of the plan.

We have also prepared some Topic Papers which provide more background information on individual subjects.

All the documents can be viewed on the Council's website www.nwleics.gov.uk/localplanmysay

As further background, you may also want to look at the following:

- Local Plan Evidence – these are the studies and assessments which have underpinned the new Local Plan so far.
- Sustainability Appraisal – this compares the sustainability credentials of different Local Plan options.

Responding to the consultation

There are a number of ways you can tell us what you think.

- Submit comments **on-line** via our website www.nwleics.gov.uk/localplanmysay .
- **Download a response form** from www.nwleics.gov.uk/localplanmysay and either:
    - **Email** it to planning.policy@nwleicestershire.gov.uk ; or
    - **Post** your response form to us at Planning Policy & Land Charges Team, North West Leicestershire District Council, PO Box 11051, Coalville, LE67 0FW.

Please make sure you tell us which **document** and which **policy/paragraph** your comments relate to.

Remember, we must receive your response by the end of **Sunday 17 March 2024.**

If you have any difficulties accessing or responding to this consultation, please contact the Planning Policy & Land Charges Team by email at planning.policy@nwleicestershire.gov.uk or by phone on 01530 454676.

Introduction

1. Limits to Development are a commonplace policy tool, used to distinguish between settlements and the 'countryside' in planning policy terms. In broad terms, the Limits to Development define the locations where development will be acceptable in principle and in the reverse, where it should be restricted to the circumstances specified in the Countryside policy in the Local Plan. They do not, of themselves, decide whether planning permission should be granted. Planning applications will need to comply with all other relevant Development Plan policies including on matters of detail.

2. Limits to Development are drawn around the following classes of settlement in the Settlement Hierarchy:
    - Principal Town (Coalville Urban Area)
    - Key Services Centres
    - Local Service Centres
    - Sustainable Villages

Methodology

3. It is important that a consistent approach is taken to the definition of Limits to Development. The methodology described below has been followed to review the Limits to Development for the new Local Plan.

1	The Limits to Development in the adopted Local Plan are the starting point.
2	The main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared, is included in the Limits to Development.
3	Generally open areas of countryside are excluded: agricultural land, meadows, woodland, rivers and lakes, other greenfield land (**other** than within residential areas) is also excluded.
4	Boundaries should be logical and where possible follow defined features that are visible on-site and on the Ordnance Survey plan e.g., field boundary, building, road, wall, fence.
5	Boundaries should generally follow property curtilages except where the boundary is not well defined or so large that it appears as part of the open countryside surrounding the settlement.
6	Isolated or sporadic development which is detached from principal built-up area is excluded.
7	Limits to Development need to be continuous. It may be appropriate, given the form of a settlement, to define two or more separate areas.
8	Limits to Development include site allocations, including those in 'Made' neighbourhood plans, and developed land which will adjoin a settlement as a result of a site allocation. Sites at the edge of a settlement with extant planning permission for residential or employment development are also included.
9	Peripheral playing fields, environmental space, allotments, community gardens, cemeteries and schools are excluded

10	Agricultural buildings and garden/outdoor nurseries may be included in Limits to Development if they are well related in scale and positioning to the rest of the settlement. Account will also be taken of the availability of defensible boundaries and the age of the building (how established the building is within the settlement). Agricultural buildings can be converted to residential through PD rights in any event whereas inclusion within Limits to Development would enable redevelopment.

4. The approach which has been followed does not qualify as a detailed assessment of any individual location's suitability for development. The exception to this is where a site is being proposed for allocation and the Limits to Development are extended around the site as a consequence. **These consequential changes which result from proposed site allocations have not been recorded separately as Limits to Development changes.**

5. This methodology considers areas in their existing state and broadly whether they read as part of the settlement or relate more strongly to the surrounding countryside. The review has resulted in some additional areas being incorporated within the Limits to Development compared with the adopted Local Plan. This should not be interpreted as a determination that these areas are now suitable for development whereas previously they were not. As outlined above, the assessment relates to existing character and suitability will be judged at part of the detailed assessment of any future planning application.

Review of Limits to Development

6. Officers undertook a desk-top review of the adopted Local Plan Limits to Development, taking in to account the following:
    a. Cases raised by Development Management officers, landowners, agents etc
    b. Planning permissions granted
    c. Obvious anomalies and insistencies with the methodology
    d. Site allocations in 'made' Neighbourhood Plans

7. Where the necessity for a change was uncertain, officers undertook site visits.

8. The proposed changes which are the outcome of this exercise are described in the tables and maps which follow. The changes are listed by settlement in the order which corresponds with the draft Local Plan settlement hierarchy. The exception are the changes at Ellistown which, for clarity, are shown on the same map as Coalville.

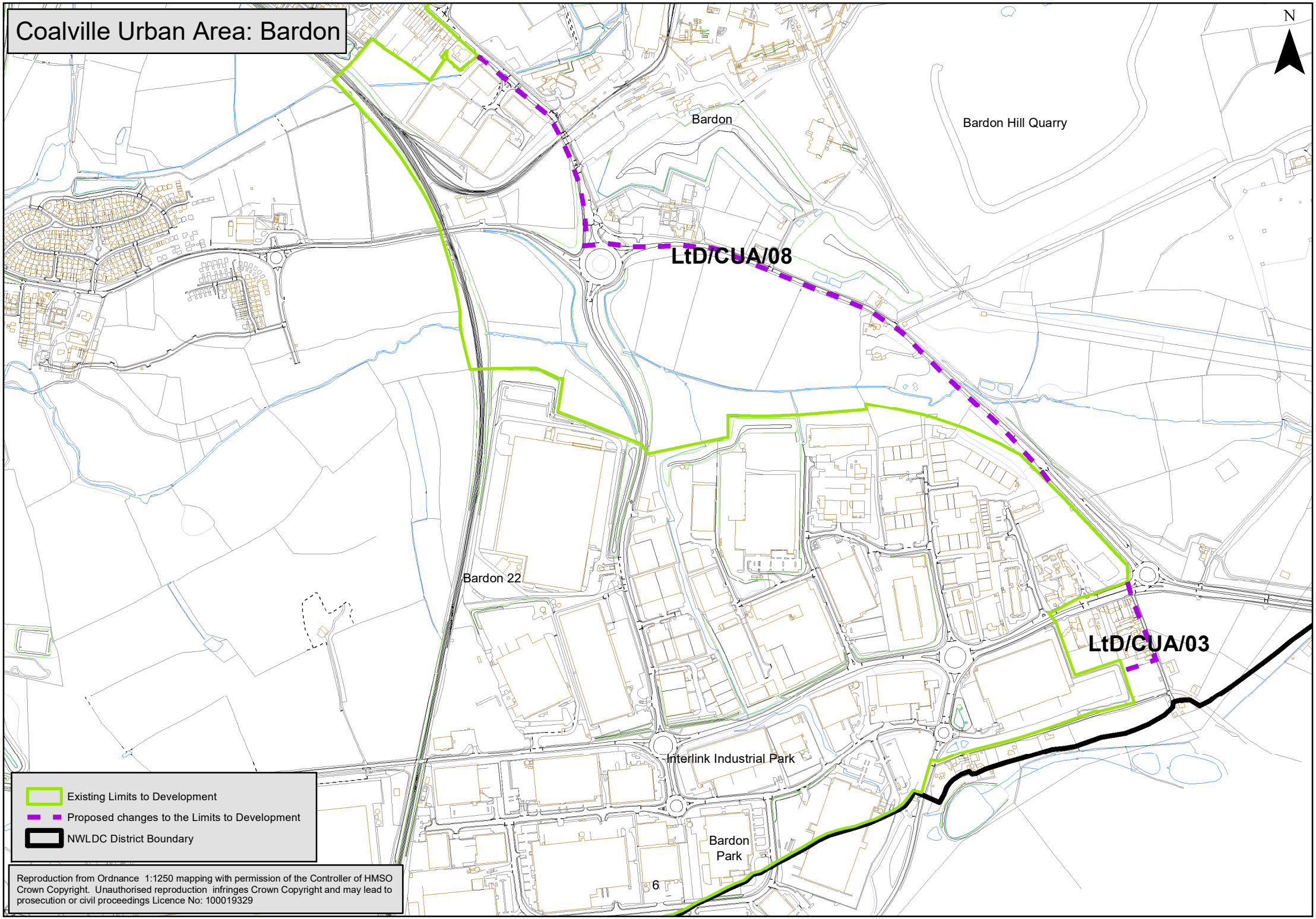
    a. Coalville Urban Area + Ellistown
    b. Key Service Centres: Ashby de la Zouch and Castle Donington
    c. Local Service Centres: Ibstock, Kegworth and Measham
    d. Sustainable Villages: Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Diseworth, Donisthorpe, Heather, Long Whatton, Moira, Oakthorpe, Packington, Ravenstone, Swannington, Woodville and Worthington.

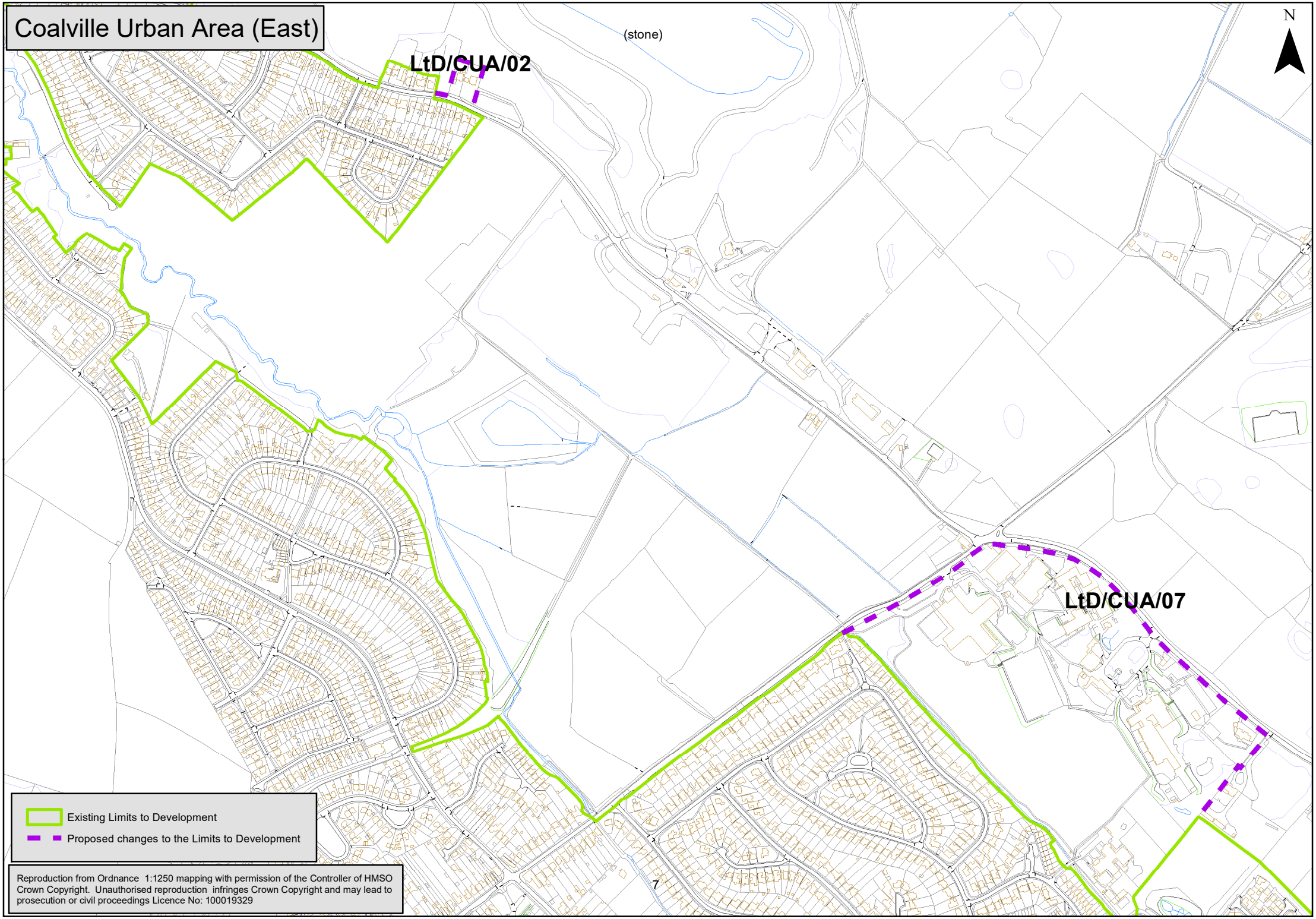
9. No changes are proposed at Albert Village (a Sustainable Village).

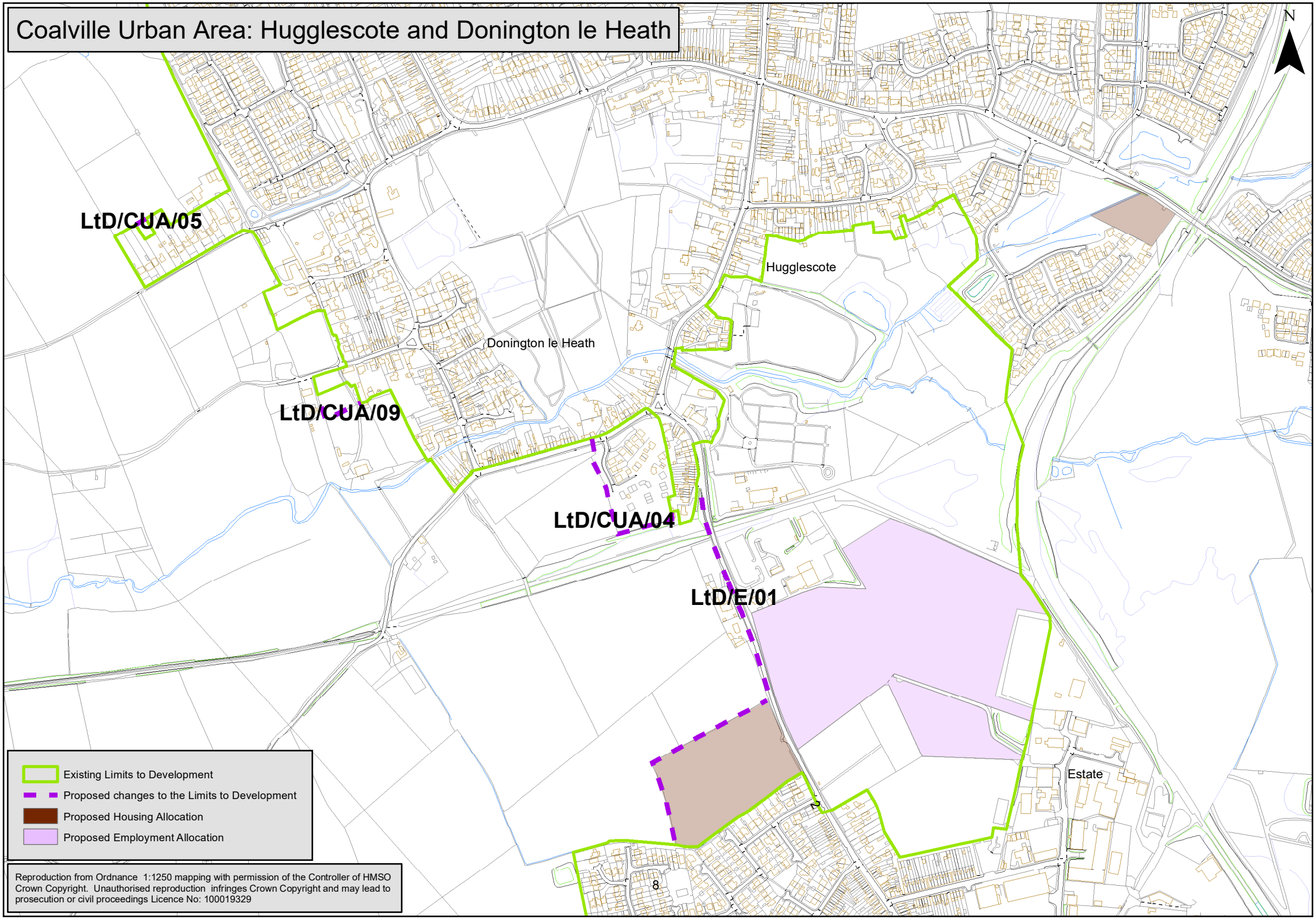
Coalville Urban Area + Ellistown

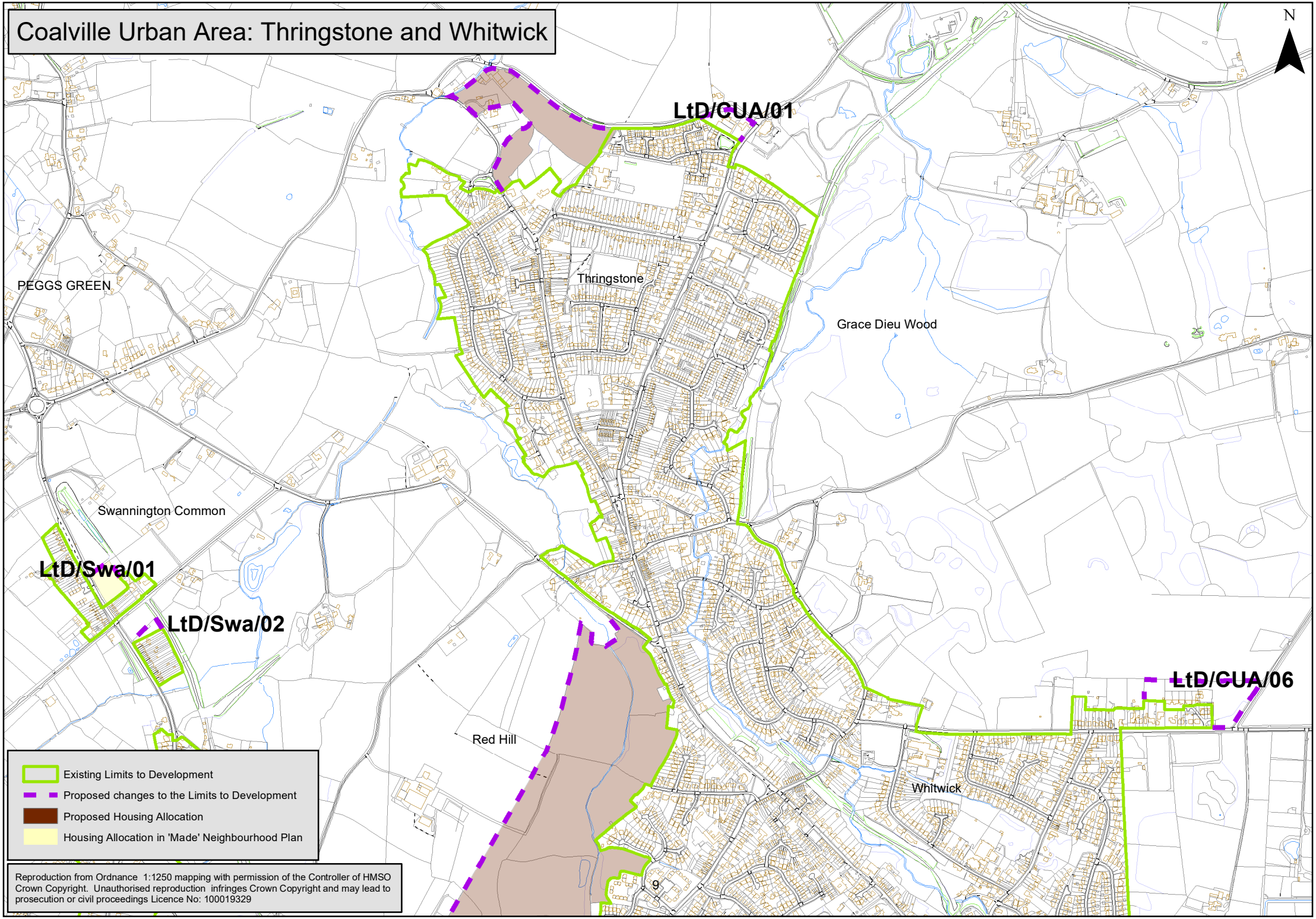
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/CUA/01	Leicester Machine Movers, Loughborough Road, Thringstone	CUA	Include commercial premises and house within LtD	Include the main built-up area of the settlement [2]
LtD/CUA/02	Houses to the north of Leicester Road Whitwick	CUA	Include two houses within LtD	Include the main built-up area of the settlement [2]
LtD/CUA/03	Houses between Beveridge Lane and East Lane Bardon	CUA	Include existing residential development.	Include the main built-up area of the settlement [2]
LtD/CUA/04	Land south of The Green Donington le Heath	CUA	Include land with planning permission (15/00951/OUTM)	Include more peripheral sites with extant planning permission for residential or employment development [8]
LtD/CUA/05	Land to the rear of Berryhill Lane Donington le Heath	CUA	Include whole of rear garden in LtD	Boundaries should be logical and follow defined features where possible [4]
LtD/CUA/06	Land rear/east of 155-191 Loughborough Road Whitwick	CUA	Include new build homes and land to the east.	Include the main built-up area of the settlement [2]. Boundaries should be logical [4].
LtD/CUA/07	King Edwards, Forest Way and Warren Hills County Primary schools	CUA	Include King Edwards, Forest Way and Warren Hills County Primary schools in the LtD.	Include the main built-up area of the settlement [2].
LtD/CUA/08	Land to the west of A511 Bardon	CUA	Include SHELAA site C72, Tungsten Park (built), QMS (built) and site to the east with planning permission (21/00493/FULM), land to the west of Regs Way (21/02281/FULM), Bardon Hill industrial and logistics park and Forest House and Forest Lodge.	Include the main built-up area of the settlement, including building that has happened since the adopted Local Plan was prepared [2]. Boundaries should be logical and where possible follow defined features [4]. Include sites at the edge of a settlement with extant planning permission for residential or employment development [8].

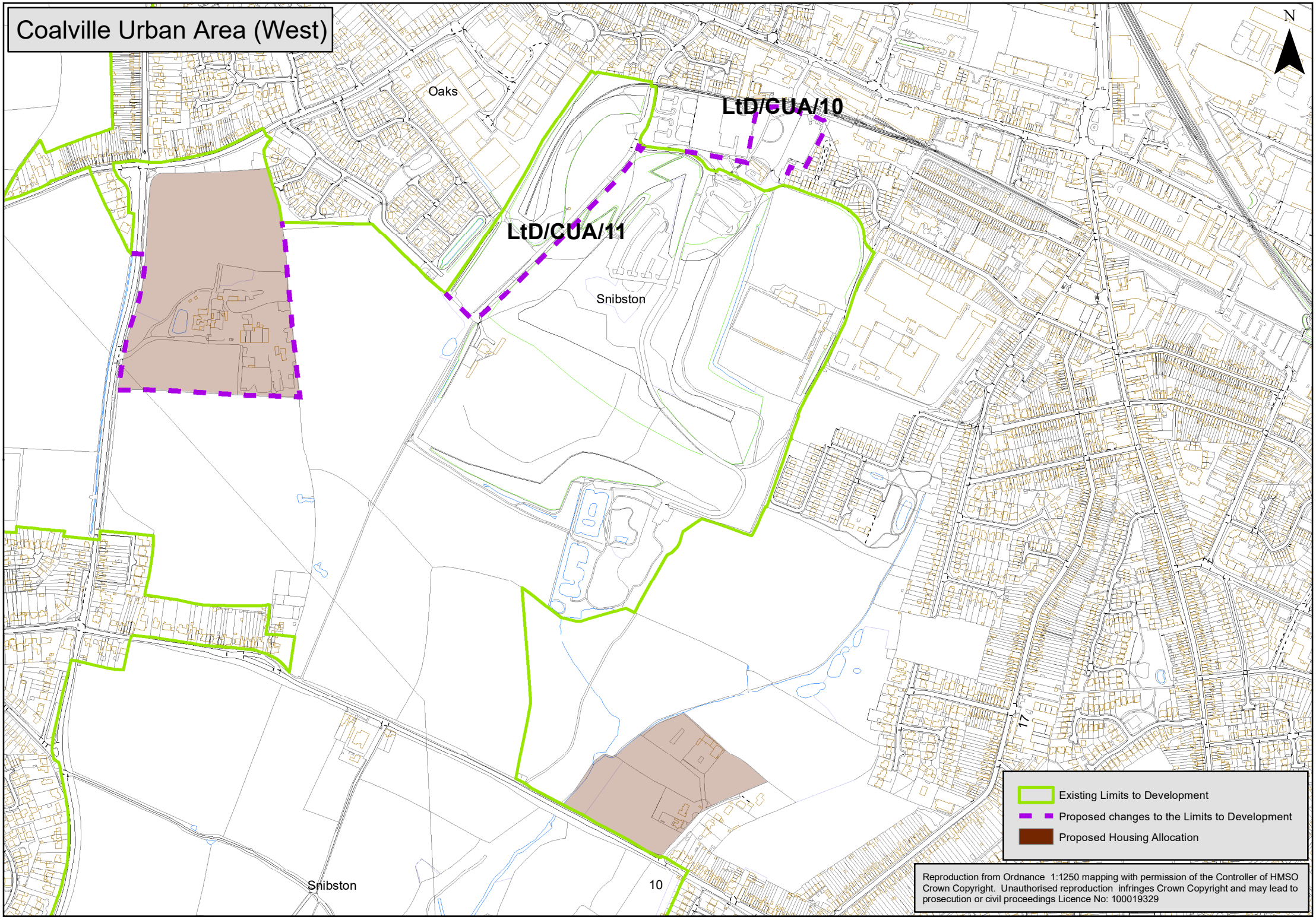
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/CUA/09	Land south of Townsend Lane Donington le Heath	CUA	Include land with consent for 7 dwellings (15/00891/FUL).	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared [2].
LtD/CUA/10	Snibston Colliery Park Coalville	CUA	Exclude SCP from the LtD	Exclude peripheral playing fields, environmental space, allotments, community gardens, cemeteries and schools [9].
LtD/CUA/11	Former Snibston Discovery Park	CUA	Include land with planning permission for housing (22/00508/REMM)	Sites at the edge of a settlement with extant planning permission for residential or employment development are included [8].
LtD/E/01	Land east of Midland Road and Station Road Ellistown; Donington le Heath	Ellistown	Include parking/open storage area to NW of South Leicester estate. Include proposed land allocation east of Midland Road and existing development east of Midland Road and Station Road. Hugglescote & Donington le Heath neighbourhood Plan (2021) identifies part of the land in this area as Local Green Space and also has policies which variously identify important open space, local wildlife corridors and area of ridge and furrow.	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared [2]. Boundaries should be logical [4]. Include site allocations [8]
LtD/E/02	Land off St Christopher's Road Ellistown	CUA	Include triangle of land with planning permission (20/01896/FULM). This land is also within the Limits to Development in the Ellistown & Battleflat Neighbourhood Plan.	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].

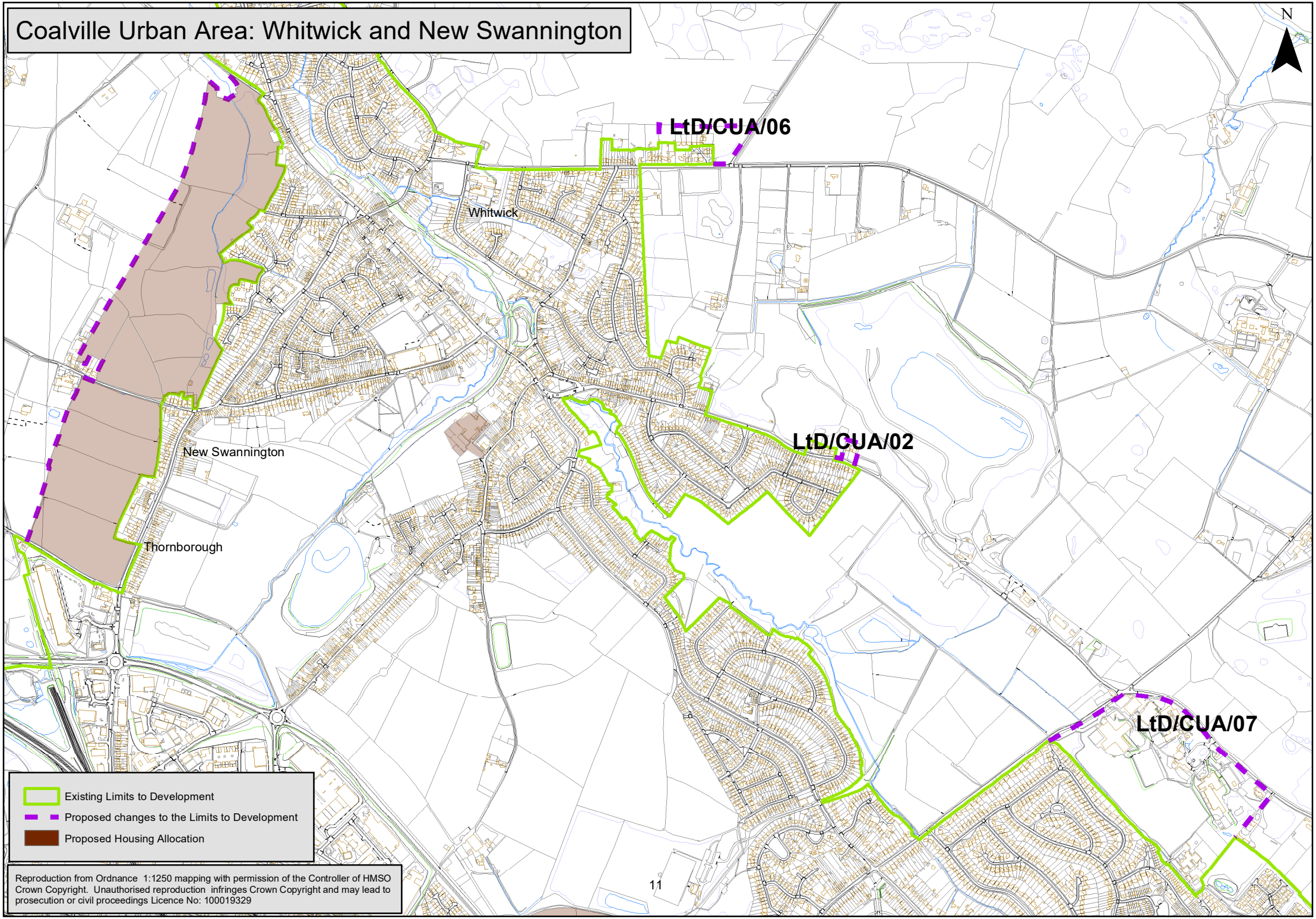

Coalville Urban Area: Bardon
N
Bardon
Bardon Hill Quarry
LtD/CUA/08
Bardon 22
LtD/CUA/03
Interlink Industrial Park
Bardon Park
Existing Limits to Development
Proposed changes to the Limits to Development
NWLDC District Boundary
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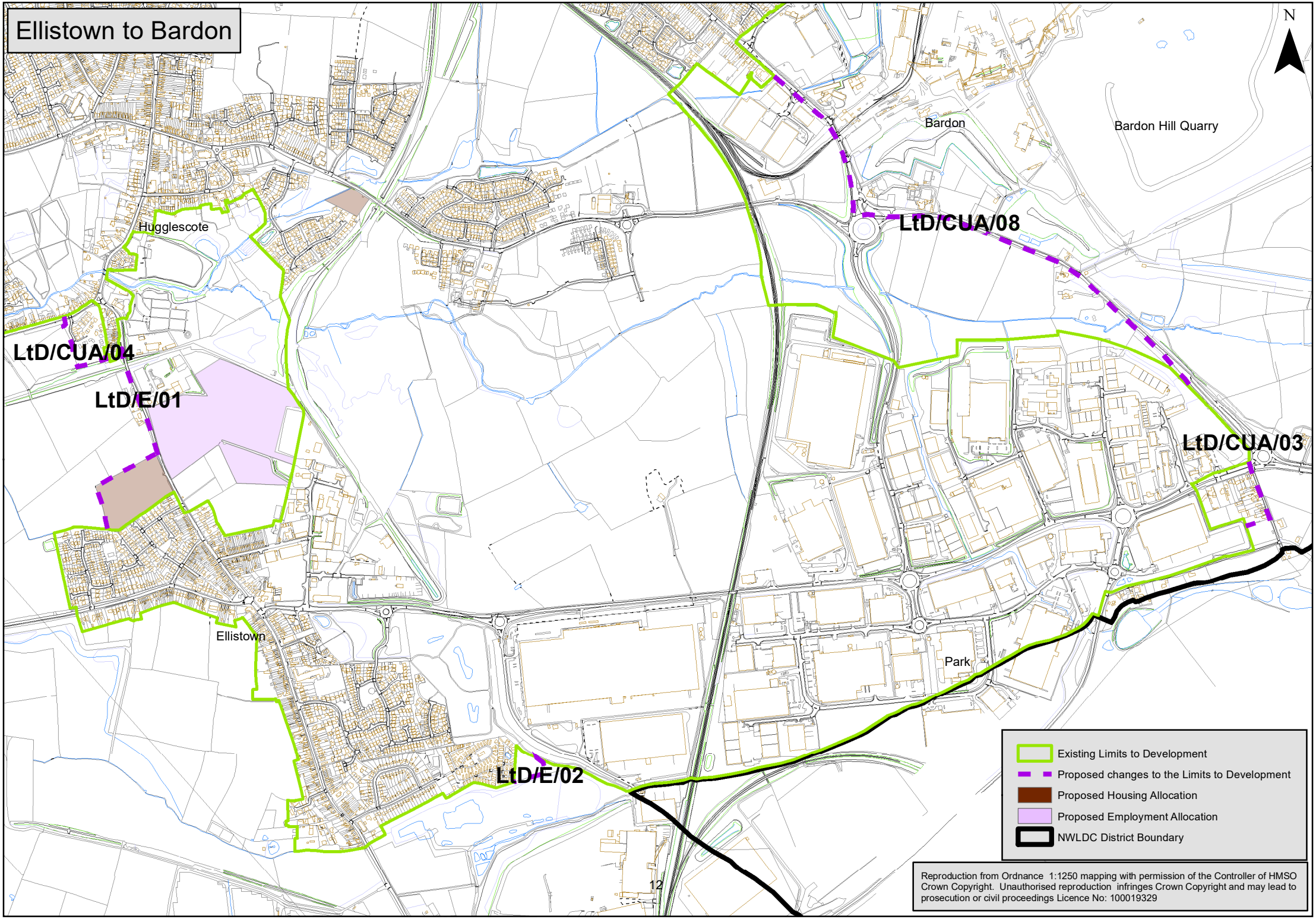

Coalville Urban Area (East)
LtD/CUA/02
(stone)
N
LtD/CUA/07
Existing Limits to Development
Proposed changes to the Limits to Development
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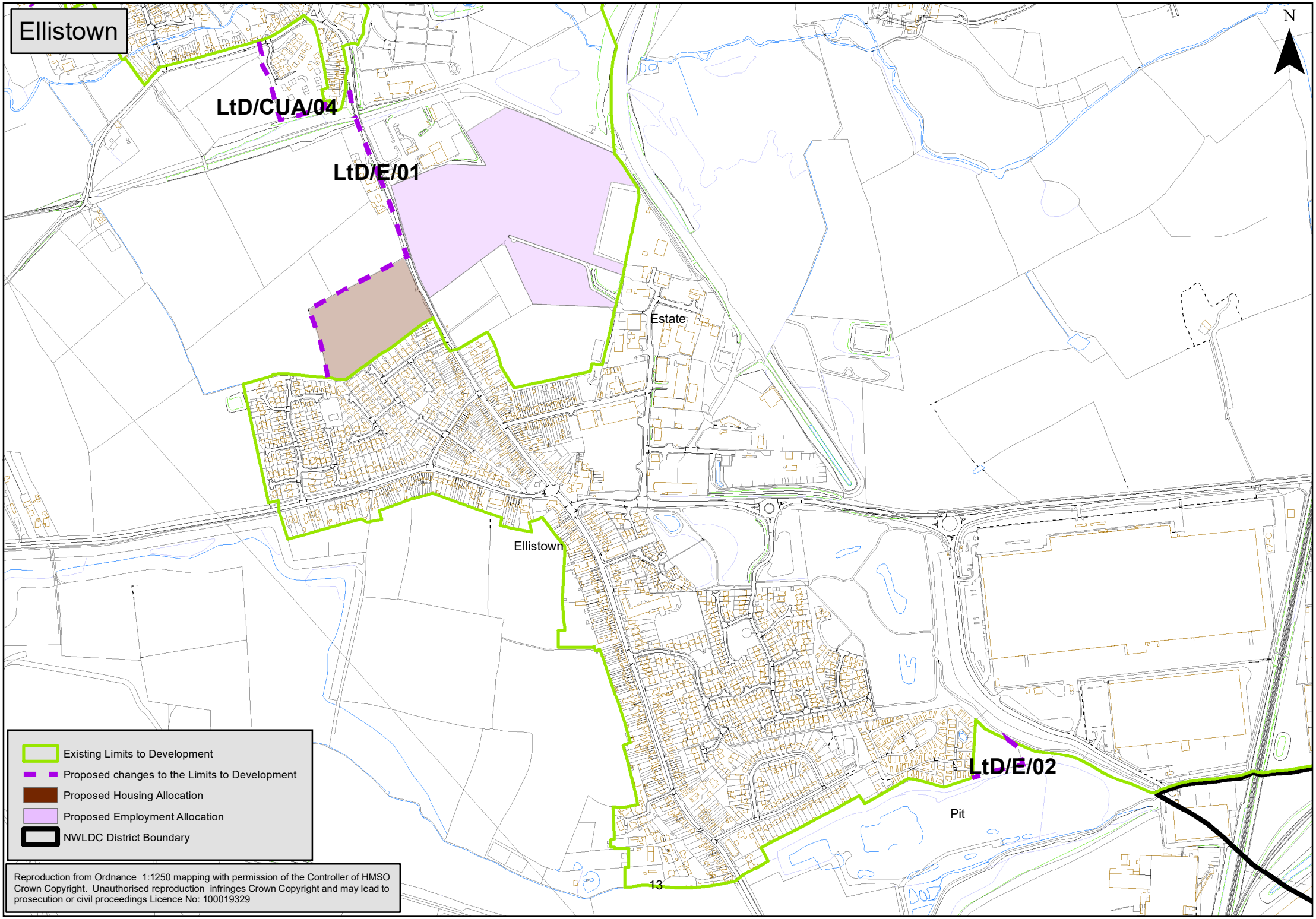

Coalville Urban Area: Hugglescote and Donington le Heath
N
LtD/CUA/05
LtD/CUA/09
LtD/CUA/04
LtD/E/01
Hugglescote
Donington le Heath
Estate
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
Proposed Employment Allocation
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Coalville Urban Area: Thringstone and Whitwick
N
LtD/CUA/01
Thringstone
PEGGS GREEN
Grace Dieu Wood
Swannington Common
LtD/Swa/01
LtD/Swa/02
LtD/CUA/06
Red Hill
Whitwick
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
Housing Allocation in 'Made' Neighbourhood Plan
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Coalville Urban Area (West)
N
Oaks
LtD/CUA/10
LtD/CUA/11
Snibston
Snibston
10
17
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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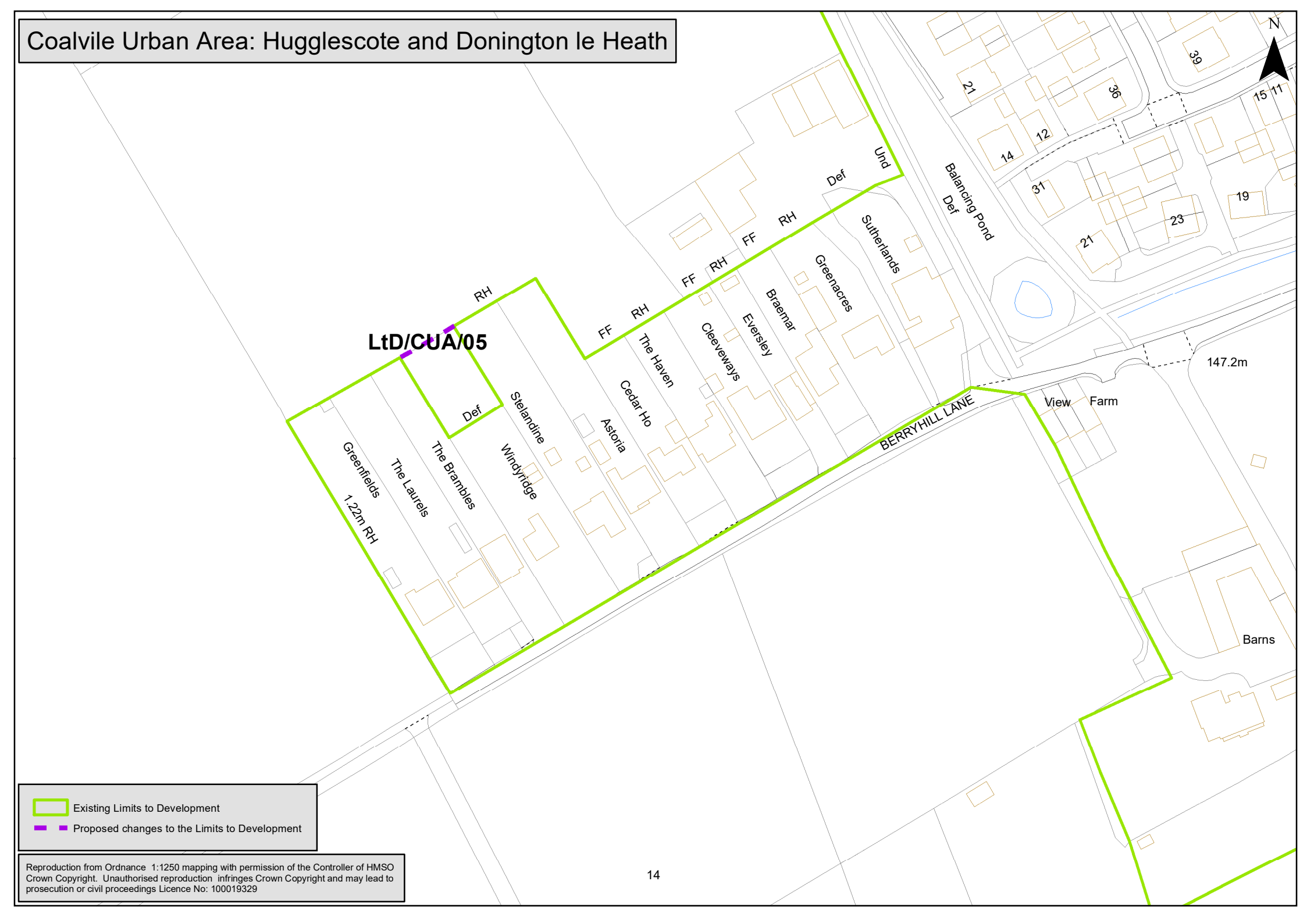

Coalville Urban Area: Whitwick and New Swannington
N
LtD/CUA/06
Whitwick
LtD/CUA/02
New Swannington
Thornborough
LtD/CUA/07
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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Ellistown to Bardon
N
Bardon
Bardon Hill Quarry
Hugglescote
LtD/CUA/08
LtD/CUA/04
LtD/E/01
LtD/CUA/03
Ellistown
Park
LtD/E/02
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
Proposed Employment Allocation
NWLDC District Boundary
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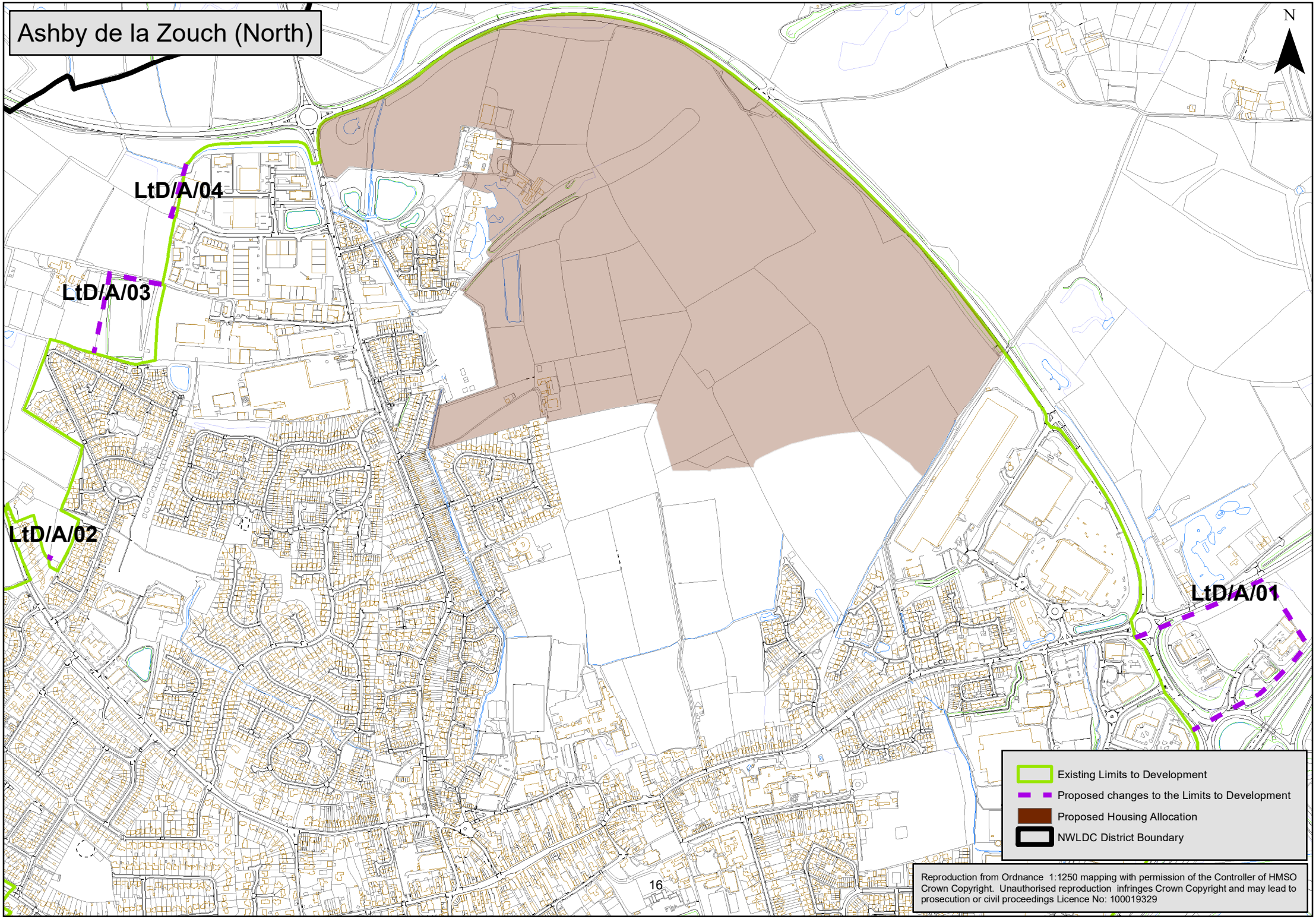
Coalvile Urban Area: Hugglescote and Donington le Heath

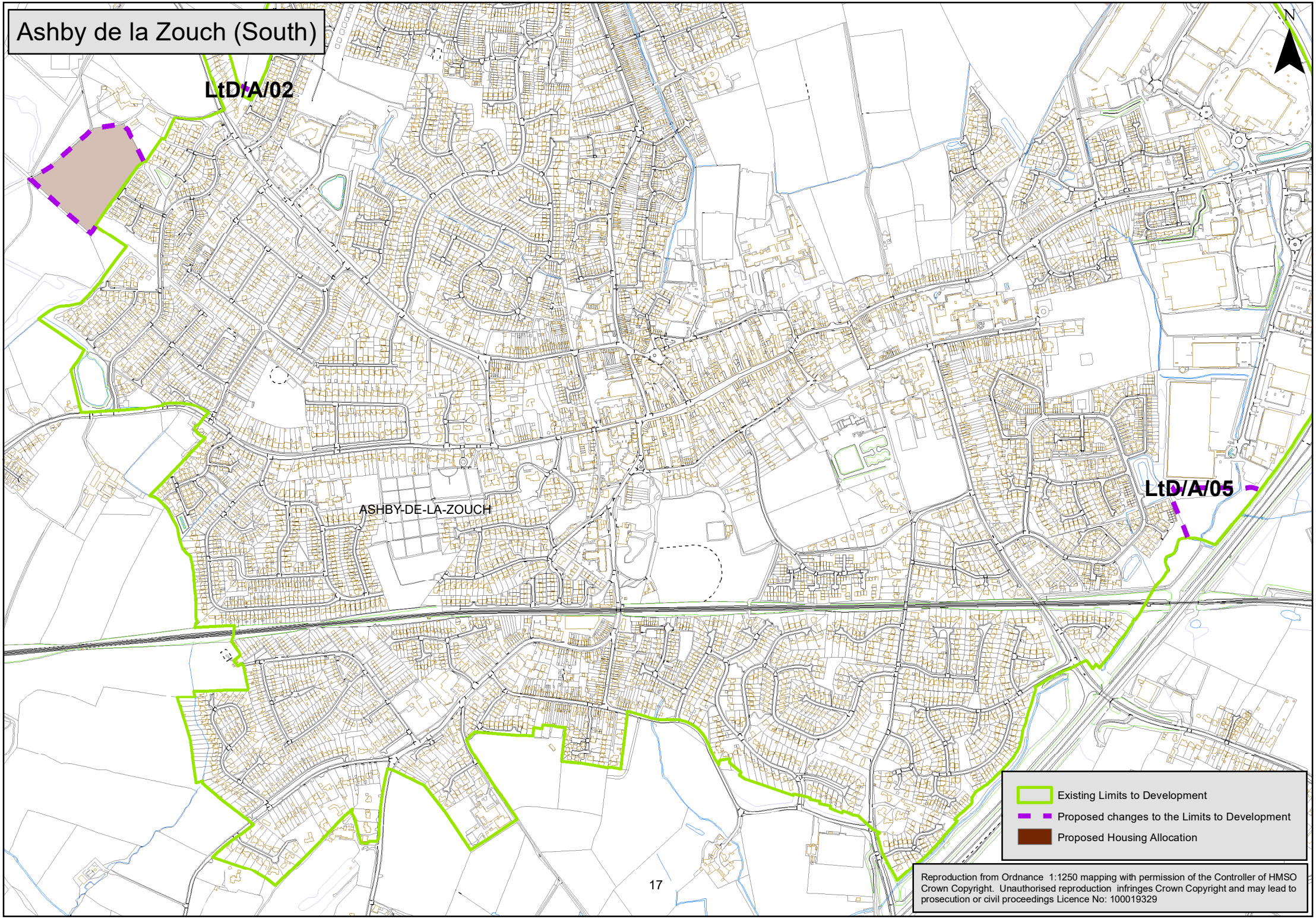


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Ashby de la Zouch

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/A/01	Flagstaff Island	Ashby	Include existing development (PFS, drive-thrus) and site of consent for road-related storage	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2]. Include more peripheral sites with extant planning permission for residential or employment development [8]
LtD/A/02	178 Burton Road	Ashby	Include whole of the property.	Boundaries should be logical and follow defined features where possible [4]
LtD/A/03	Bott Ltd, Tournament Way	Ashby	Include area of parking/open storage	Boundaries should be logical and follow defined features where possible [4]
LtD/A/04	TruNet Group building, Ivanhoe Business Park	Ashby	Include full extent of existing industrial unit	Boundaries should be logical and follow defined features where possible [4]
LtD/A/05	R/o Moleyns Close	Ashby	Exclude semi-natural OS	Exclude peripheral playing fields, environmental space, allotments, community gardens, cemeteries and schools [9].


Ashby de la Zouch (North)
N
LtD/A/04
LtD/A/03
LtD/A/02
LtD/A/01
16
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
NWLDC District Boundary
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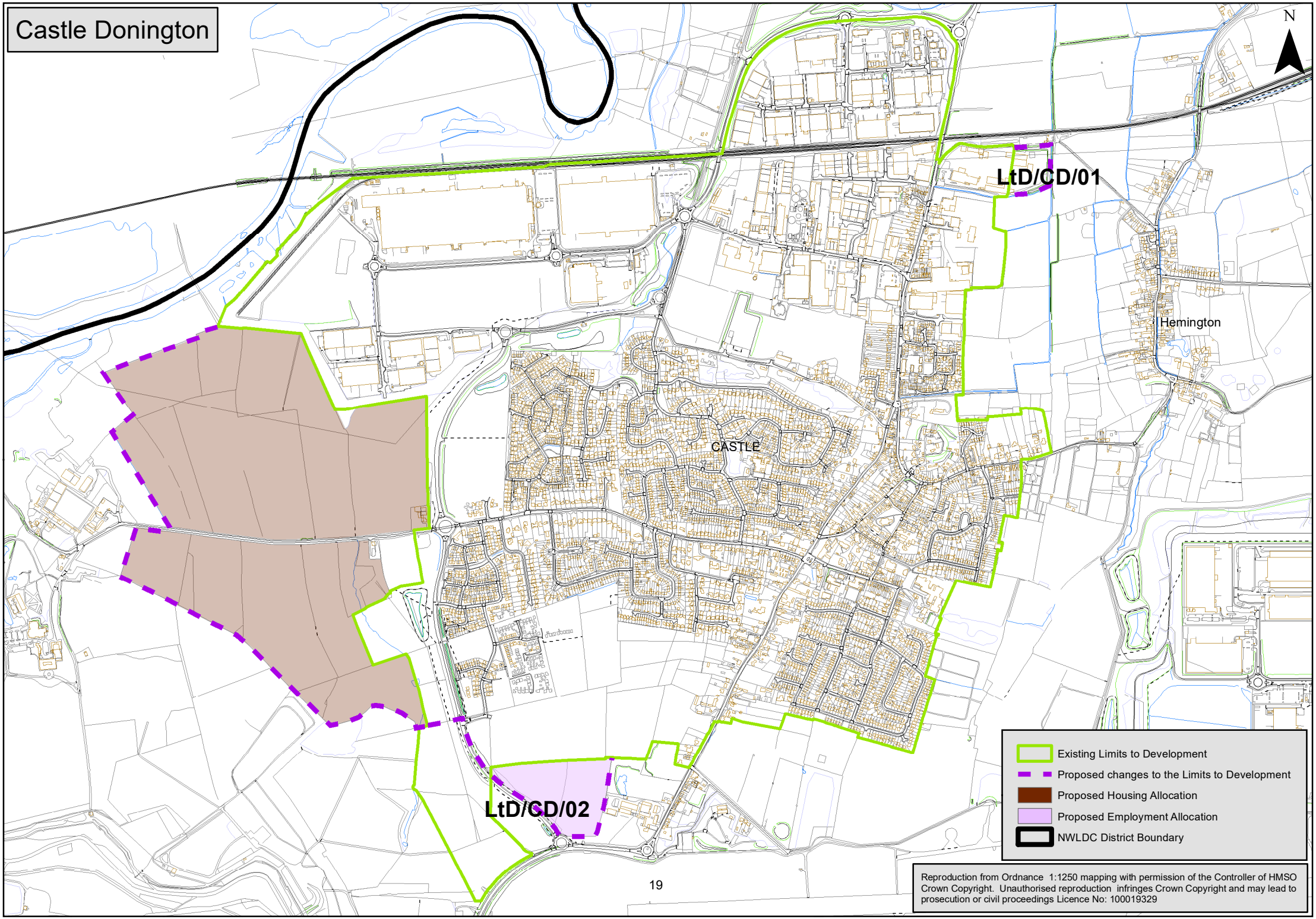


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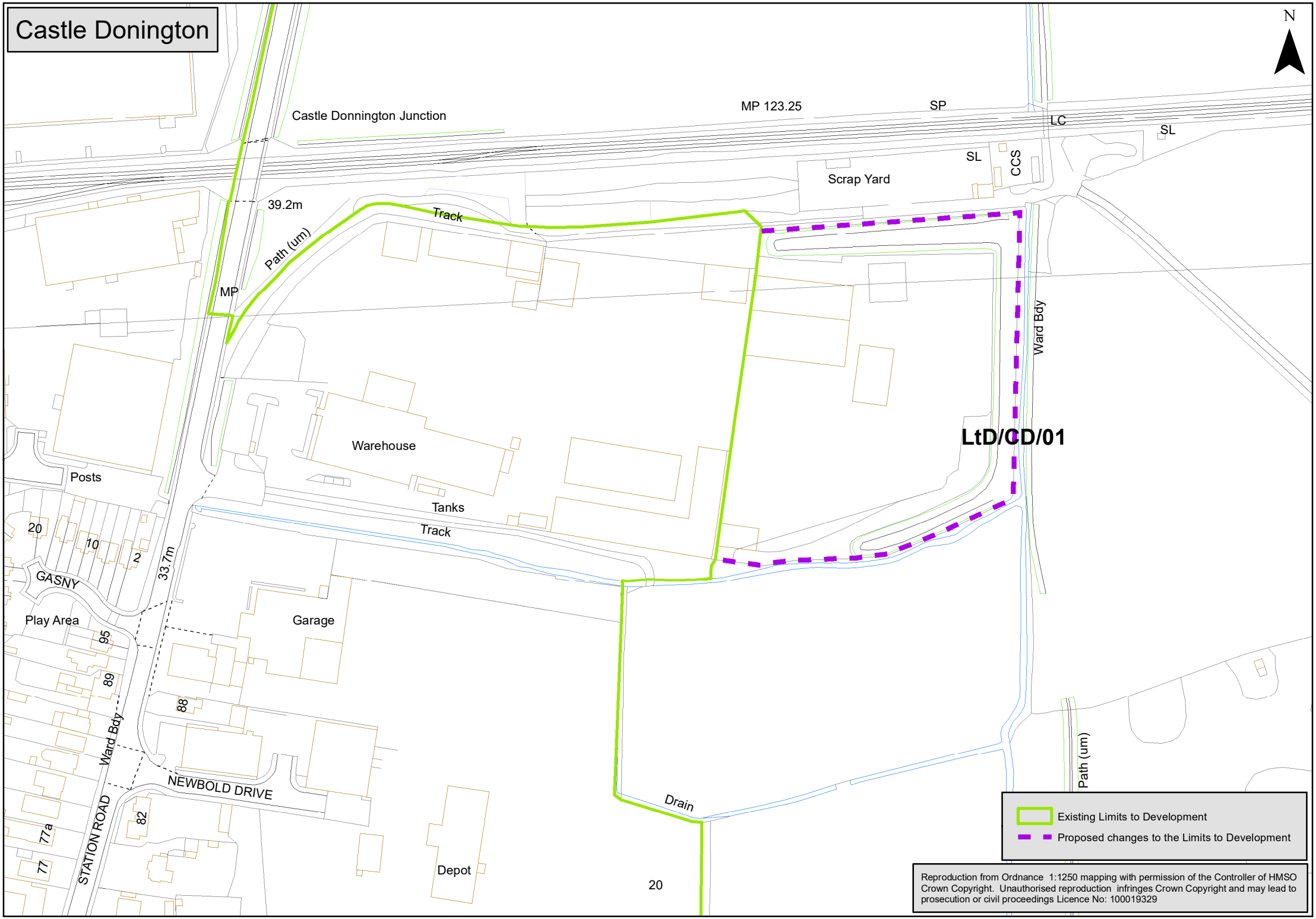
Castle Donington

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/CD/01	Land to the rear of GL Events, Station Road	Castle Donington	Include area of hardstanding/open storage	Include the main built-up area of the settlement [2].
LtD/CD/02	Land to the west of the relief road in the vicinity of Stud Brook.	Castle Donington	Exclude land which was previously within the site area for the housing development being built to the north and south of Park Lane (09/01226/OUTM) but which is not being developed.	Boundaries should be logical and follow defined features where possible [4]

Castle Donington



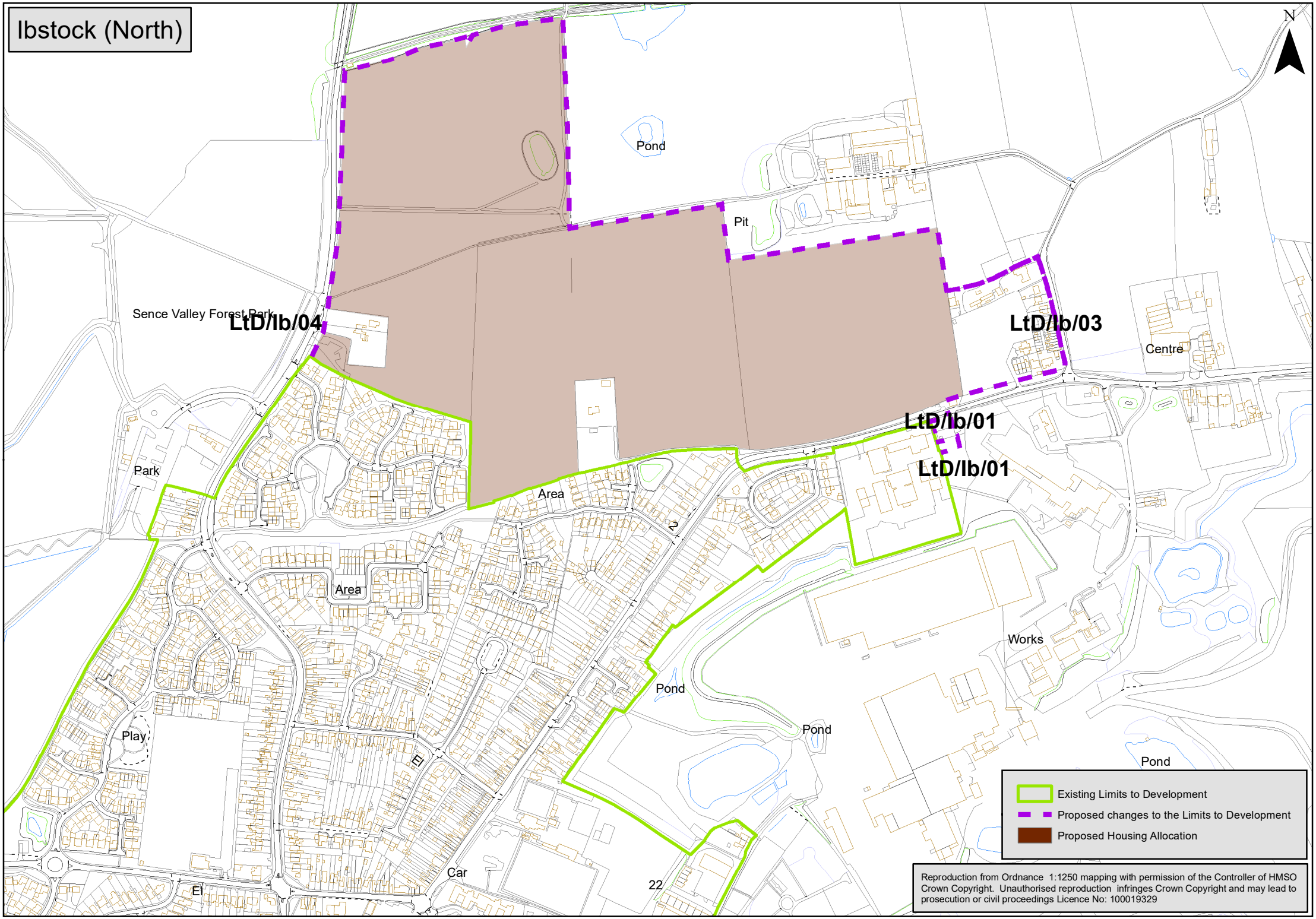
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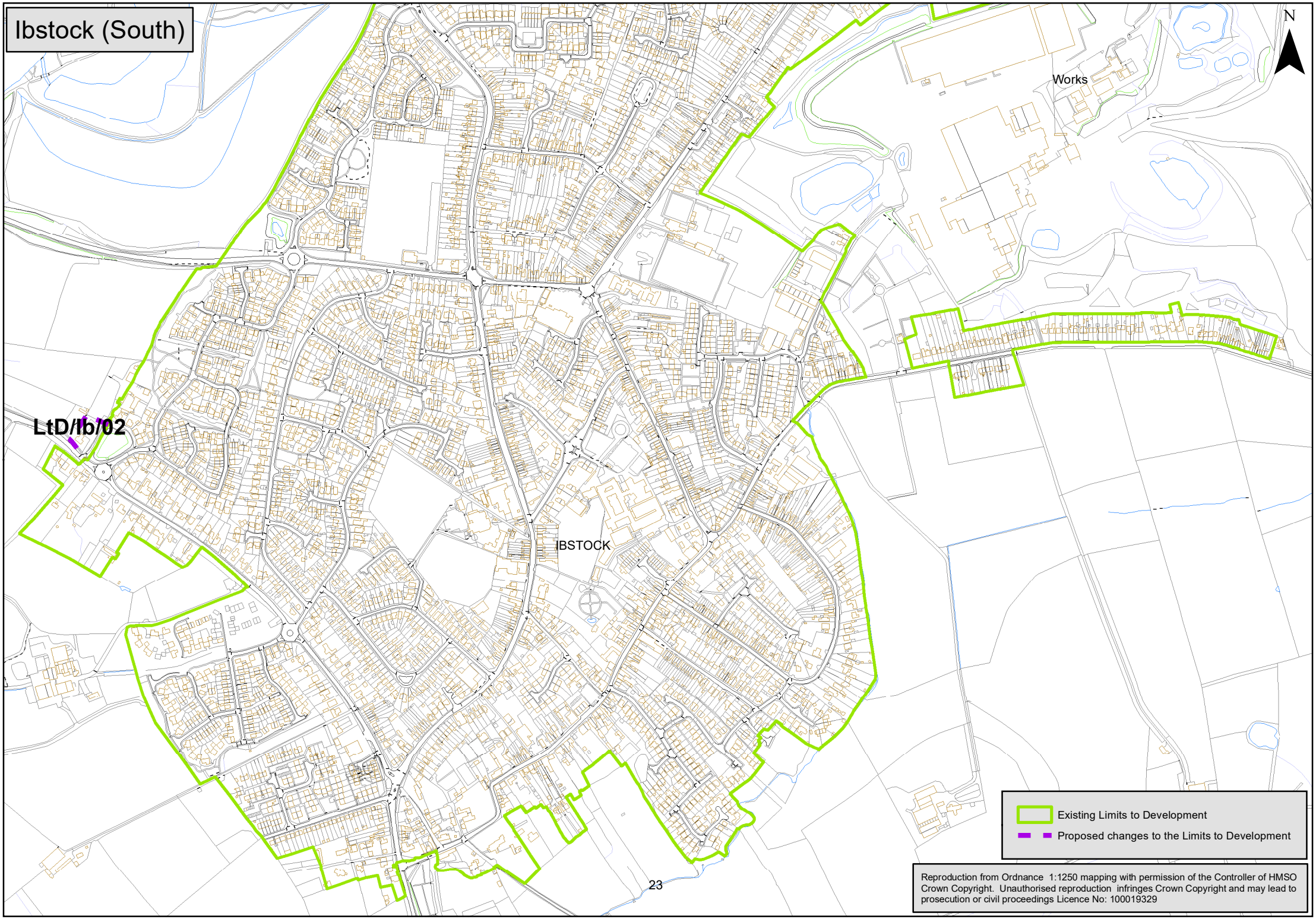
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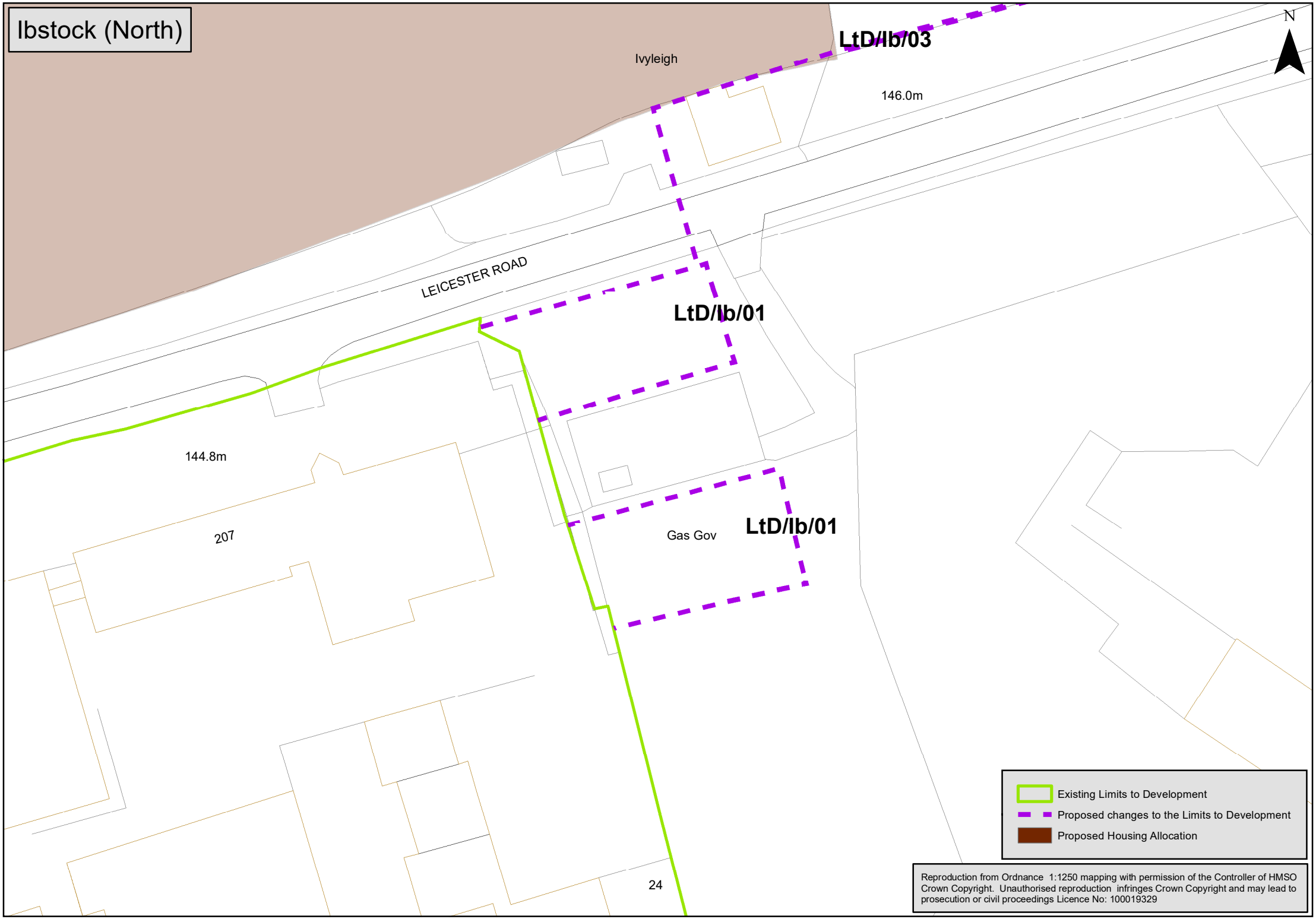
Ibstock

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Ib/01	Wilson House, Leicester Road	Ibstock	Amend LtD to include land with planning permission.	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Ib/02	Land At Mill Hill Farm Station Road	Ibstock	Include recent residential development (18/01510/FUL).	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Ib/03	Junction of Leicester Rd and Richmond Road	Ibstock	Amend LtD to include properties fronting Richmond Road as a consequence of the proposed allocation of site Ib18.	Include site as a consequence of the proposed allocation of site Ib18 [8]. Boundaries should be logical [4]
LtD/Ib/04	Property fronting Ravenstone Road (no. 67?)	Ibstock	Amend LtD to include property fronting Ravenstone Road as a consequence of the proposed allocation of site Ib18.	Include site as a consequence of the proposed allocation of site Ib18 [8]. Boundaries should be logical [4]



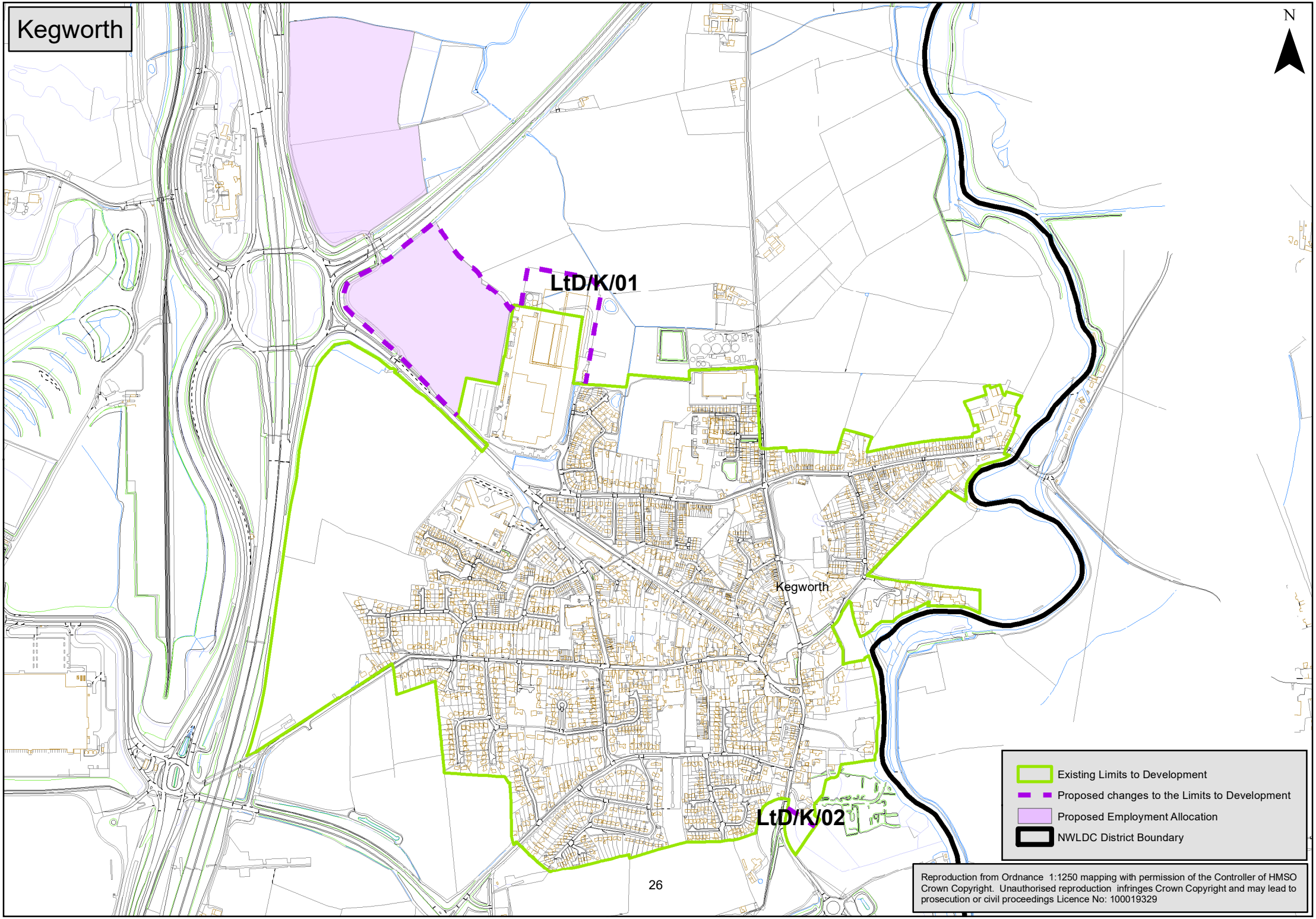
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Ibstock (South)
N
Works
LtD/Ib/02
IBSTOCK
Existing Limits to Development
Proposed changes to the Limits to Development
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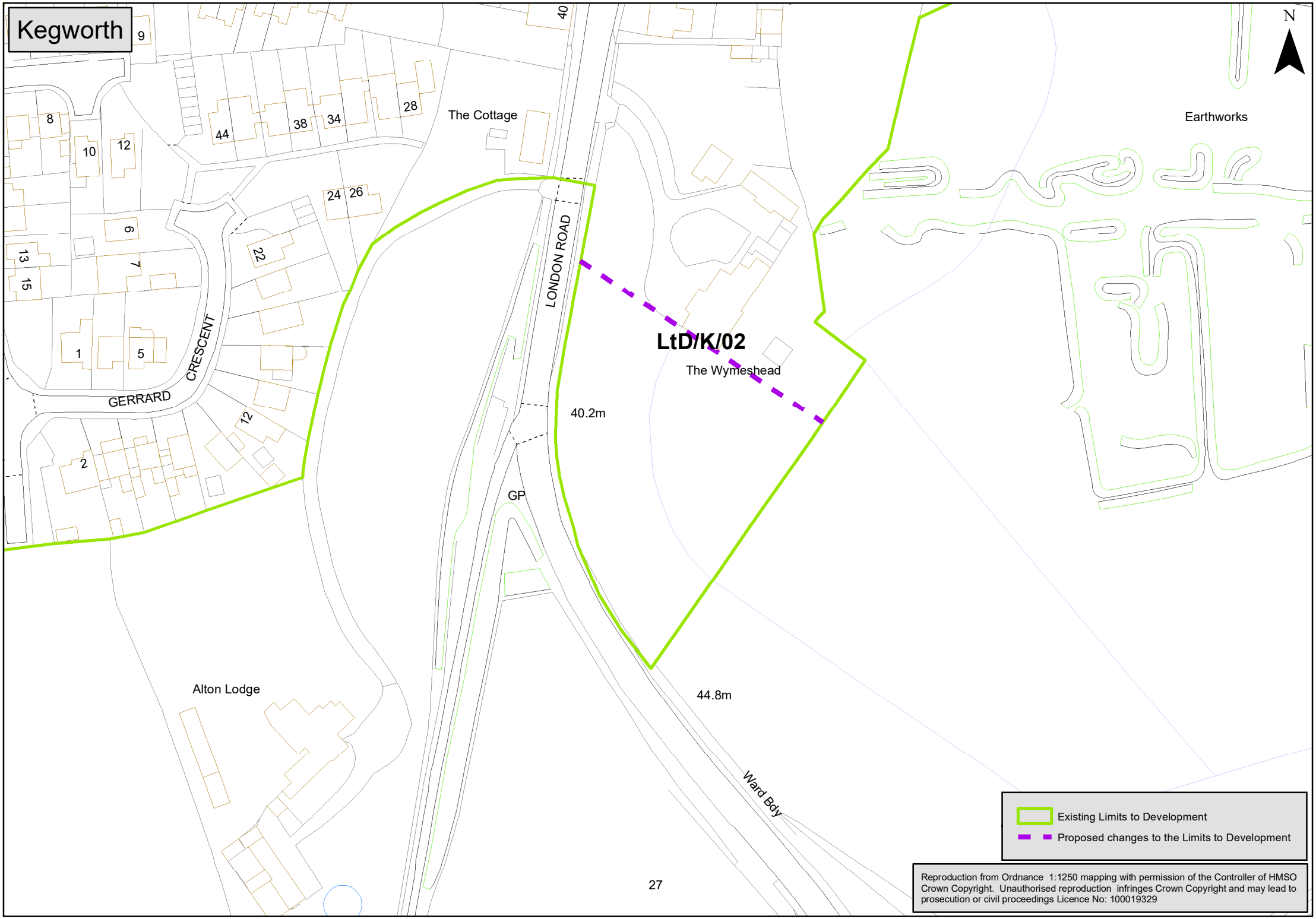

Ibstock (North)
Ivyleigh
LtD/Ib/03
146.0m
N
LEICESTER ROAD
LtD/Ib/01
144.8m
207
Gas Gov
LtD/Ib/01
24
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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Kegworth

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/K/01	Refresco	Kegworth	Include enlarged building and parking areas to north and east.	Include the main built-up area of the settlement [2]
LtD/K/02	New Brickyard Lane	Kegworth	Exclude land to the east of London Road.	Property curtilage is so large that it appears to be part of the open countryside surrounding the settlement [5].



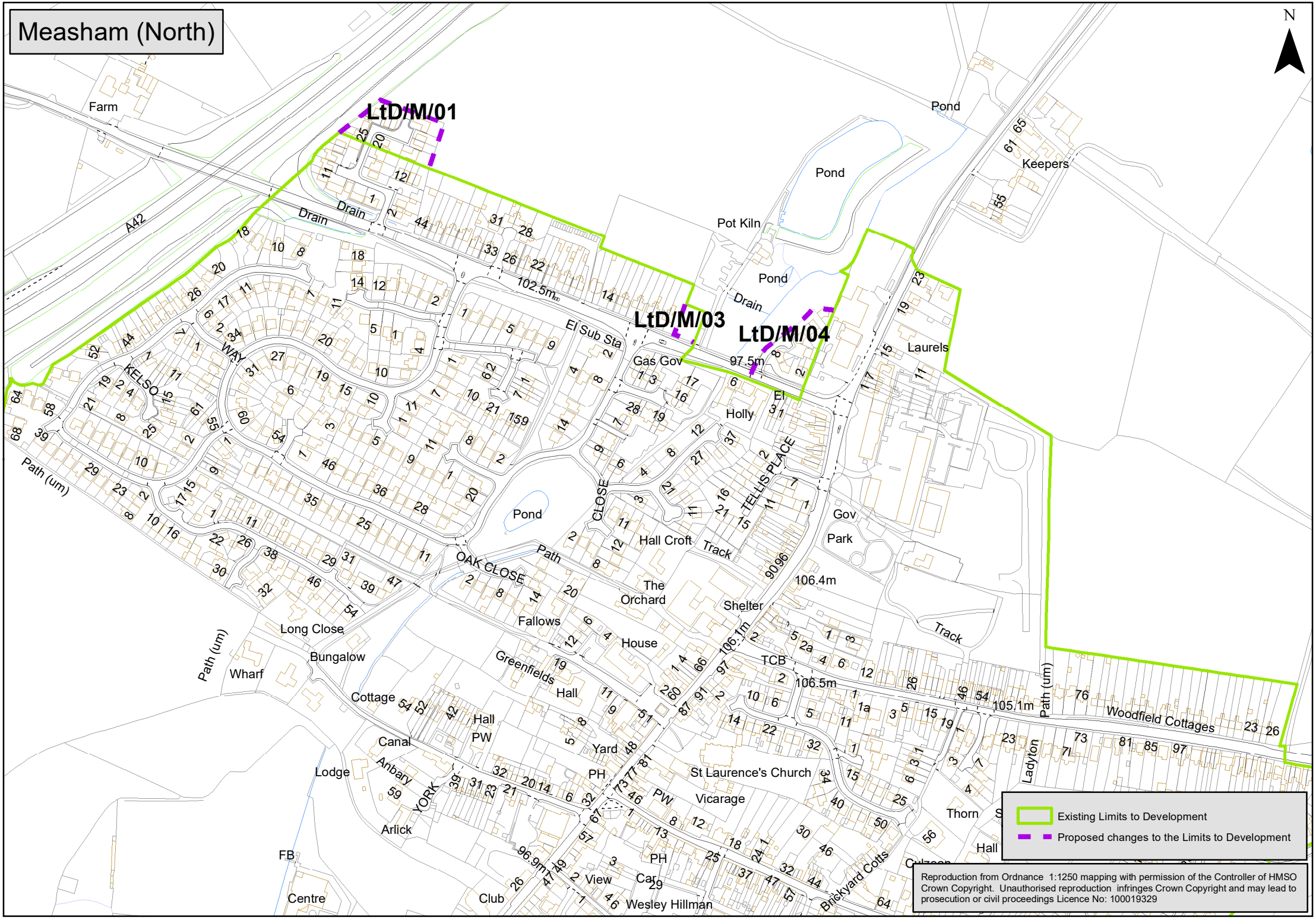
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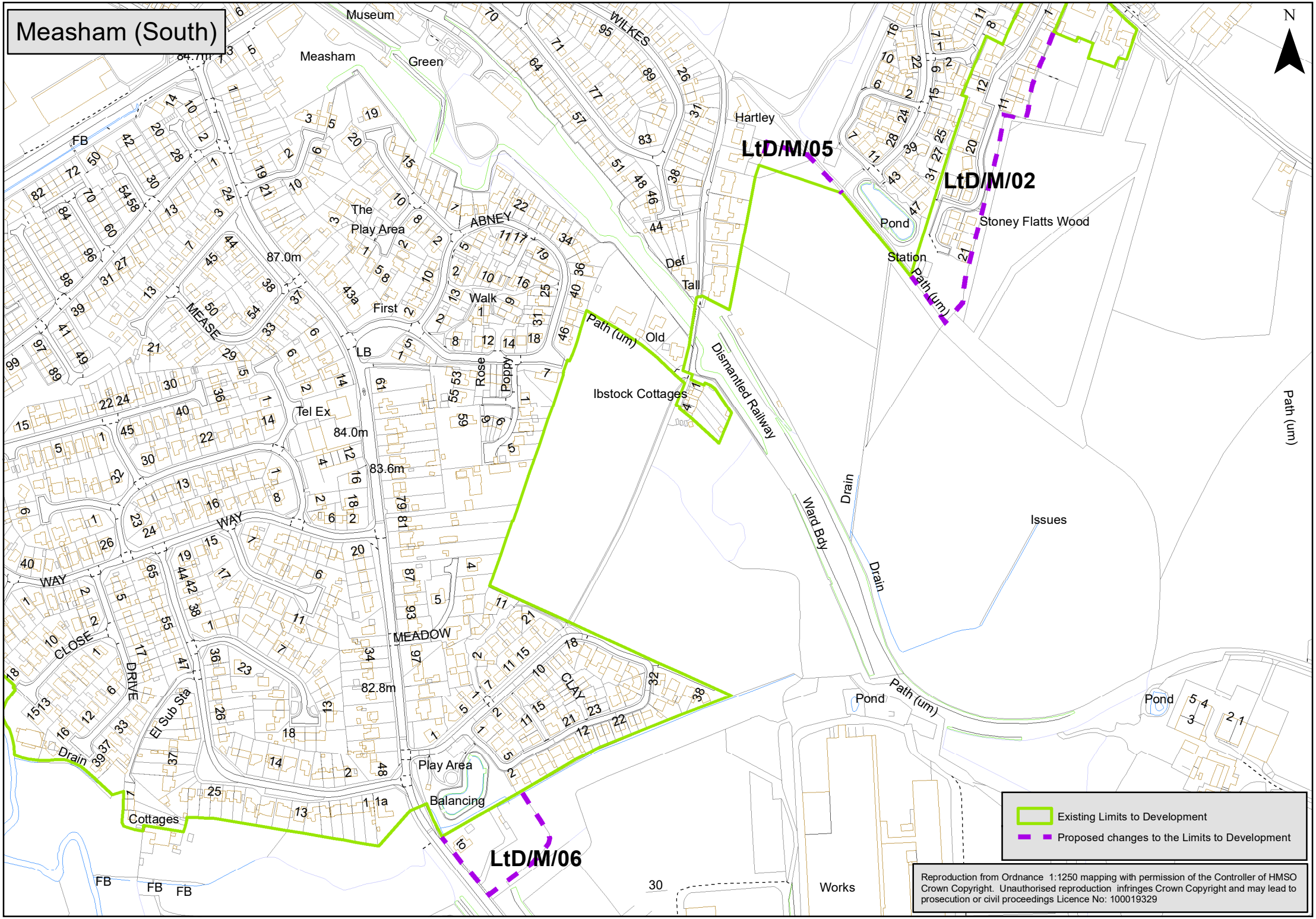


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Measham

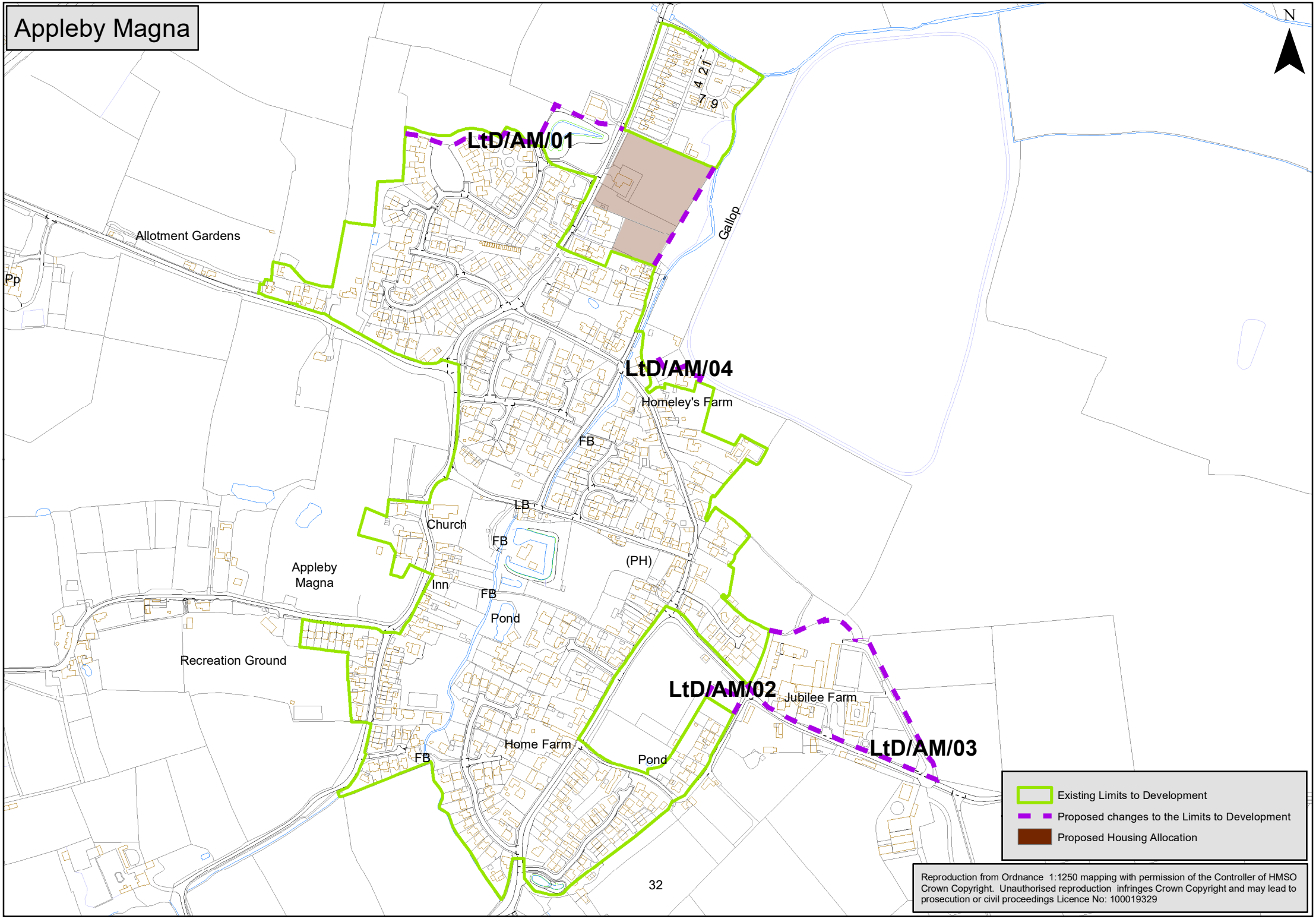
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/M/01	Windsor Way	Measham	Include existing residential development.	Include the main built-up area of the settlement [2]
LtD/M/02	Centenary Place	Measham	Include existing residential development.	Include the main built-up area of the settlement [2]
LtD/M/03	New Street	Measham	Exclude whole of play area fronting New Street	Exclude peripheral playing fields, environmental space, allotments, community gardens, cemeteries and schools [9].
LtD/M/04	Cherry Tree Close	Measham	Include Cherry Tree Close development.	Include the main built-up area of the settlement [2]
LtD/M/05	Land to the r/o Horses Lane	Measham	Exclude fields	Generally, agricultural land is excluded [3].
LtD/M/06	Atherstone Road	Measham	Include Oaktree House.	Include the main built-up area of the settlement [2].


Measham (North)
N
LtD/M/01
LtD/M/03
LtD/M/04
A42
Farm
Drain
Pond
Pot Kiln
Keepers
El Sub Sta
Gas Gov
97.5m
Laurels
Holly
TELLIS PLACE
CLOSE
Hall Croft
Track
Gov
Park
106.4m
Path (um)
OAK CLOSE
Path
The
Orchard
Shelter
Fallows
House
Long Close
Bungalow
Wharf
Greenfields
Hall
Cottage
Canal
Lodge
Anbary
YORK
Arlick
PH
PW
Yard
St Laurence's Church
Vicarage
TCB
106.5m
106.1m
105.1m
Woodfield Cottages
Ladyton
Thorn
Hall
Brickyard Cotts
FB
Centre
Club
View
Car
Wesley Hillman
96.9m
102.5m
90.96
Existing Limits to Development
Proposed changes to the Limits to Development
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Measham (South)
N
LtD/M/05
LtD/M/02
LtD/M/06
Existing Limits to Development
Proposed changes to the Limits to Development
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Museum
Measham
Green
Hartley
Pond
Stoney Flatts Wood
Station
Path (um)
Def
Tall
Old
Ibstock Cottages
Dismantled Railway
Ward Bdy
Drain
Issues
Works
The
Play Area
ABNEY
Walk
First
MEASE
LB
Rose
Poppy
Tel Ex
WAY
CLOSE
DRIVE
MEADOW
CLAY
El Sub Sta
Balancing
Cottages
87.0m
84.0m
83.6m
82.8m
FB

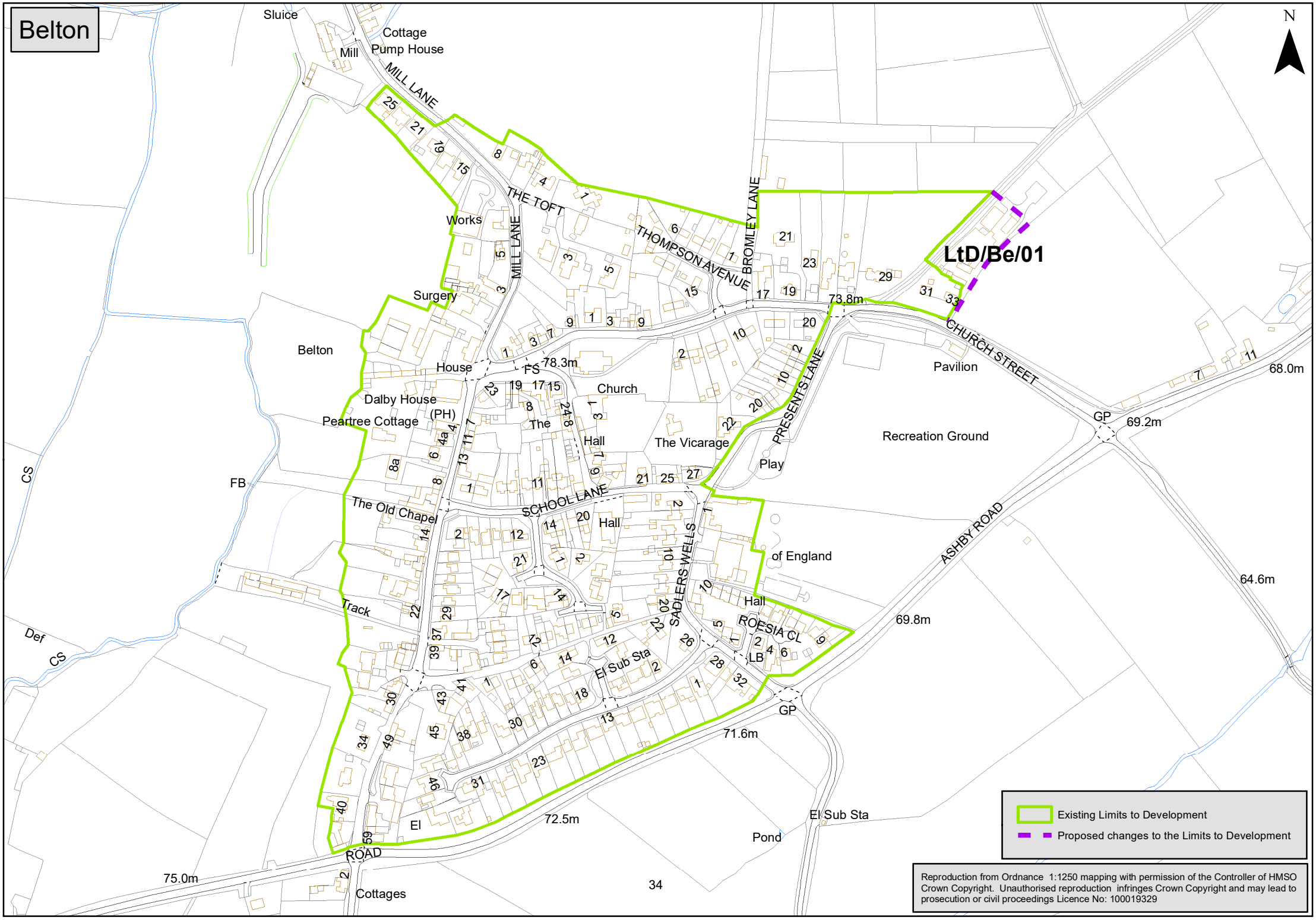
Appleby Magna

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/AM/01	Land to the East of Measham Road	Appleby Magna	Extend the LTD to join the 2 sections of the LTD	Include the main built-up area of the settlement [2]
LtD/AM/02	Junction of Snarestone Road and Botts Lane	Appleby Magna	Include recent residential development (19/02478)	LTD to include the main built-up area of the settlement [2]
LtD/AM/03	Jubilee Business Park	Appleby Magna	Include Jubilee Business Park	Include the main built-up area of the settlement [2].
LtD/AM/04	East of Black Horse Hill	Appleby Magna	Inclusion of a residential dwelling (16/01245 & 18/01499)	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared [2].


Appleby Magna
N
LtD/AM/01
LtD/AM/04
LtD/AM/02
LtD/AM/03
Allotment Gardens
Pp
Gallop
Homeley's Farm
FB
LB
Church
FB
(PH)
Appleby
Magna
Inn
FB
Pond
Recreation Ground
Jubilee Farm
Home Farm
FB
Pond
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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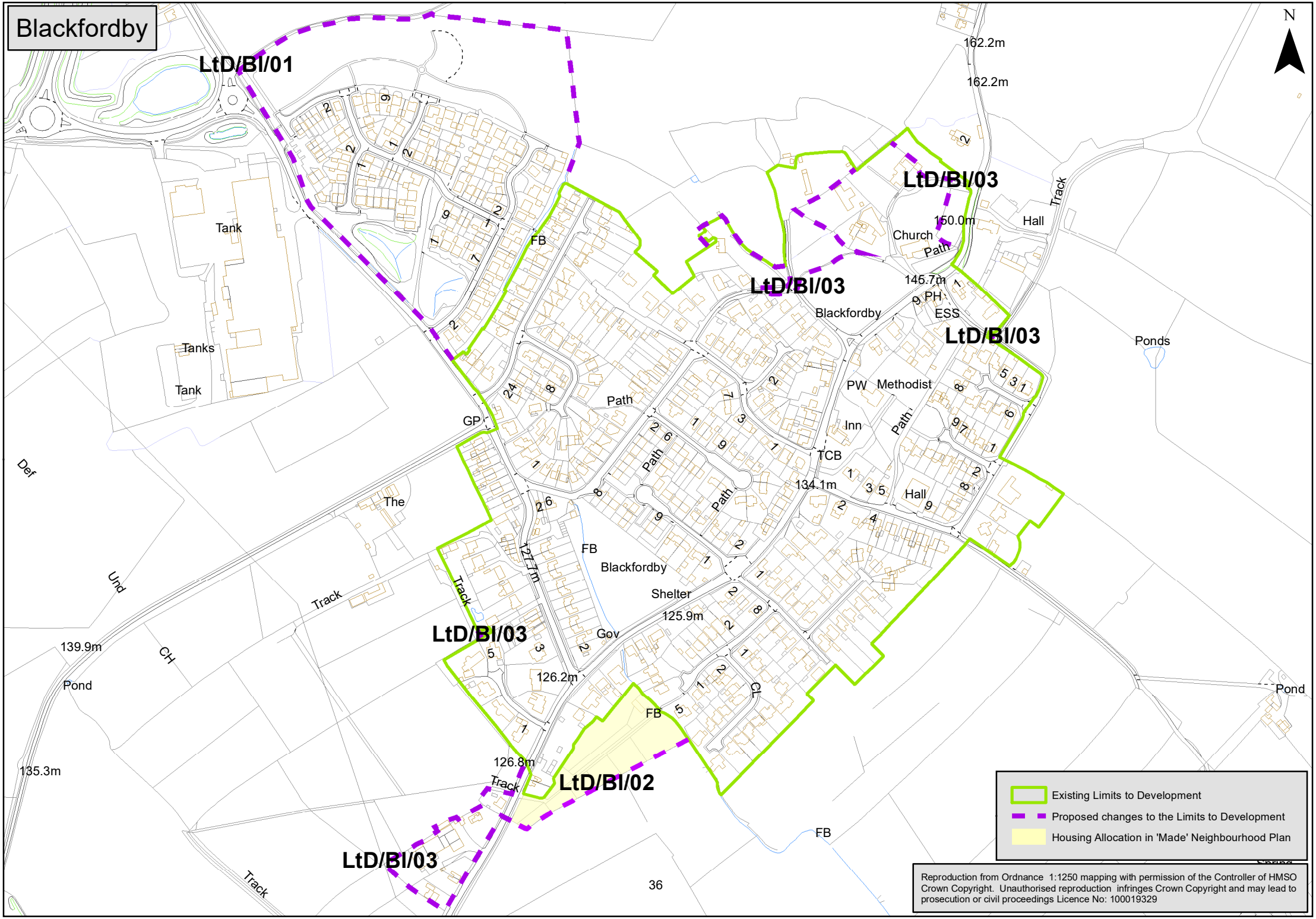
Belton

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Be/01	Land at 31/33 Church Street	Belton	Include development permitted under 19/02213/PNA or 20/000627/OUT.	LTD to include the main built-up area of the settlement [2]

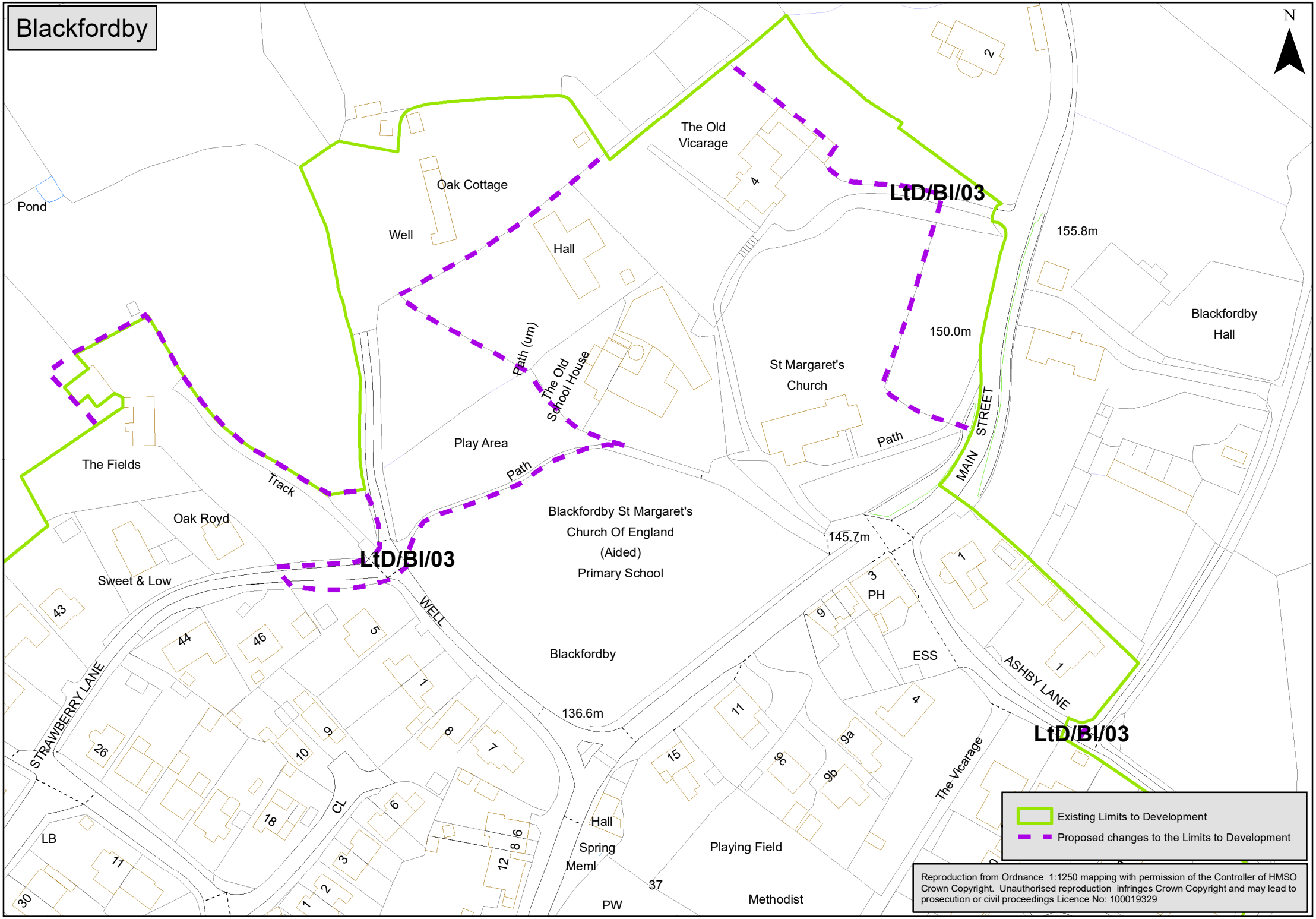

Belton
N
LtD/Be/01
Existing Limits to Development
Proposed changes to the Limits to Development
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MILL LANE
THE TOFT
THOMPSON AVENUE
BROMLEY LANE
CHURCH STREET
PRESENTS LANE
SCHOOL LANE
SADLERS WELLS
ROESIA CL
ASHBY ROAD
Sluice
Cottage
Pump House
Mill
Works
Surgery
Belton
House
Dalby House
Peartree Cottage
(PH)
The Old Chapel
Track
Def
CS
FB
Church
The
Hall
The Vicarage
Pavilion
Recreation Ground
Play
of England
Hall
LB
El Sub Sta
Pond
Cottages
ROAD
34
El
GP
78.3m
73.8m
69.2m
68.0m
64.6m
69.8m
71.6m
72.5m
75.0m

Blackfordby

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Bl/01	Butt Lane	Blackfordby	Include development built under 18/01973	LTD to include the main built-up area of the settlement [2]
LtD/Bl/02	Land at Main Street/Drift Road	Blackfordby	Include site allocated in the Made Blackfordby Neighbourhood Plan.	Include site allocations, including those in 'Made' neighbourhood plan [8].
LtD/Bl/03	Blackfordby	Blackfordby	LtD to follow the boundary contained within the adopted Blackfordby Neighbourhood Plan	Boundaries should be logical [4].



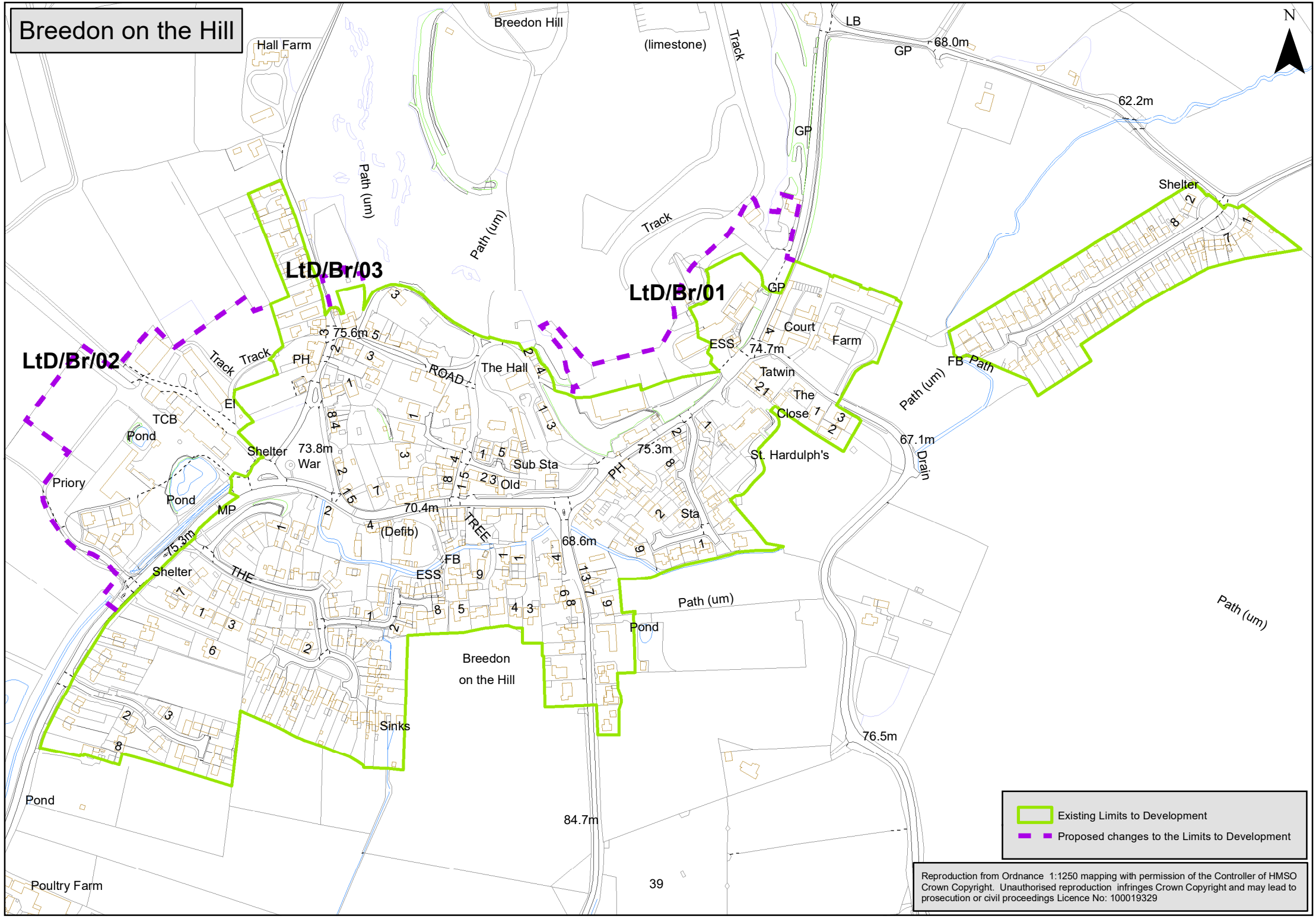
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Blackfordby
N
LtD/Bl/03
LtD/Bl/03
LtD/Bl/03
The Old Vicarage
Oak Cottage
Pond
Well
Hall
155.8m
Blackfordby Hall
150.0m
St Margaret's Church
Path (um)
The Old School House
Play Area
Path
Path
MAIN STREET
The Fields
Track
Oak Royd
Sweet & Low
Blackfordby St Margaret's Church Of England (Aided) Primary School
145.7m
PH
ESS
WELL
Blackfordby
136.6m
ASHBY LANE
STRAWBERRY LANE
The Vicarage
CL
LB
Hall
Spring
Meml
Playing Field
PW
37
Methodist
Existing Limits to Development
Proposed changes to the Limits to Development
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Breedon on the Hill

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Br/01	Pinnacle House	Breedon on the Hill	LtD to be redrawn to include the approved office development and car parking area that has taken place. Exclude the quarry.	Include the main built-up area of the settlement [2]
LtD/Br/02	Breedon Nurseries	Breedon on the Hill	LTD extended to include new housing development (18/02198/FULM; 20/01920/FUL)	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Br/03	Junction of Hollow Rd and Melbourne Rd	Breedon on the Hill	Residential curtilage may have been drawn a bit short	Include the main built-up area of the settlement [2]. Boundaries should generally follow property curtilages [5].

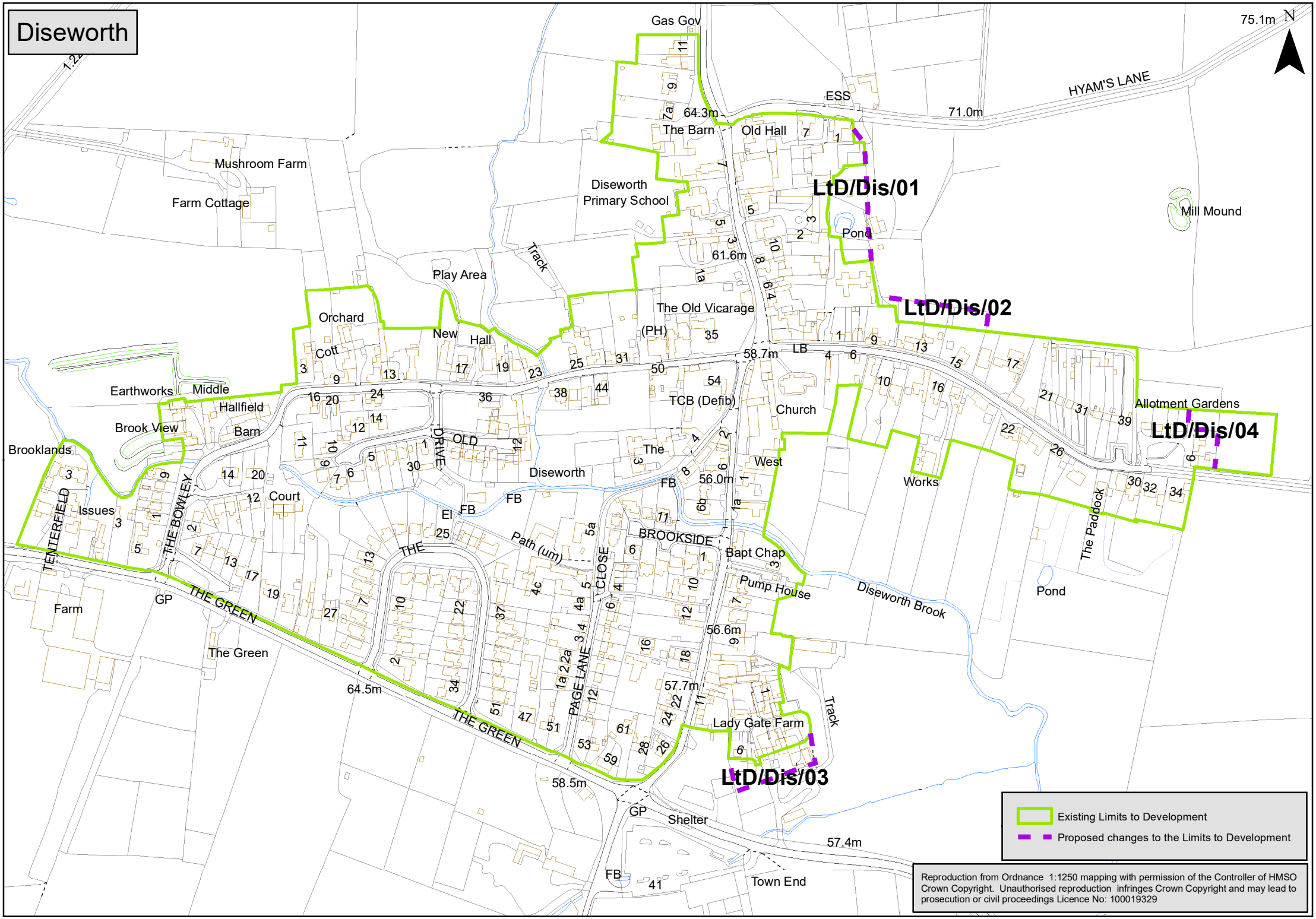
Breedon on the Hill



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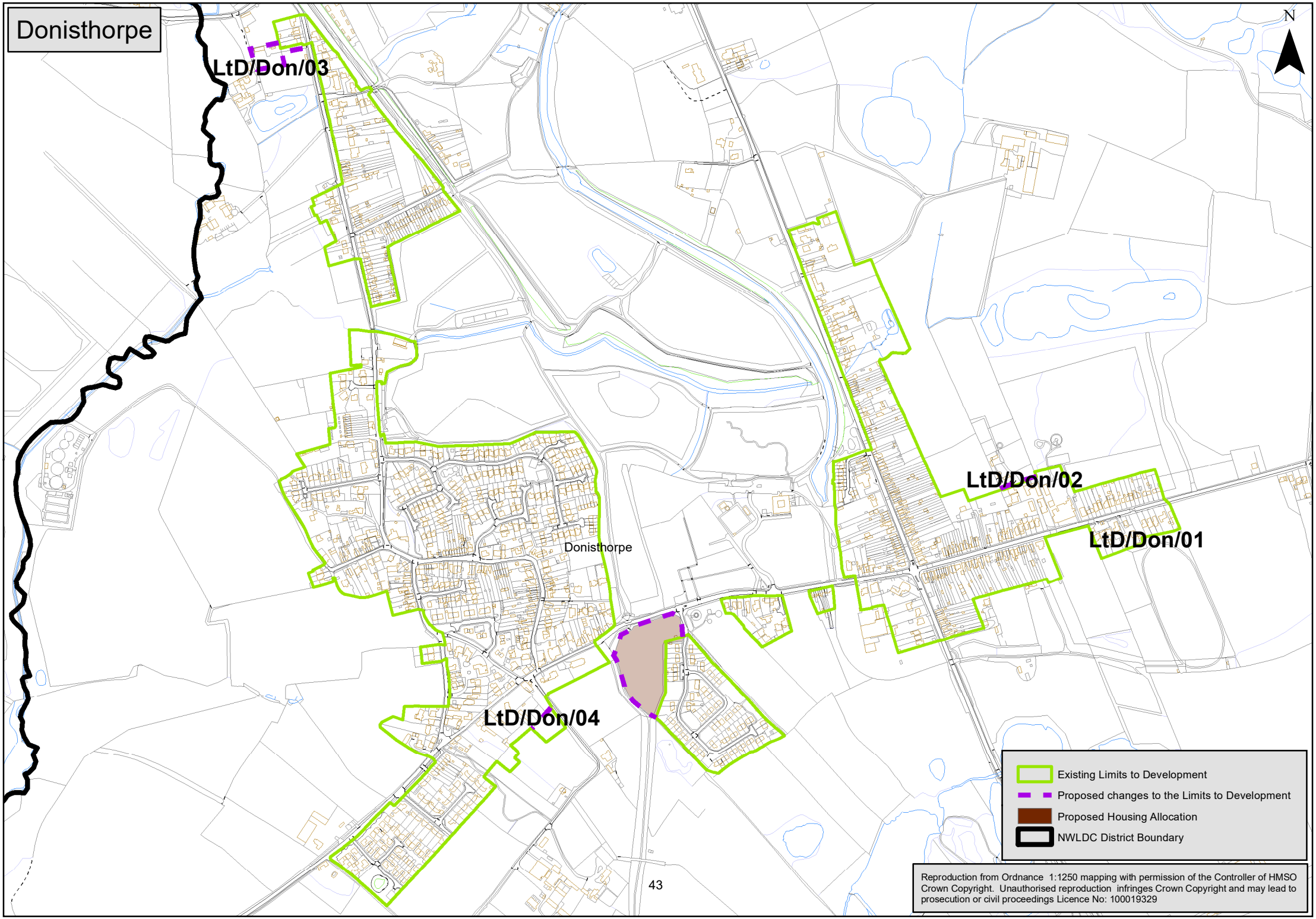
Diseworth

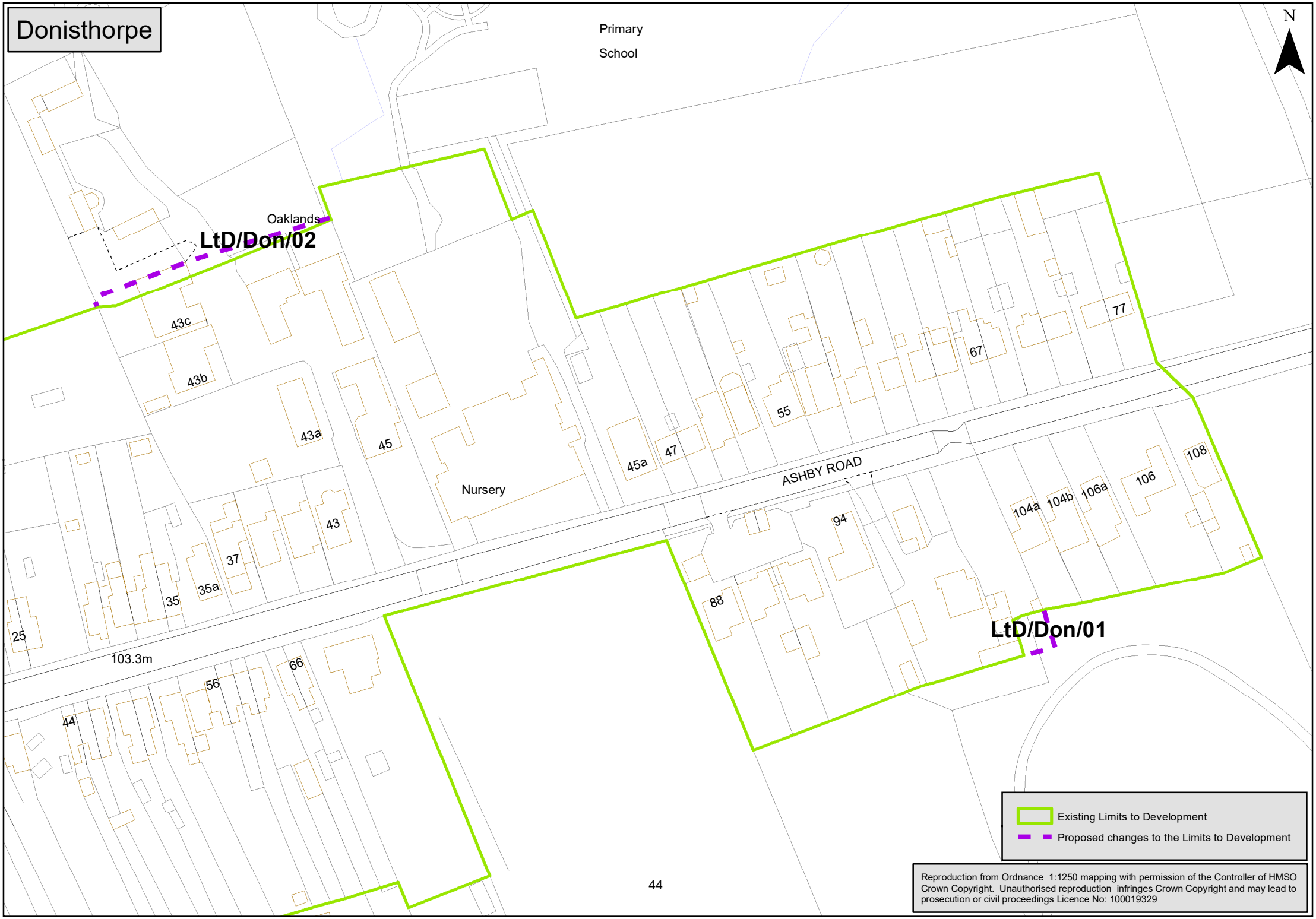
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Dis/01	Eastern edge of Diseworth	Diseworth	Include full extent of new development at Old Hall Farm, Grimes Gate and Bull & Swan PH	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Dis/02	R/o 11-15 Clements Gate	Diseworth	Include full extent of rear gardens	Boundaries should be logical and follow defined features where possible [4]
LtD/Dis/03	Avocet Close (off Lady Gate)	Diseworth	Include development built under 16/01071/FUL	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared,
LtD/Dis/04	Langley Close and land to the east	Diseworth	Exclude allotments and field from LtD	Exclude peripheral playing fields, environmental space, allotments, community gardens, cemeteries and schools [9]. Generally, agricultural land is excluded [3].


Diseworth
N
Gas Gov
HYAM'S LANE
ESS
64.3m
71.0m
75.1m
The Barn
Old Hall
Mushroom Farm
Farm Cottage
Diseworth Primary School
LtD/Dis/01
Mill Mound
Pond
Track
61.6m
Play Area
LtD/Dis/02
The Old Vicarage
(PH)
Orchard
New Hall
Cott
58.7m
LB
Earthworks
Middle Hallfield Barn
Brook View
Brooklands
TCB (Defib)
Church
Allotment Gardens
LtD/Dis/04
OLD DRIVE
The
Diseworth
West
Works
FB
56.0m
Court
Issues
TENTERFIELD
THE BOWLEY
El
BROOKSIDE
Bapt Chap
Pump House
Diseworth Brook
The Paddock
Pond
Path (um)
CLOSE
THE GREEN
Farm
GP
The Green
64.5m
PAGE LANE
56.6m
57.7m
Lady Gate Farm
Track
LtD/Dis/03
58.5m
GP
Shelter
57.4m
FB
41
Town End
Existing Limits to Development
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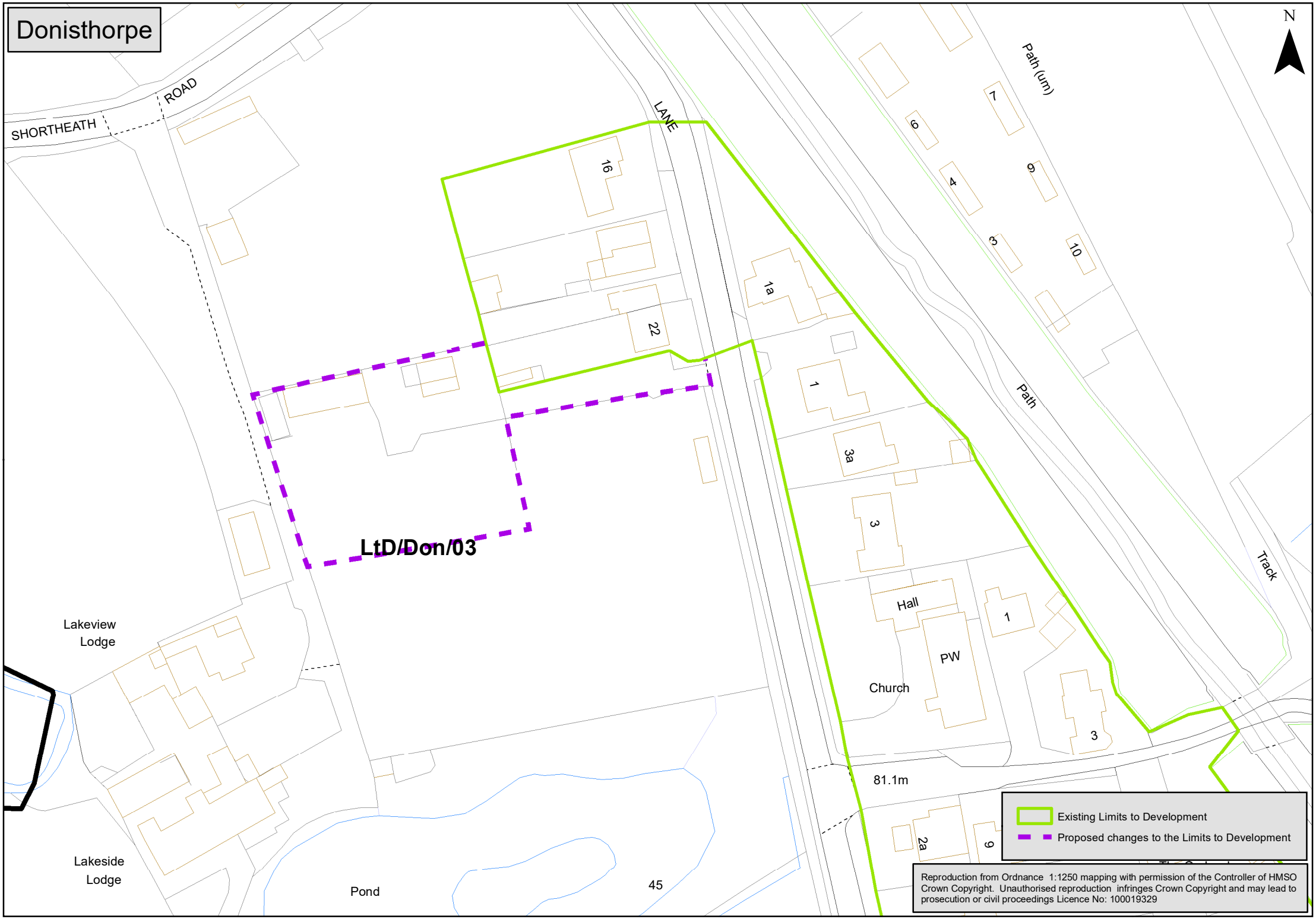
Donisthorpe

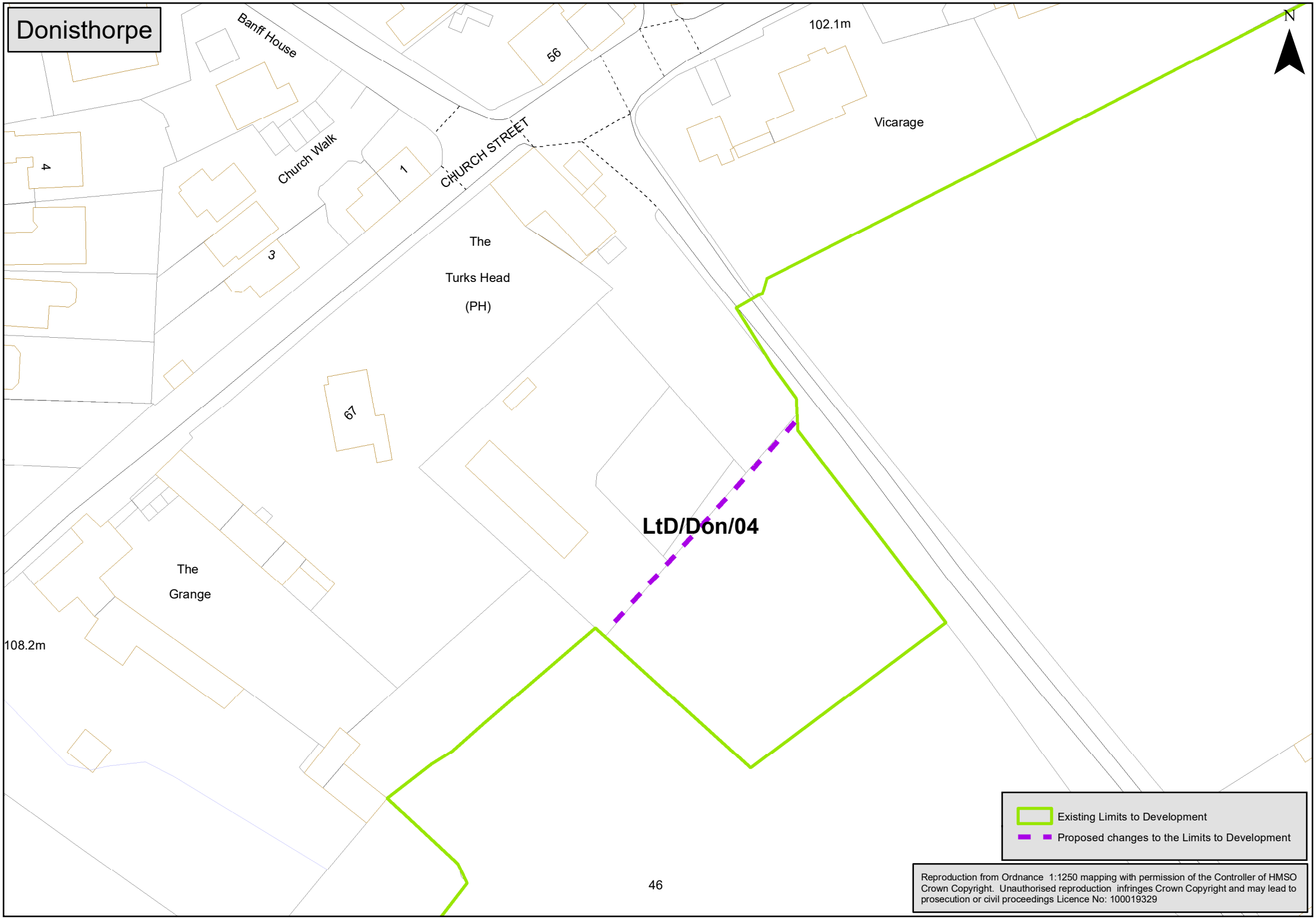
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Don/01	Redholme Farm, Ashby Rd	Donisthorpe	Amend LtD to include property curtilage and the boundary of the planning approval (18/00239/REM)	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2]. Boundaries should be logical and where possible follow defined features [4].
LtD/Don/02	Bambro Farm Ashby Road	Donisthorpe	Amend LtD to include the approved residential development that has taken place (14/0736/FULM)	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Don/03	Land Rear Of 22 Donisthorpe Lane	Donisthorpe	Amend LtD to include the approved residential development that has taken place (18/01985/REM; 18/01986).	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Don/04	Land rear of Halfway House	Donisthorpe	Redraw the LtD boundary to exclude the open area to the south of the car park.	Boundaries should be logical and follow defined features where possible [4]


Donisthorpe
LtD/Don/03
LtD/Don/02
LtD/Don/01
LtD/Don/04
Donisthorpe
N
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
NWLDC District Boundary
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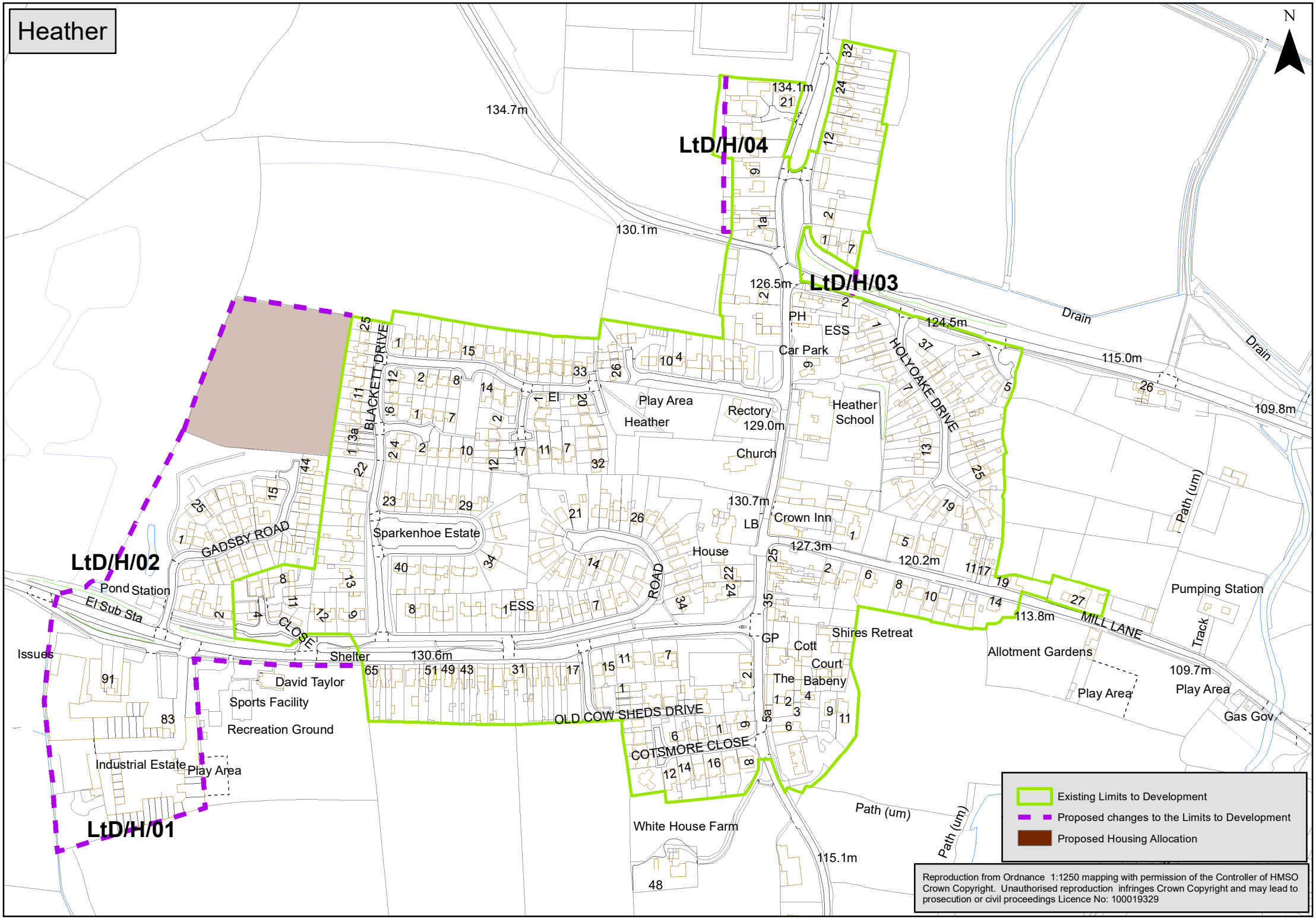

Donisthorpe
N
SHORTHEATH
ROAD
LANE
Path (um)
Path
Track
16
22
1a
1
3a
3
6
4
7
9
3
10
LtD/Don/03
Lakeview
Lodge
Lakeside
Lodge
Pond
45
Hall
PW
Church
1
3
2a
9
81.1m
Existing Limits to Development
Proposed changes to the Limits to Development
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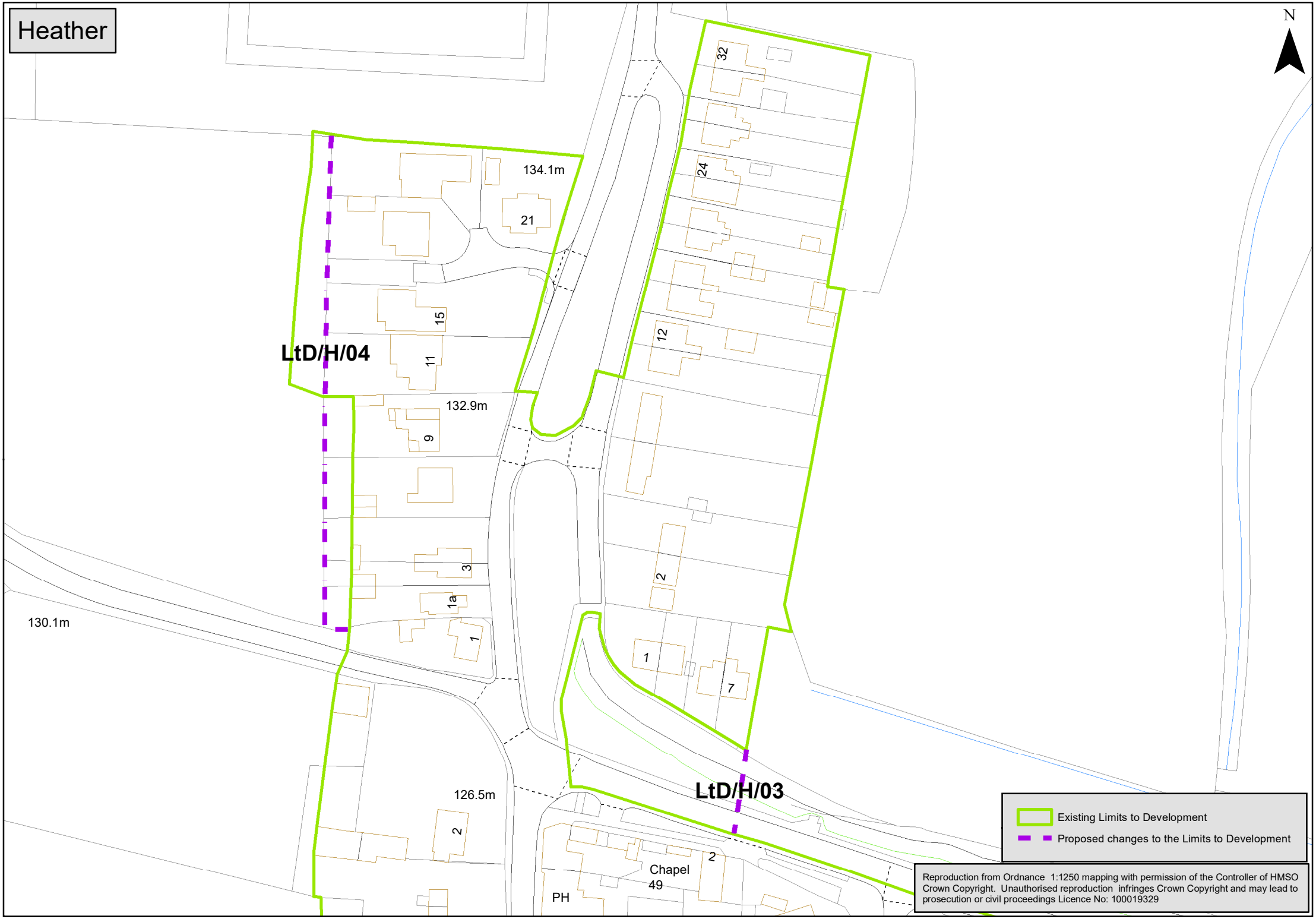


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Heather

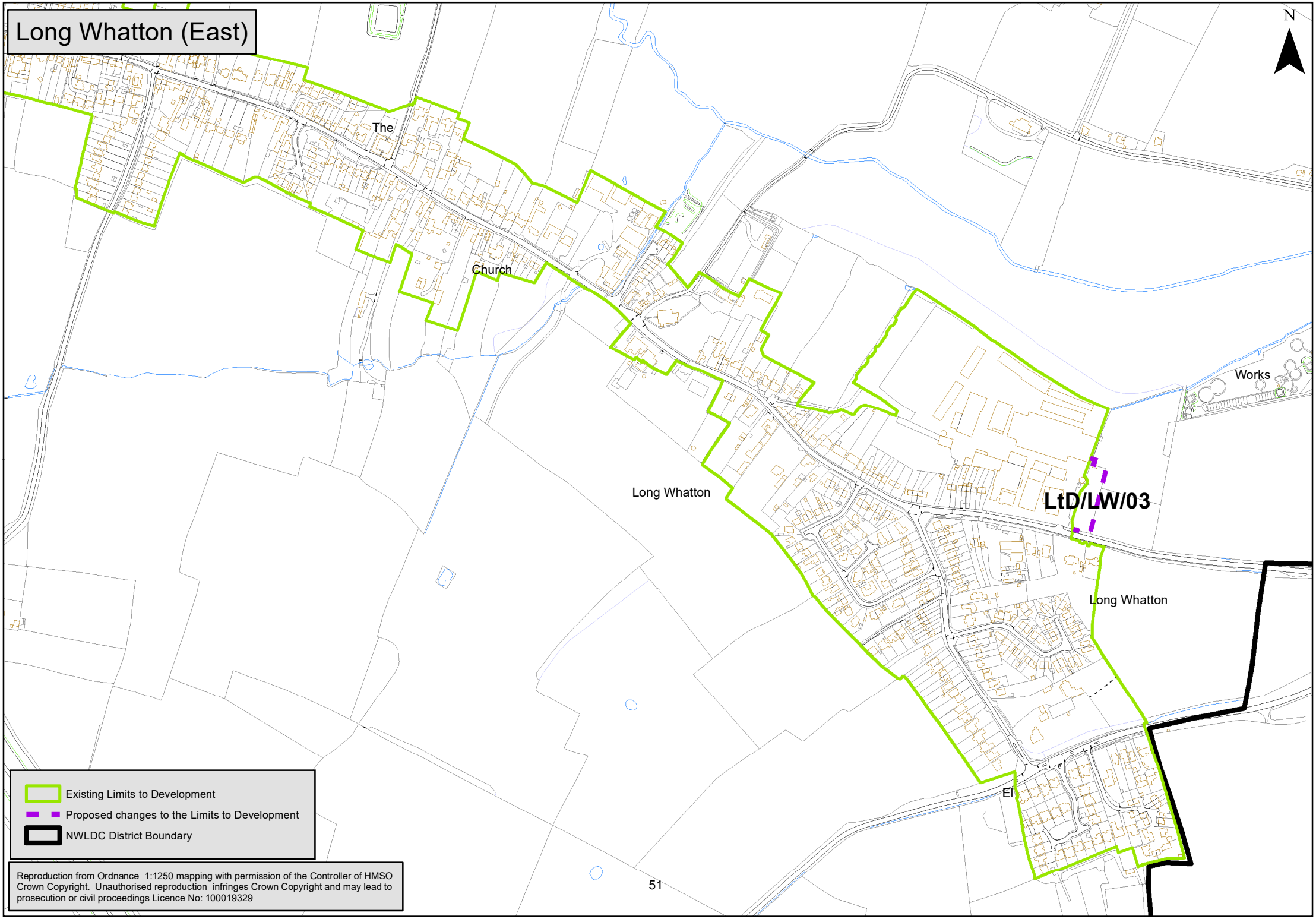
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/H/01	Industrial Site, South of Swepstone Rd (Dawsons Yard)	Heather	Amend LtD to include industrial site.	Include the main built-up area of the settlement [2]
LtD/H/02	Land to the north of Swepstone Road	Heather	Include development built under 17/01285	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2]. Boundaries should be logical and where possible follow defined features [4].
LtD/H/03	Land north of Pisca Lane	Heather	Amend LtD to include small area of green space/amenity land	Include the main built-up area of the settlement [2]
LtD/H/04	Land north of Normanton Road	Heather	Include change of use to garden land approved under 20/01207/FUL	LtD should generally follow property curtilages [5]

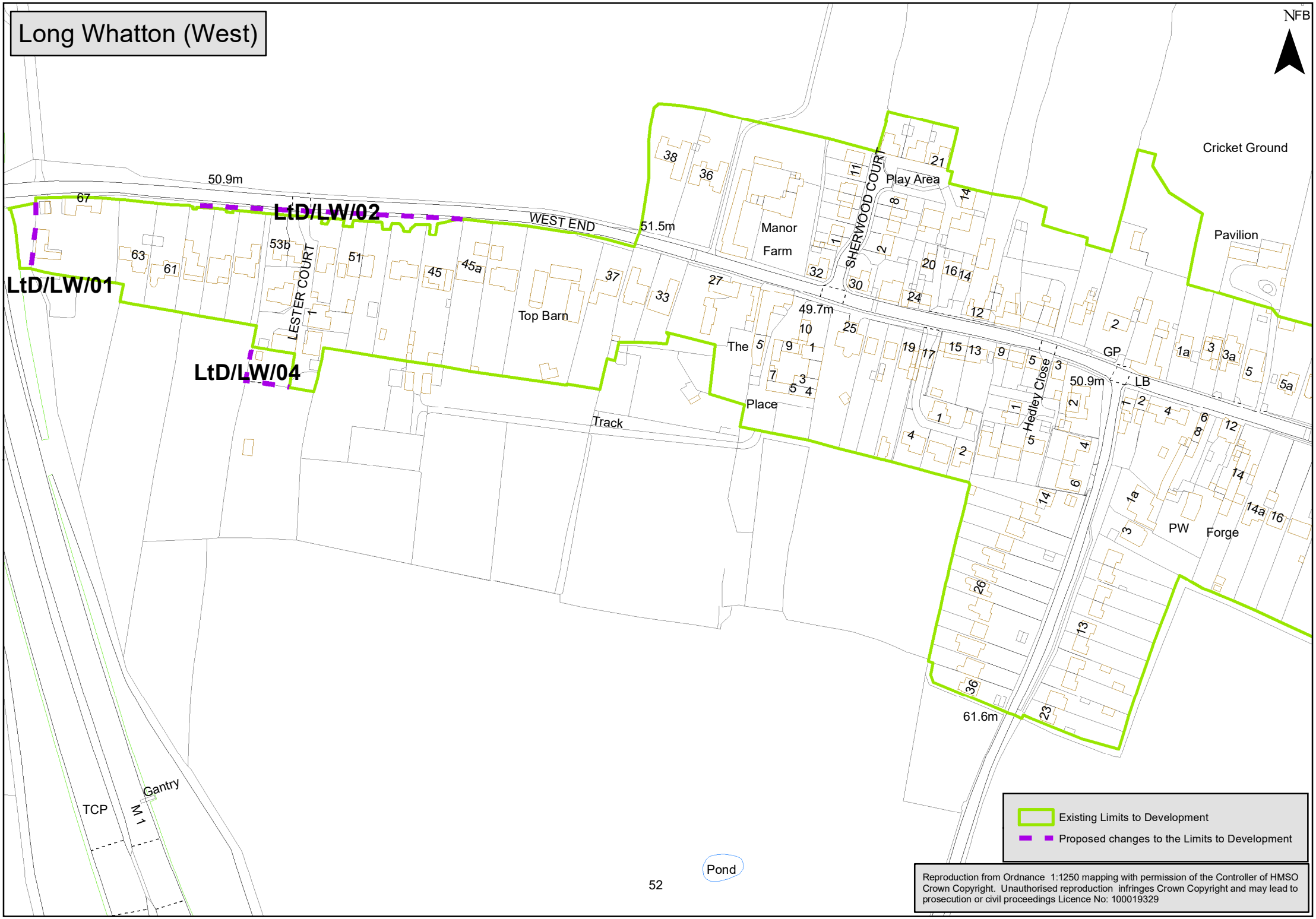

Heather
N
LtD/H/01
LtD/H/02
LtD/H/03
LtD/H/04
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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Heather
N
LtD/H/04
LtD/H/03
134.1m
132.9m
130.1m
126.5m
21
15
11
9
3
1a
1
32
24
12
2
1
7
2
Chapel
49
PH
Existing Limits to Development
Proposed changes to the Limits to Development
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Long Whatton

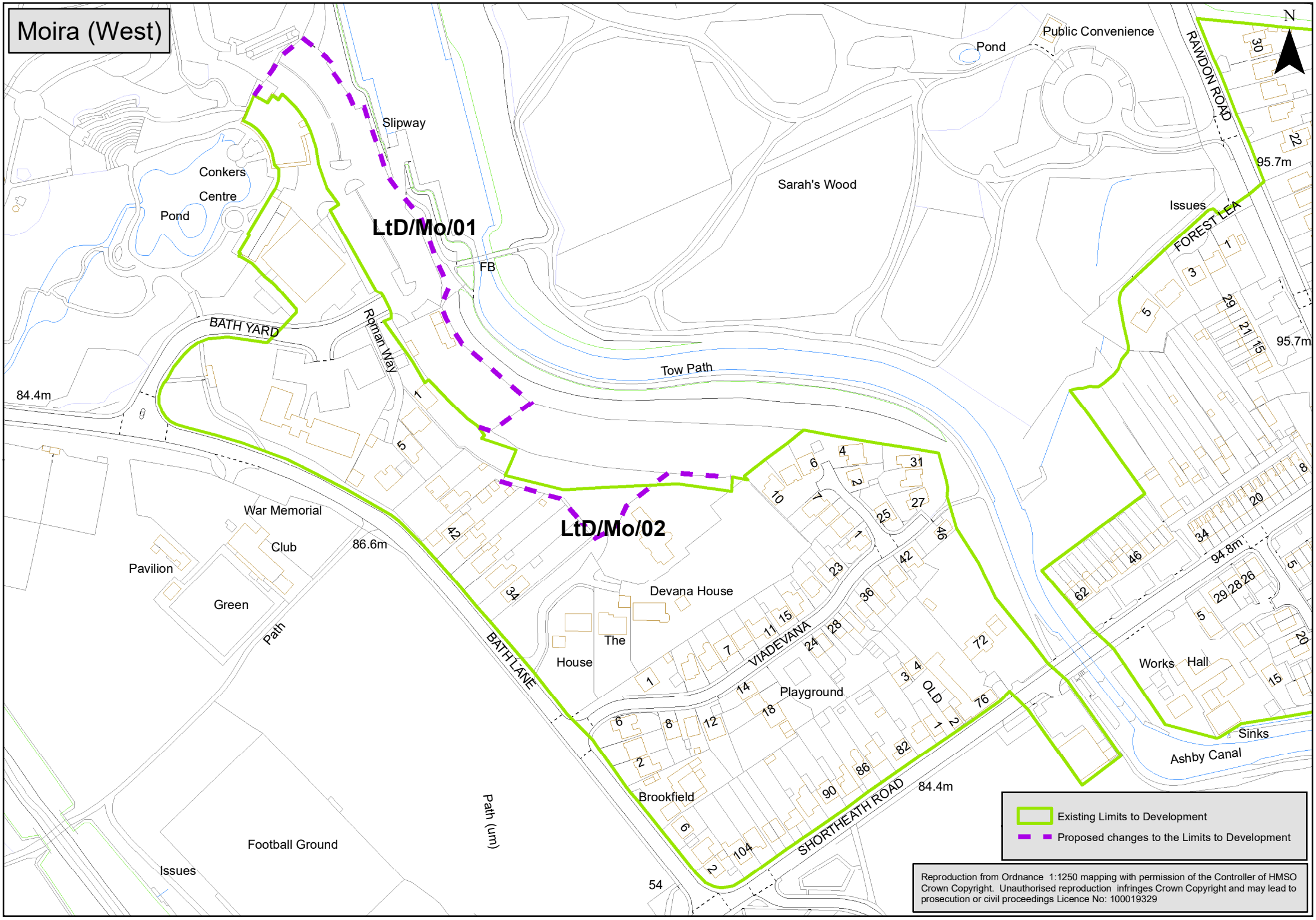
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/LW/01	West End, east of M1	Long Whatton	Align LtD with the edge of hardstanding	Boundaries should be logical and where possible follow defined features [4].
LtD/LW/02	Properties east of Lester Close	Long Whatton	Align LtD with edge of road (West End)	Boundaries should be logical and where possible follow defined features [4].
LtD/LW/03	Harlow Bros Ltd, Hathern Road	Long Whatton	Include area of hardstanding/open storage	Boundaries should be logical and where possible follow defined features [4].
LtD/LW/04	3 Lester Court	Long Whatton	Include whole of residential curtilage [04/00837/FUL).	Boundaries should generally follow property curtilages [5].


Long Whatton (East)
N
The
Church
Works
Long Whatton
LtD/LW/03
Long Whatton
El
Existing Limits to Development
Proposed changes to the Limits to Development
NWLDC District Boundary
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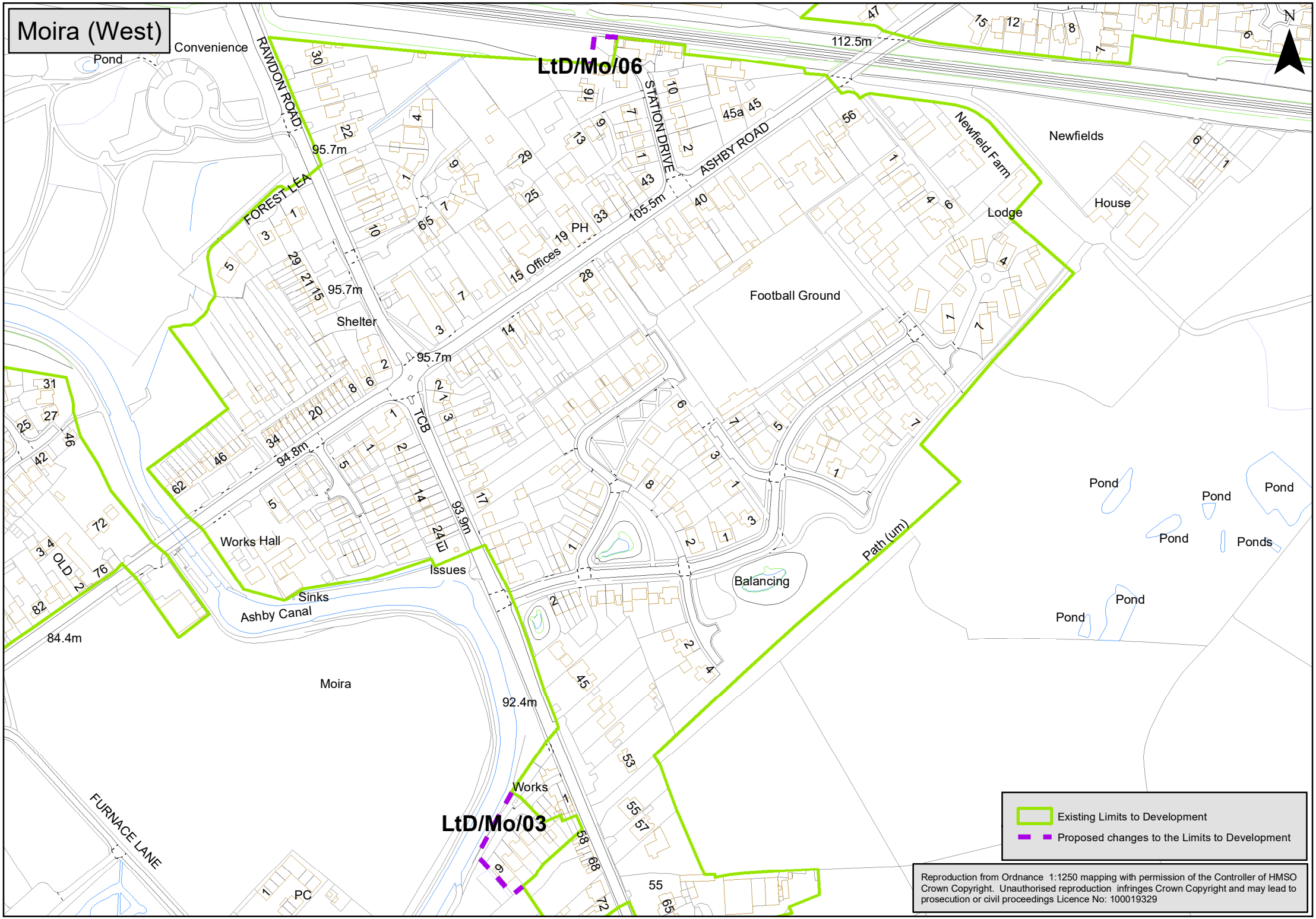

Long Whatton (West)
NFB
LtD/LW/01
LtD/LW/02
LtD/LW/04
WEST END
50.9m
51.5m
49.7m
61.6m
LESTER COURT
SHERWOOD COURT
Manor Farm
Top Barn
The Place
Track
Play Area
Cricket Ground
Pavilion
GP
LB
Hedley Close
PW
Forge
TCP
Gantry
M1
Pond
52
Existing Limits to Development
Proposed changes to the Limits to Development
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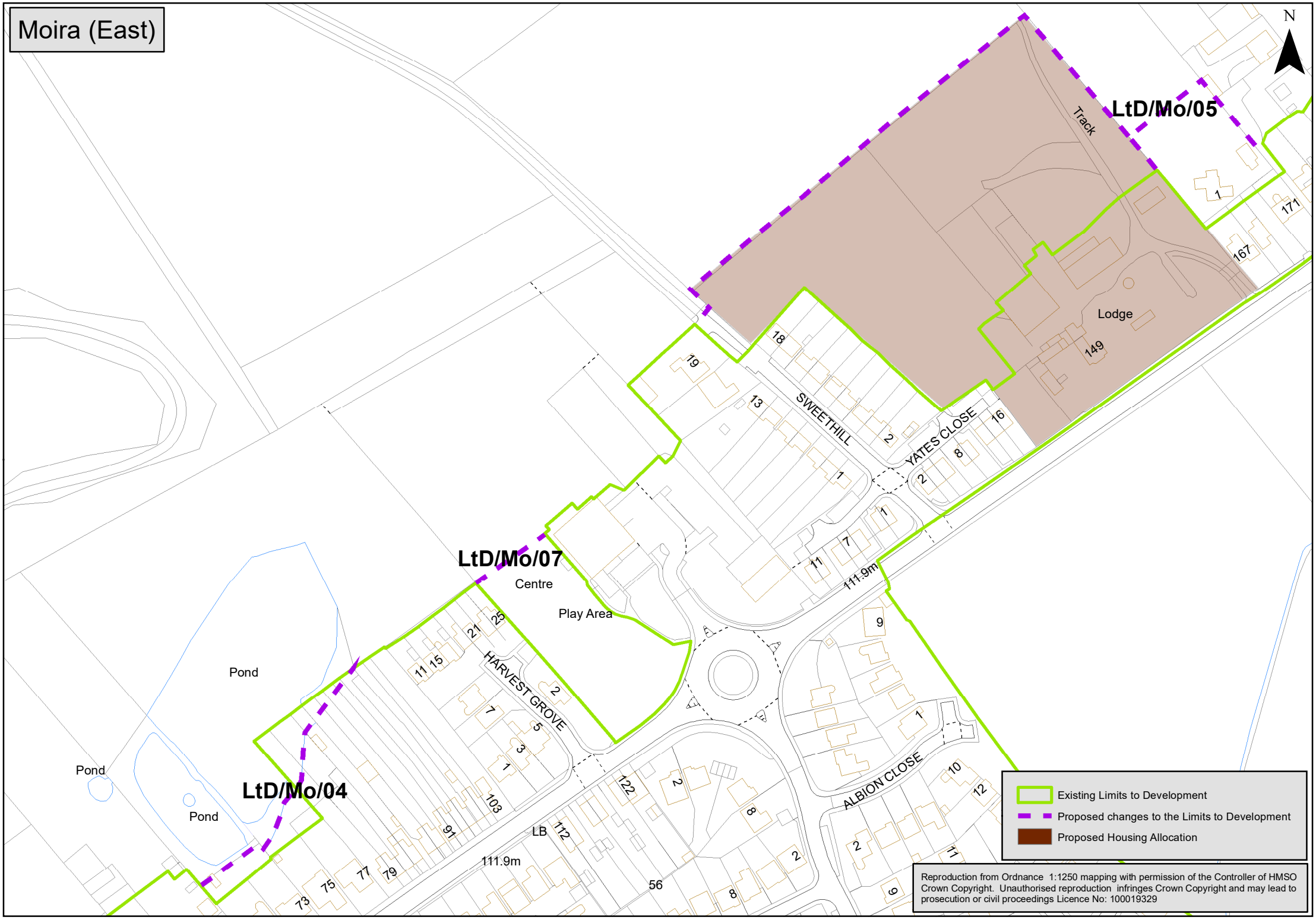
Moira

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Mo/01	Car parking areas at Conkers	Moira	Include within LtD	Boundaries should generally follow property curtilages [5]
LtD/Mo/02	Off Bath Lane	Moira	Redraw boundary to follow features on the ground	Boundaries should be logical and where possible follow defined features [4].
LtD/Mo/03	Houses on Swing Bridge Wharf, Measham Road	Moira	Include recent residential development	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].
LtD/Mo/04	R/o 71-91 Ashby Road	Moira	Redraw boundary to follow features on the ground. Include full extent of gardens and exclude lakes	Boundaries should be logical and where possible follow defined features [4].
LtD/Mo/05	Fogs Place - House to r/o 171 Ashby Road	Moira	Include residential development and garden	Include the main built-up area of the settlement [2]. Boundaries should generally follow property curtilages [5].
LtD/Mo/06	Former station, Station Drive	Moira	Amend LtD to include the hardstanding and car port area.	LTD to include the main built-up area of the settlement [2] and logical boundary [4]
LtD/Mo/07	Amenity space adjacent to Moira Village Hall	Moira	Include amenity space in LtD	Include the main built-up area of the settlement [2]

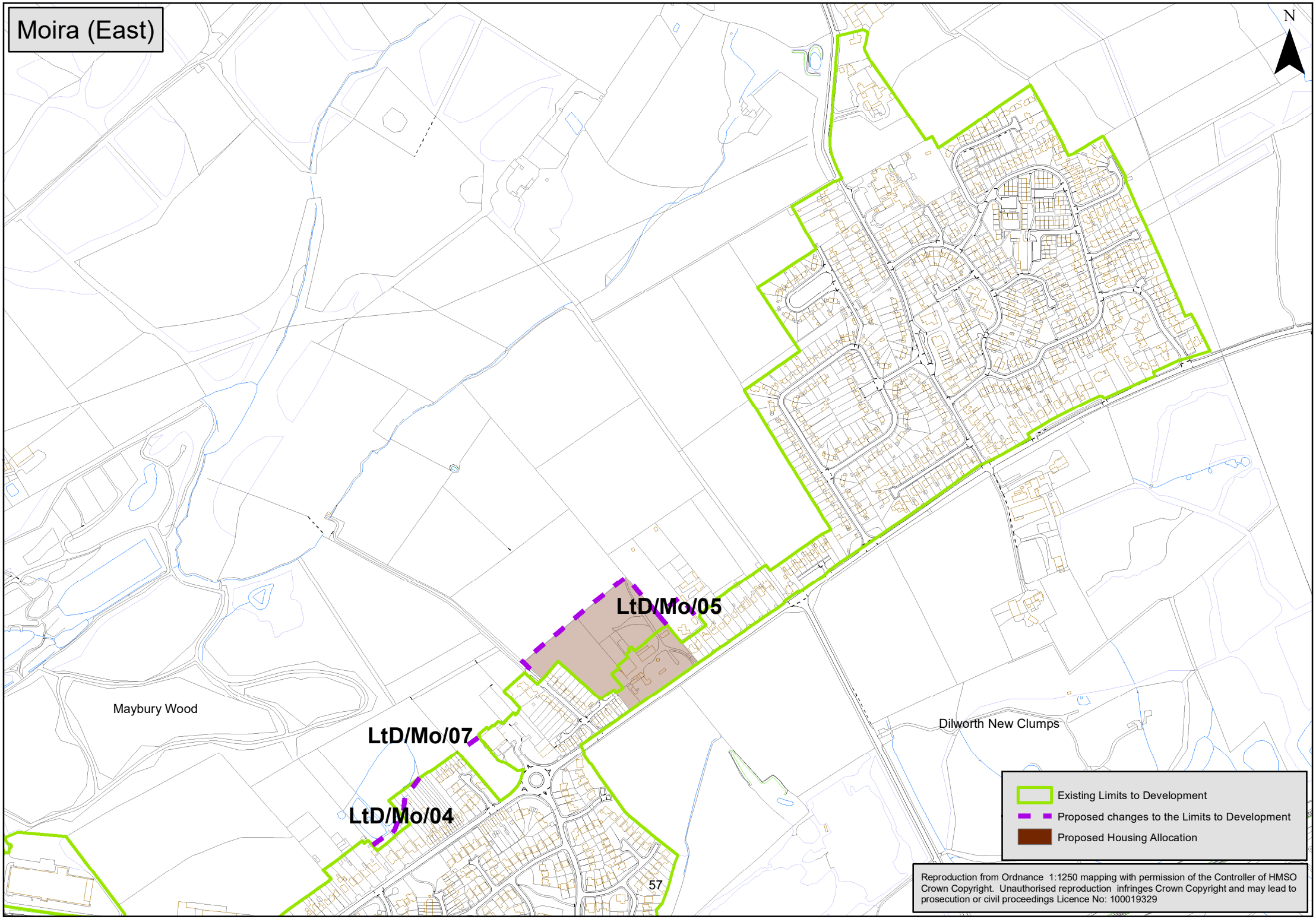


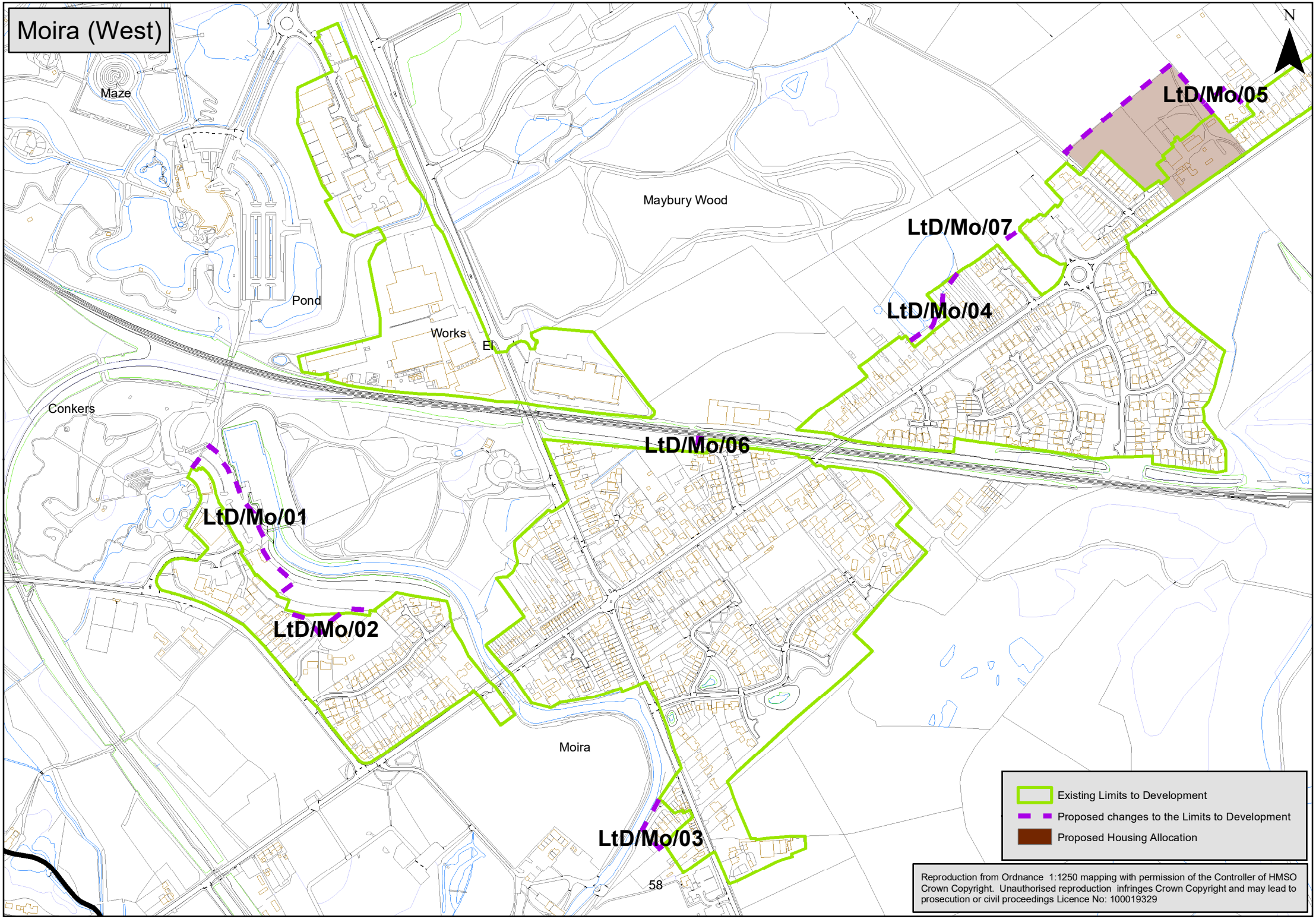
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Moira (West)
LtD/Mo/06
LtD/Mo/03
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Proposed changes to the Limits to Development
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Pond
Convenience
RAWDON ROAD
FOREST LEA
STATION DRIVE
ASHBY ROAD
Newfield Farm
Newfields
House
Lodge
PH
15 Offices
Football Ground
Shelter
Works Hall
TCB
Issues
Sinks
Ashby Canal
Balancing
Path (um)
Ponds
Moira
Works
FURNACE LANE
PC
OLD
112.5m
105.5m
95.7m
94.8m
93.9m
92.4m
84.4m



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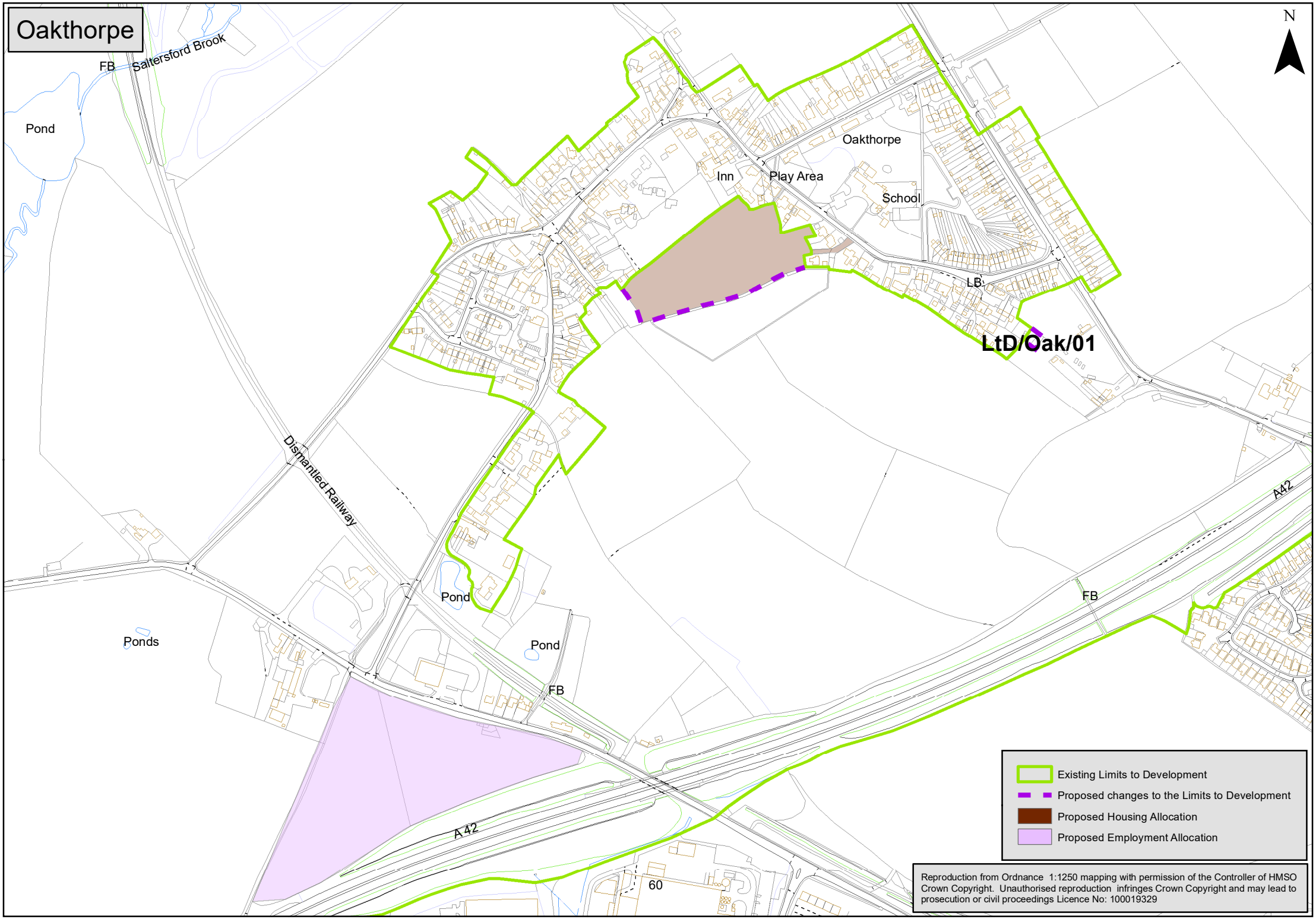

Moira (East)
N
LtD/Mo/05
LtD/Mo/07
LtD/Mo/04
Maybury Wood
Dilworth New Clumps
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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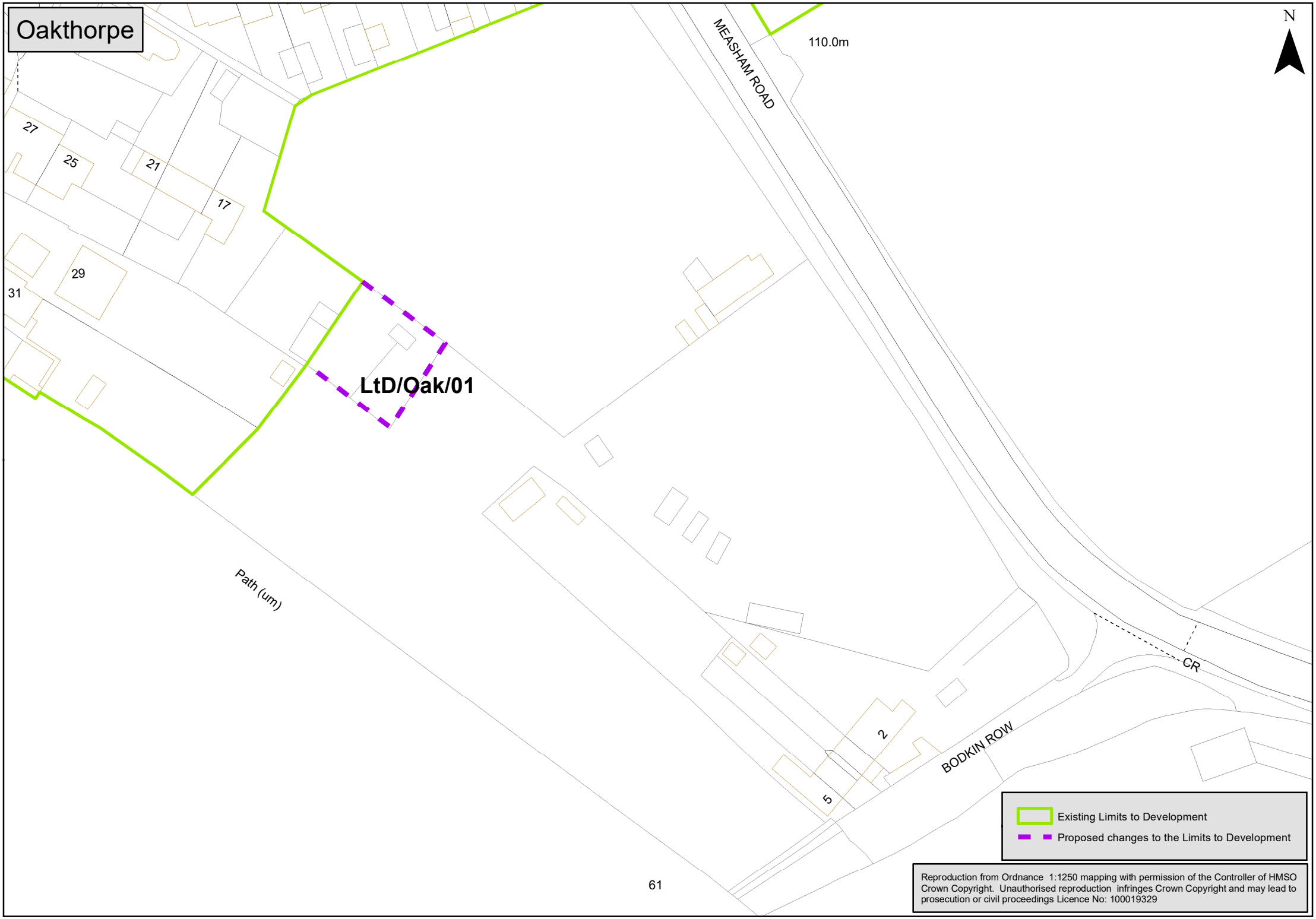
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Oakthorpe

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Oak/01	19 School Street	Oakthorpe	Amend LtD to include the approval residential development that is currently under construction	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].



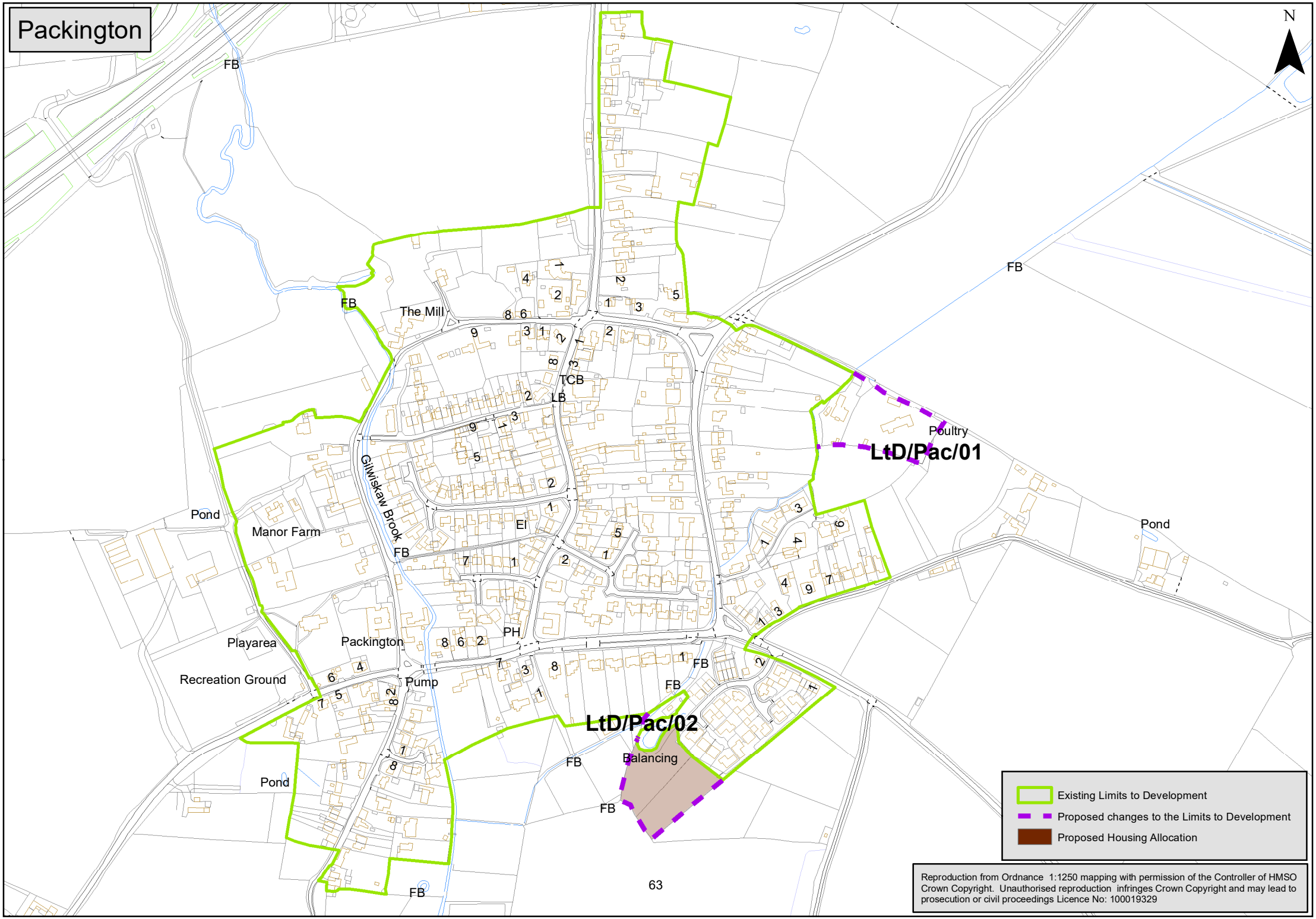
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Packington

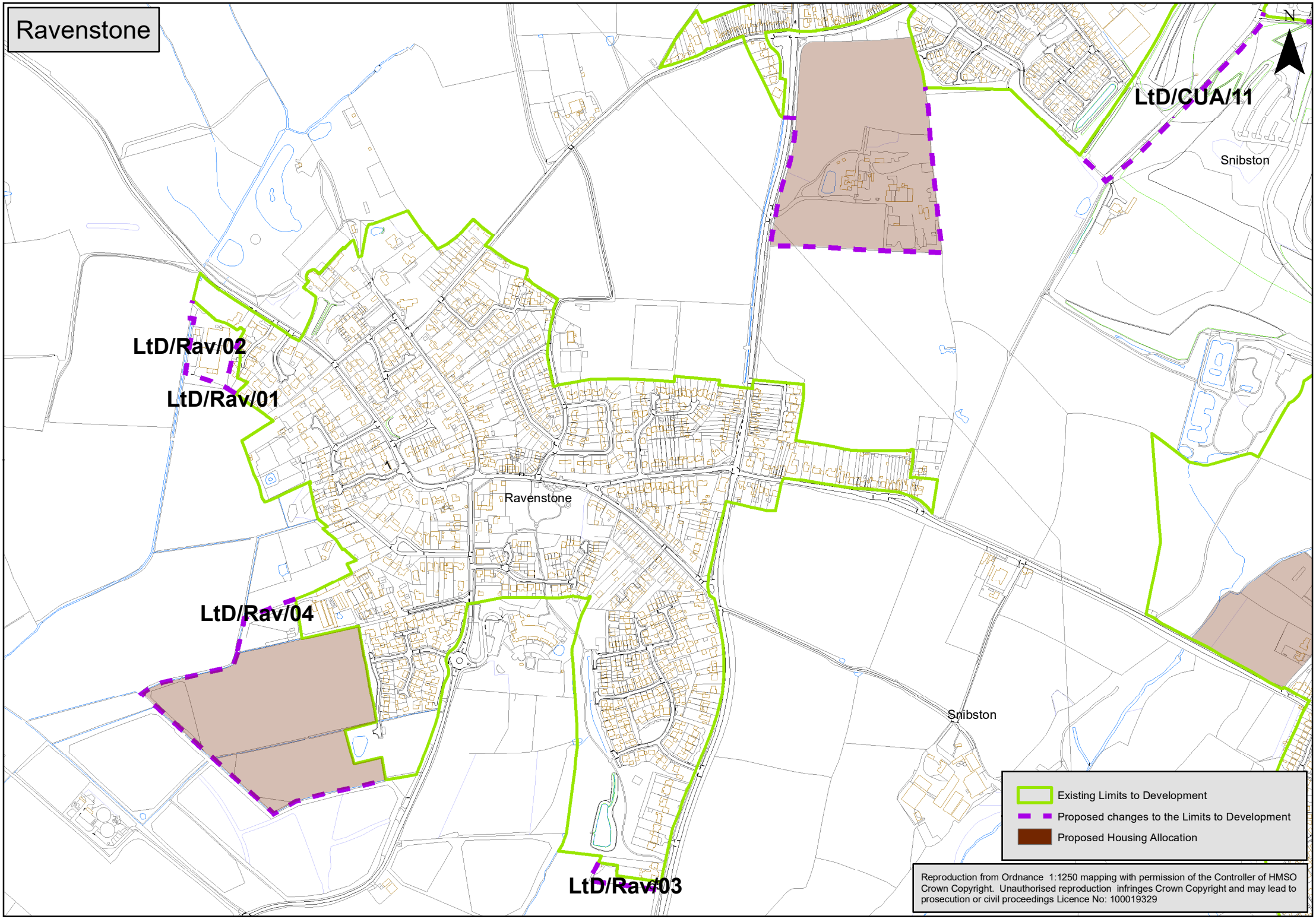
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Pac/01	Drum and Monkey Lane	Packington	Amend LtD to include new housing development.	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared [2].
LtD/Pac/02	Century Drive	Packington	Amend LtD to include garden of 20 Century Drive.	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared [2].



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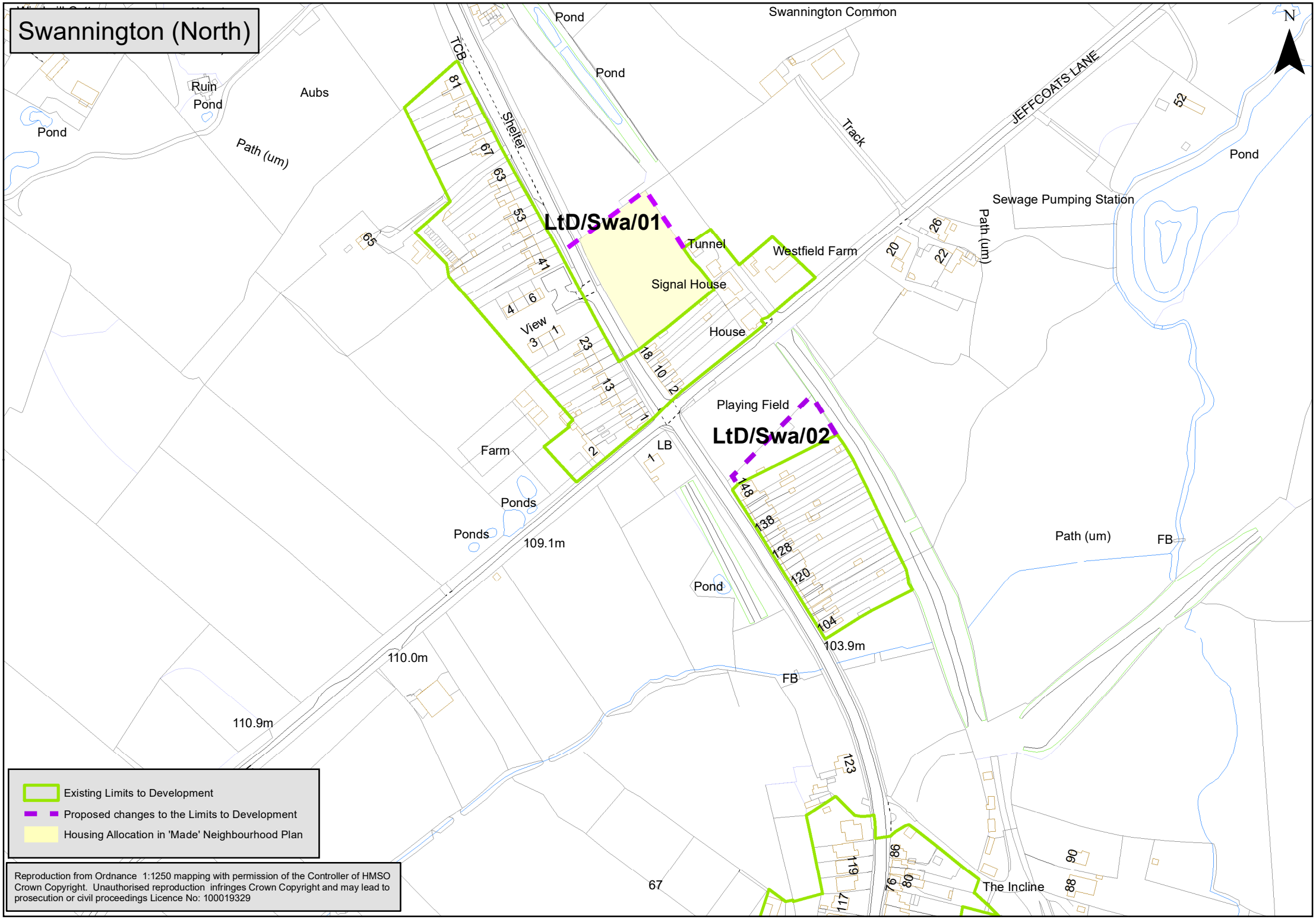
Ravenstone

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Rav/01	Farm Close	Ravenstone	LTD extended to entirety of development at Farm Close	Include the main built-up area of the settlement [2]
LtD/Rav/02	Land adjacent Farm Close	Ravenstone	Amend LtD to include agricultural buildings.	Include agricultural buildings within limits where they are well related to the settlement [10]
LtD/Rav/03	Southernmost property, east of A447	Ravenstone	Amend LtD to include all of the residential curtilage.	Boundaries should generally follow property curtilages [5]
LtD/Rav/04	Former Beesleys Garden Centre, Heather Lane	Ravenstone	Extend LtD to include whole site boundary of application 19/01581/REMM	LTD to include the main built-up area of the settlement [2]


Ravenstone
N
LtD/CUA/11
Snibston
LtD/Rav/02
LtD/Rav/01
Ravenstone
LtD/Rav/04
Snibston
LtD/Rav/03
Existing Limits to Development
Proposed changes to the Limits to Development
Proposed Housing Allocation
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Swannington

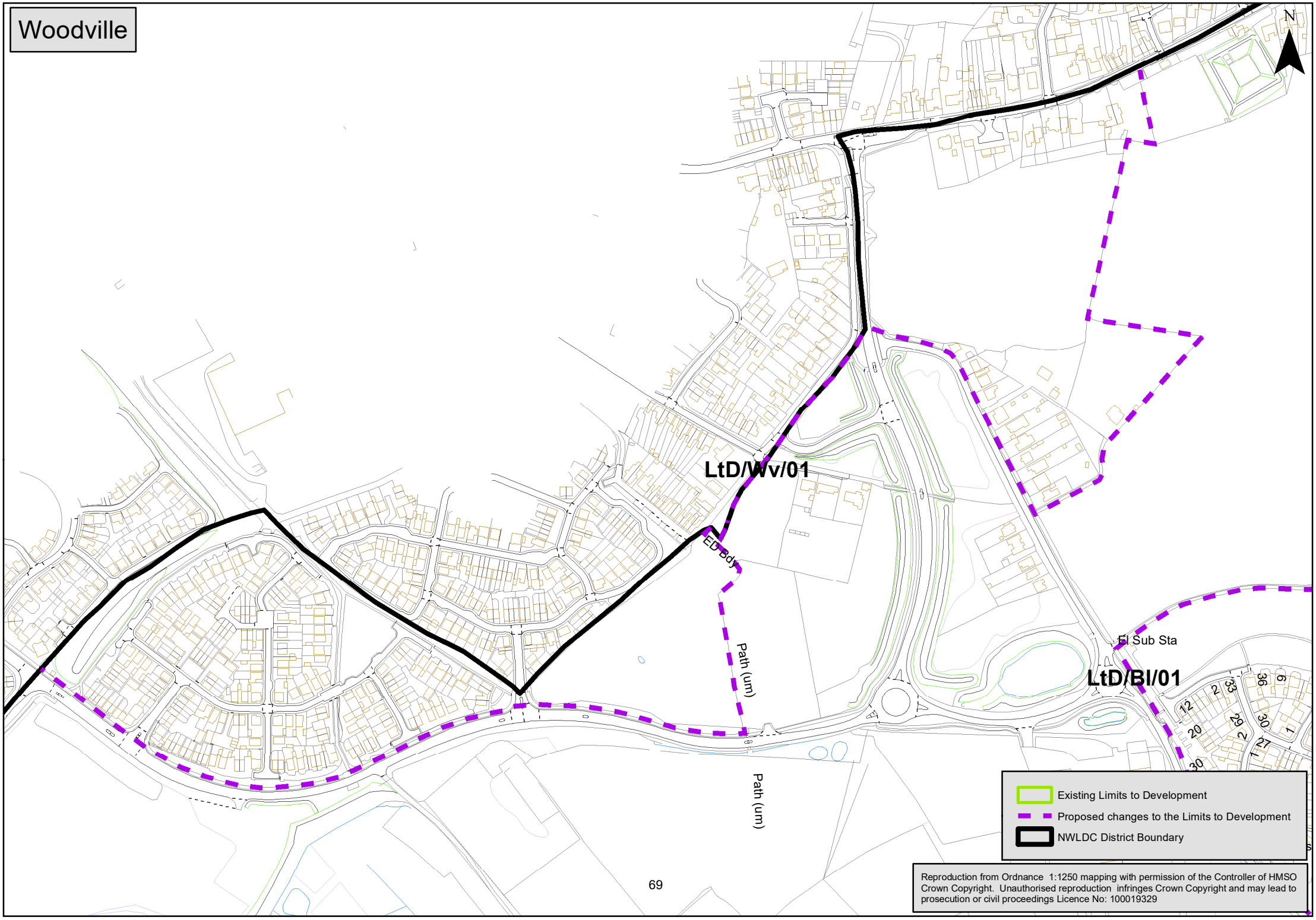
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Swa/01	Land At St Georges Hill	Swannington	Amend LtD to include land allocated in the Made Swannington Neighbourhood Plan.	Include site allocations, including those in 'Made' neighbourhood plans [8].
LtD/Swa/02	Former Highway Depot, Main Street	Swannington	Amend LtD to include small area of hardstanding.	Boundaries should be logical and where possible follow defined features [4].



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Woodville

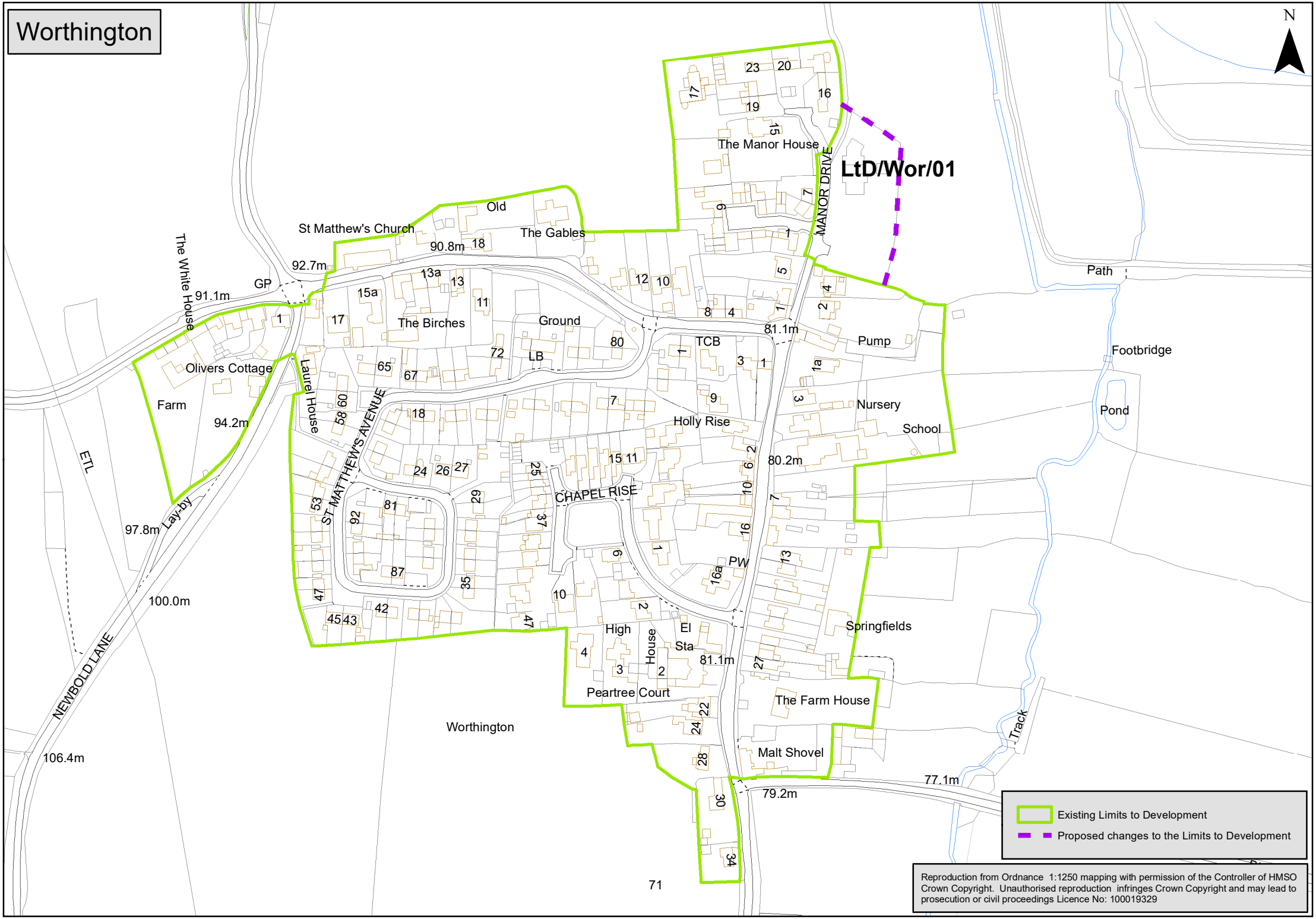
Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
Ltd/Wv/01	Woodville	Woodville	LtD to follow Hepworth Way and include land with planning permission (16/01191/OUTM; 21/01380/REMM). Follow South Street, include Mary's Meadow development (18/01006/REMM), linear development fronting Ashby Rd (A511) and development to the east side of Butt Lane, including the whole curtilage of 102 Butt Lane.	Include the main built-up area of a settlement, including building that has happened since the adopted Local Plan was prepared [2]. Boundaries should be logical and where possible follow defined features [4].



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Worthington

Ref	Location	Settlement	Proposed change	Reason/s [methodology ref]
LtD/Wor/01	Land off Manor Drive	Worthington	LTD extended to include completed development	Include the main built-up area of the settlement including building that has happened since the adopted Local Plan was prepared [2].



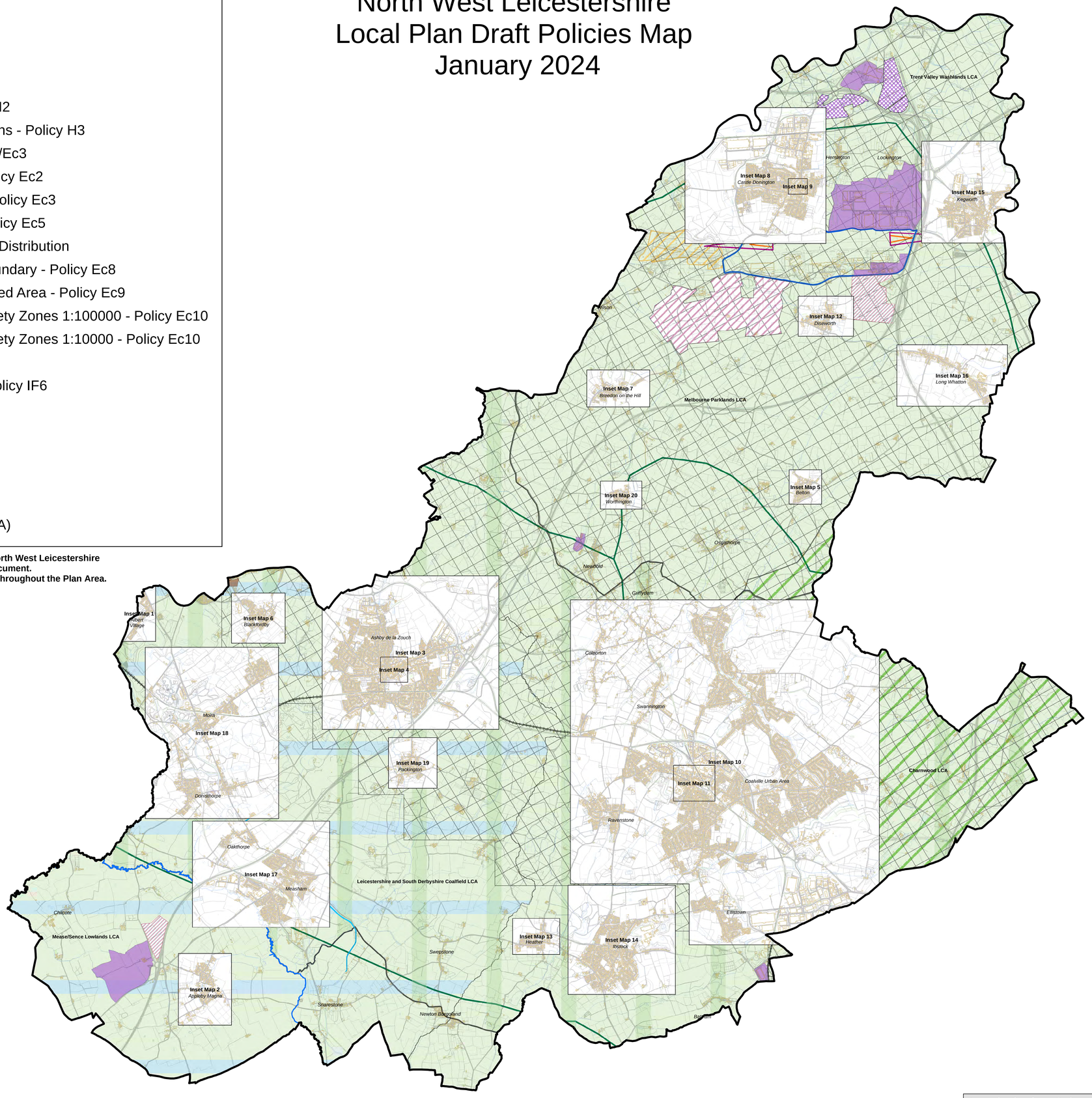
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North West Leicestershire Local Plan Draft Policies Map January 2024

Key to Map

- NWLDC Boundary
- Inset Maps
- Countryside - Policy S4
- Housing Commitments - Policy H2
- Housing Provision New Allocations - Policy H3
- Mixed Use Allocation - Policy H3/Ec3
- Employment Commitments - Policy Ec2
- New Employment Allocations - Policy Ec3
- Existing Employment Areas - Policy Ec5
- Potential Locations for Strategic Distribution
- East Midlands Airport (EMA) Boundary - Policy Ec8
- East Midlands Airport Safeguarded Area - Policy Ec9
- East Midlands Airport Public Safety Zones 1:100000 - Policy Ec10
- East Midlands Airport Public Safety Zones 1:10000 - Policy Ec10
- Donington Park - Policy Ec7
- Leicester to Burton Rail Line - Policy IF6
- Ashby Canal - Policy IF7
- River Mease - Policy En2
- River Mease Catchment
- National Forest - Policy En3
- Charnwood Forest - Policy En4
- Landscape Character Areas (LCA)

Code numbers refer to policies and proposals in the Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies for Consultation Document.
All other policies in the Proposed Policies Document apply throughout the Plan Area.



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