North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	MR.	
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Last Name	SMITH	
Job Title (where relevant)	RETIRED.	
Organisation (where relevant)	—	
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Town/Village		
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Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. POLICY IW 1

(Continue on a separate sheet /expand box if necessary)

1) LOSS OF AGRICULTURAL LAND
2) OVERDEVELOPMENT OF RURAL AREA.
3) MASSIVE IMPACT ON TRAFFIC ON THE ALREADY OVERLOADED A453 AIRPORT, RACE TRAFFIC FOR TRACK HUGE QUARRY LORRIES FROM BREEDON. DHL ETC.
4) DISEWORTH ALREADY SUBJECT TO FLOODING PROBLEMS THIS CAN ONLY GET WORSE
5) ALREADY PROPOSED FREEPORT ADJACENT TO DISEWORTH, WE WILL BE TOTTALY SURROUNDED BY MASSIVE DEVELOPMENTS RURAL VILLAGE SWALLOWED UP BY SPECULATIVE BUILDING.
6) DISEWORTH ALREADY A RAT RUN FOR THE AIRPORT AND WAREHOUSING CAN ONLY GET WORSE.
7) WILL ANY DEVELOPMENT INCREASE DOCTORS SURGERY AND SCHOOLS - CASTLE DONNINGTON SURGERY ALREADY OVERLOADED ?
8) DISEWORTH IS SUPPOSED TO BE A CONSERVATION VILLAGE HOW IS THIS PROTECTED ?
9) ANY BIG HOUSING DEVELOPMENT HERE WILL BE USED BY DERBY AND NOTTINGHAM BOTH EASIER (CONTD)

9) CONTD. TO COMMUTE TO THAN LEICESTER.
10) INCREASED AIR POLLUTION CONSIDER ALL THE LOCAL AREA AIRPORT, WAREHOUSING RACE TRACK MOTORWAYS ALREADY.
11) LOSS OF MORE WILDLIFE AND GREEN AREAS. JUST LOOK AT A MAP OF THIS AREA IN 1970's AND EVEN AS IT STANDS NOW. HOW CAN WE PRODUCE FOOD FOR THIS COUNTRY.
12) ALL LOCAL DEVELOPMENTS (HOUSING) CASTLE DONNINGTON LOUGHBOROUGH MASSIVE DEVELOPMENTS ALREADY HAPPENING ARE ALL (MIDDLE CLASS) PRICES. HOW WILL THIS HELP LOWER PAID WORKERS.

FOR ALL THE ABOVE I OBJECT STRONGLY TO THE PROPOSALS FOR IW1 ISLEY WOODHOUSE DEVELOPMENT.

COMMENTS ON FREEPORT DEVELOPMENT. EMP 90.

1) DISEWORTH WILL BECOME HOUSES IN A LOGISTICS PARK.
2) SITE SLOPES TO VILLAGE WHICH ALREADY HAS FLOODING PROBLEMS.
3) VILLAGE WILL BE EVEN MORE OF RAT RUN FOR ANY WAREHOUSING FOR ANY WORKERS FROM THE SOUTH.

CONTD. 4

EMP 90 CONTD

3) GENERAL INCREASE IN TRAFFIC NOT ONLY THROUGH VILLAGE BUT ON THE ALREADY OVERLOADED A453. ANY BLOCKS ON M1 OR M42 CAUSES CHAOS.
4) YET MORE LOSS OF AGRICULTURAL LAND FOR SPECULATIVE WAREHOUSES, DRIVE ROUND AREA TO SEE NUMBER OF EMPTY WAREHOUSES. EVEN TOWARDS NOTTINGHAM
5) BROWN FIELD SITES SHOULD BE USED NOT GREEN FIELDS LOSS OF BIODIVERSITY AS WELL AS AGRICULTURAL LAND
6) NO AMOUNT OF SCREENING CAN PROTECT DISEWORTH FROM NOISE AND LIGHT POLLUTION IT HASN'T WORKED FOR THE AIRPORT!
7) ALL DEVELOPMENTS SHOULD AT LEAST BE KEPT NORTH OF THE A453. WHICH IS ALREADY RUINED

FOR THE ABOVE REASONS I ASK THAT NWLDC DO NOT ACCEPT EMP90 SITE FOR POTENTIAL DEVELOPMENT.

[redacted]

12 MARCH 2026

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 12 MARCH 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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	Personal Details	**Agent's Details (if applicable)**
Title	Mr	
First Name	Stuart	
Last Name	Dudley	
Job Title (where relevant)		
Organisation (where relevant)		
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Town/Village		
Postcode		
Telephone		
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PART B – Your Representation

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INTRODUCTION:

I am an electronics engineer aged 61 who moved to Diseworth 2 years ago. I have invested the entire of my life savings in a property that I was expecting to last me the rest of my life, in a small quiet rural village. I chose Diseworth specifically because it has a great sense of history, and in spite of the proximity to the airport, is relatively nice and quiet. I need a quiet undisturbed environment in order to get quality sleep and lots of exercise in the surrounding countryside. Almost immediately after moving, I have been subjected to these horrendous proposals that threaten to ruin my plans and potentially cost me a fortune. The plans are so far reaching that they would transform Diseworth forever, destroying the very identity of the village. They seem almost cruel in their total disregard for the local population of the village, putting mere profit above all other considerations. The effect on myself has already been detrimental, causing me to feel anxious and uncertain for the future. I will now try to address the proposed policies. I apologise of I am not always 100% objective, but I assume I am a human being who is writing to another human being who will understand my position.

Firstly, there is the process. The council has had years to prepare this plan, and gives us residents a minimal amount of time to prepare and submit a response. The plan is so huge, difficult to digest, and repetitive in content that it is almost designed to be unintelligible. It isn't even mentioned on the council website homepage meaning you have to look for it – it's almost like it is being kept a secret. There should be a big banner on the homepage stating "New devastating local plan – have your say within the next 4 weeks or else!" For every response you get there will be many others who are not fortunate enough to be given a realistic chance to respond.

THE CONTENT:

I will quote snippets from the plan wherever convenient, before giving my response to them. In the case where a section is just too big, I will give a response to the entire section. I will address

in particular the Freeport and Isley Woodhouse proposals:

Paragraph 3.5:

"**by ensuring that sufficient land of the right types is available in the right places**" These proposals are most definitely NOT in the right places:

Firstly, they are going to have a huge impact on a historic conservation village, a place that in one of my recent conversations with NWLEICS planning I was told "must be protected". These are the words of the NWLEICS employee. Protection of conservation areas is about a whole lot more than just dictating what kind of mortar developers are allowed to use. It is about the setting and character of the area, both of which are going to be destroyed forever. What's the point of protecting the buildings and ruining their setting?? There has already been a trend towards permitting excessive and unsuitable infill developments in Diseworth which have eroded the character of the village. Now this is being taken to the next level where the conservation status of Diseworth is being completely disregarded in favour of facilitating short-term financial gain for a small number of people who are not of this locality. It is shameful that we might be the last generation to have experienced Diseworth as a historic village.

Secondly, the requirement for housing in NWLEICS is certainly not all concentrated on the northern border - the choice of this location looks like it is based more on convenience for the council and developers than the needs of the immediate population.

Thirdly, given the scale of the buildings and intended use of the "**strategic distribution**", it beggars belief that it might be sited so close to an established community. B8 sheds are absolutely HUGE. I know that staff at the council who are reading this will already know this to be true – anyone who cares to review the plans cannot fail to see the inappropriateness of them. The flagrant disregard for the local population is at direct odds with the concept of "**social objectives**". The power station at Ratcliffe on Soar is due to be decommissioned soon, freeing up a huge area of land that would be far more suitable for this type of development.

Continued on next page.....

"to support strong, vibrant and healthy communities". It is not morally acceptable to detract from the quality of life of a community in order to promote a policy that is meant to do the exact opposite. The health of the population of Diseworth is already suffering as a result of this. This is absolutely not an exaggeration. People are suspended in a state of disbelief that they should be on the receiving end of yet another dose of corporate bullying – and that is what this is. An industrial development of this scale creates a huge impact on the area around it and the separation from the village is woefully inadequate. If these schemes go ahead there will most certainly be an increase in inconsiderate parking and through traffic in the village for 24 hours a day, resulting in noise, loss of sleep and endangerment of local children. I have seen first-hand how tired shift workers sometimes drive when on the way to work at the airport and Freeport. A Kegworth counsellor told how Freeport workers dump their cars in the village and car share the last half mile. Tree planting cannot screen diesel particulates or light pollution, or prevent further flooding caused by runoff from concreted fields, or prevent industrial businesses from polluting Diseworth brook (for which a legal action is currently in place against the airport). Tree planting cannot block the sound of revving engines or reversing sounders. They cannot even mask the visual destruction of the setting in which the existing community is living due to the monstrously huge scale of the proposed B8 buildings. Proposers of the Freeport have repeatedly refused to engage with the residents of Diseworth because they think they don't need to. Also, how could they walk around the village and the threatened fields and not feel embarrassed by what is on the table? It is remarkable that the government that is supposed to act in our interest can impose stress and anxiety on an entire community with apparent impunity.

"by fostering a well-designed, beautiful and safe places". It is not morally acceptable to detract from the beauty of a place in order to promote a policy that is meant to do the exact opposite.

"open spaces that reflect current and future needs and support communities' health, social and cultural well-being". I'm hoping that whoever is reviewing my response is really getting to see the duplicity of these proposed schemes. The health, social and cultural wellbeing of Diseworth is under DIRECT THREAT. The heritage and environment of the East Midlands is being eroded and must be protected for future generations, not just the profit margin.

"– 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". This clause in particular needs close scrutiny.

The proposed developments are not protecting our natural environment, they directly threaten it. Development of green spaces is now the default method for infrastructure provision, regardless of the needs of urban areas. Many cities and towns, including those in NWLEICS, are experiencing a retail downturn as a result of online trading and an industrial downturn as a result of over-dependence on imports. Now would be a perfectly logical time to make those towns and cities once again a beautiful place for people to live, rather than an industrial and retail wasteland.

The proposed developments are not protecting our historic environment, they directly threaten it. It would be inconceivable to place industrial warehouses as a backdrop to York Minster so why

is it suitable as a Backdrop to the spire of the 11th century church of Diseworth St Michael?

The proposed developments are not making effective use of land. Now would be a perfectly logical time to value and protect our food producing land and the people who farm it, particularly as the global food situation becomes increasingly unstable. Growing global tensions threaten our wellbeing, our food chain and the very trade that a Freeport is based upon. However, as we all know, green spaces are an easier and cheaper target, and farmers are forced into accepting payoffs to give up their land because they are not paid enough for their produce to make the living that they deserve. Effective use of land would be the re-purposing of Ratcliffe power station to a Freeport development where farmland is not lost, infrastructure already exists and the scale of the Freeport buildings would actually be LESS imposing on the surroundings than the existing structures.

How concreting over fields and hedgerows is improving biodiversity I have yet to understand.

Now we come to the prudent use of natural resources and the minimisation of waste and pollution. Our neighbours at East Midlands Airport, regardless of what your personal opinion on airports is, cannot be trusted to be champions of any of the above. Their management of the vital resource of water involves filling up huge man-made ponds and releasing the water into Diseworth brook. This policy has historically resulted in the population of the village having to put up with the consequences. Can we trust them to manage even more water in this shoddy way? It also appears they may have added chemical pollution to their "management policy", allegedly allowing de-icing chemicals to flow into the natural surroundings including Diseworth brook. I eagerly await the outcome of the legal action on this subject. Make no mistake, MAG is a profit making enterprise as is Segro. The surrounding environment is not high on their list of priorities. MAG and Segro policies are to penalise legitimate car users, forcing them to drive and park in the neighbouring communities. The camera vans at the airport are nothing but a money-making scheme, extorting excessive charges for people attempting to pick up/drop off legitimate passengers, again displacing the problem to their neighbours who have no realistic means of defence.

Climate change and low carbon are of course best tackled by keeping our agriculture local, thus reducing the need for mass movement of foodstuffs globally. This will become more apparent if the global political climate continues to degenerate.

So my summary of Paragraph 3.5 is that none of those objectives are being met in the context of Diseworth as an existing strong, vibrant and healthy rural community. Nor are they met for the wider populations in the towns and cities who need and deserve improvements to their town centres, their local housing stock and their sometimes deteriorating urban environment.

Paragraph 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.**" I would argue that the concentration of all this development in a single rural area is intended purely to try to keep costs down rather than meet any of the actual criteria that should matter more, such as environment, pollution, needs of rural and urban populations etc. as I have

discussed above.

Paragraph 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.**" This policy was adopted in complete disregard to the needs and lifestyle of the existing population, particularly of Diseworth. To propose to almost completely change the environment of an existing historic rural conservation village is nothing more than corporate bullying.

Paragraph 3.28:

"**distribution of housing and employment development across the district**". There is no element of distribution in the proposals. The developments are concentrated in a single area that best suits the needs of persons other than the local population.

Paragraph 4.4:

"[Enabling health and wellbeing]". The proposed overbearing plans for the north of the district do not take into account the health or wellbeing of the local population. The plans are more about conveniently concentrating the developments together into a single area and being prepared to disregards and if necessary fight the local population in order to get them adopted.

"[Ensuring the delivery of new homes]". The proposed Isley Woodhouse plan is a strategy to meet targets without spending too much money. The housing needs of the population as a whole will not be met by housing provision in a distant corner of the district. This proposed strategy does not take into account the makeup and structure of urban populations or their needs or wishes to keep their neighbourhoods intact. Instead it makes provision for housing in an area where there is currently no need for it.

"[Achieving high quality development]". The proposed Isley Woodhouse plan is a strategy to meet targets without spending too much money. Quality should mean improvement of the environment, not destruction of it.

"[Reducing the need to travel]". I have personal experience of this aspect of the proposals. The existing developments in the area have greatly increased road traffic in the district and have likewise increased the risk of road accidents as people race to work at all hours of the day and night, often whilst tired. I have been on the receiving end of several scares resulting from people intent on getting to the freeport or airport quickly without any care for other road users. Tailgating and undercutting are but two of the new norms. The Freeport will be a magnet for businesses who will favour tax incentives over any logistical or environmental considerations, meaning they will reject more suitable sites in their own locality and thus will actually increase the need to travel. Imposing penalties for car use does not put people off using their cars. They simply dump them near the workplace (in villages like Kegworth) and car share the last half mile. Diseworth will be subject to a huge increase in through traffic and parking, and the population of Diseworth will just be expected to put up with it for what reason?

"[Supporting the district's economy]". The biggest winners will be the big businesses who stand to make the most money. The population of Diseworth will not benefit in any way whatsoever from having a Freeport planted on their doorstep, and whilst that population is relatively small, their voices should be listened to and their needs and wishes taken into account.

"[Enhancing our town and local centres]". The concentration of development in the north of the district does not in any way meet this target. The towns that need new high quality housing and improvements to their infrastructure will be overlooked in favour of concentrated low cost green-field development. The populations of the towns will be expected to drive to access any of the new employment rather than walk or cycle to a new smaller scale development in their neighbourhood.

"[Mitigating for and adapting to climate change]". I have already touched on this one. There is no doubt that these developments will increase pollution in the locality and the businesses running these facilities (such as MAG) cannot be trusted to put the environment of local populations above the desire for profit. Climate change requires reducing global movement of goods and foodstuffs, not building freeports to encourage it. Do not forget that air, sea and road travel will all increase if the developments go ahead.

"[Conserving and enhancing our heritage]". I have already touched on this one. The proposed developments are so overbearing that they will spell the beginning of the end for Diseworth as a historically important rural conservation village. The current generations will be the last people who will remember that time and their descendants will never get the chance to see what the lifestyle of Diseworth was like. Try pondering this point whilst considering that it costs the residents of Diseworth thousands of pounds to jump through all the hoops to make small improvements to their properties (approval of bricks, mortar, roof tiles, archaeological surveys etc etc).

"[Conserving and enhancing our natural environment]". I can't believe that I am expected to respond to this one! In what way is putting concrete and tarmac on huge swathes of green productive land and natural habitat going any way whatsoever to achieving this goal??? Come on, let's stop pretending, and move those developments to places where the environmental impact is less – urban brownfield sites in communities that actually would welcome them for example, or existing industrial sites that are ready for redevelopment.

"[Ensuring the efficient use of natural resources]". I have already touched on the airport's wasteful, inept (and now it seems possibly illegal) management of water. They care not about this as long as they are not taken to task, and whether the local population like it or not they care not at all. The 24 hour nature of the proposed Freeport site will necessitate additional heating and lighting over a conventional daytime site. This means more use of natural resources, not less. In what way is an entire new town a more efficient use of resources over strategic and careful targeting of housing in areas where it is most needed? Where street lighting etc already exist? Where infrastructure is already in place and just needs upgrading?

"[Ensuring sufficient infrastructure]". The infrastructure around the airport is already woefully inadequate for purpose. Put the infrastructure where it is most needed – close to the centres of

populations that would welcome it, or in areas where it makes less impact.

Paragraph 4.14:

"Based on the Stantec study, there is a need for some 255,090 sqm (2017-40) of new employment floorspace." This new floorspace seems to be concentrated in green areas where it is cheapest to build. Why? Are we so changed as a population that we have forgotten why green spaces were once protected? Or is it simply convenient to forget? Most persons working in these new employment floorspaces will travel to their locations from the towns and cities where they live, towns and cities that would welcome employment in local areas. B8 sheds are not a suitable backdrop to a heritage conservation area. It's not difficult to see why this is true.

Paragraph 4.25:

Diseworth is here defined as a "sustainable village". In what way can the impact on Diseworth be compared to any of the other villages in that category? It would be more accurate to have a new category defined as "villages designated for corporate obliteration" in which there is but one member. The existence of Diseworth will not be sustained by these proposals, it will be directly and rather cynically threatened.

The rest of section 4:

It is not acceptable that Diseworth seems to have lost it's right to an identity as a rural village simply because long ago somebody decided it was expedient to build an airfield close to it. At that time Diseworth was already over 1000 years old. Diseworth and the people who live there should be protected from excessive, unwelcome and overbearing changes.

Section 5:

This section seems to be about "**creating attractive places**". This section should include a policy to "protect attractive places form inappropriate and damaging developments". Without this inclusion, it is a meaningless section. Robbing Peter to pay Paul is not the way civilisation is meant to work. Ways in which the Freeport proposals contravene this section are shown below:

"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."

"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)."

And the requirements below are most certainly not going to be met:

"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"

It is not logical to take into consideration in this section the individual needs of a historic building with regards to sensitive modification and then ignore the needs of an entire community with regards to integrity, setting, environment and amenity.

Section 6:

I have already commented on the Isley Woodhouse development as being an inappropriate development in an inappropriate place. It is a convenient site for developers but not for the local population around it who will experience increases in traffic and associated noise and pollution, plus loss of healthy places to roam.

Paragraph 7.4:

"• 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. • Despite this net inflow of workers, people who work here earn less on average than people who live here." These points are just two that illustrate the inappropriate nature of the intensive building of warehouses in the north of the district. There is not a need for such jobs in this area, so commuting will increase, and the jobs created will not help to raise the average levels of pay.

Paragraph 7.7:

This paragraph lists Ratcliffe power station as part of the Freeport. This is a huge source of potentially suitable land for the proposed Freeport developments. A Freeport development at Ratcliffe would actually IMPROVE the local environment due to the immense scale of the existing power station buildings which could be removed to site the much smaller B8 sheds. Nobody has yet come up with any rational argument why a plot of land south of the A453 directly abutting an existing rural community with conservation status is a more suitable place to put B8 sheds. Also, the power station has the entire infrastructure already in place! There has been a lot of opacity surrounding this entire issue and it is time somebody took the decision to expose this as the land-grab-for-profit that it actually is. There is nothing in the local plan that suggests this development will in any way meet the required criteria regarding the impact on the people who would have this imposed upon them. Then there is of course the fact that this development will

detract from any other proposed ones in the midlands area, including those warehouses currently sitting vacant because there are no tax incentives to occupy them.

Paragraph 7.19:

"sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity". The key to this requirement is the right land in the right place. This is not the *right land* because it is food producing land and food production will become more important as global stability continues to deteriorate. It is not the *right place* because it is too close to people's homes – FAR TOO CLOSE. This development will not meet the requirements for the quality of life of the existing population, nor will destroying green open spaces meet any of the environmental objectives.

I'm beaten by the huge number of words in this document which as a layman I haven't the time or understanding to digest. The deadline for a response is so ridiculously near. So my summary is:

CONCLUSION:

"Isley Woodhouse and Segro are together (as indeed geographically together they are, separated only by a small historic settlement) a development of excessive scale that will permanently damage the local area, adversely affecting the health and wellbeing of the existing population (probably driving some of them away), adversely affecting food production and habitat, potentially increase flooding and definitely increase local pollution of every kind (light, noise, emissions to both the air and water). The proposals are in direct contravention of so many of the conditions that they are supposed to meet that it is quite extraordinary that they are proposed at all. I object very strongly to the two excessive proposed developments either side of Diseworth on the grounds stated above and require that my concerns are given some consideration. Diseworth and its residents should NOT be "thrown under the bus"."

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 03/03/2023

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Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Document: Proposed Policies for Consultation

3. Background to the local plan, para. 3.5 and 3.23

Ridiculous assumptions on benefits of this proposed over development, no consideration for those who lose out in so many ways, must try harder …it needs to be win-win, not at the expense of the existing businesses and community.

4. Strategy paras. 4.4 -4.17

The number of houses is unrealistic, will there be amenities from the outset? There is no capacity at existing health providers now.

5. Creating Attractive spaces (renewable energy) Para 5.33

Solar panels must be on the roofs of buildings…no need to lose agricultural land to panels…and there is an enormous local concentration of knowledge on all types of renewable energy in the area.

6. Housing, para 4.109

See comments below, it's a ridiculous plan, over ambitious, catastrophic impact all around and no guarantee of real growth, will just generate a series of relocations …and new home buyers are being sold a terrible quality of life. Families will be living at the end of the runway of an international freight airport, 27/7 light, noise, air pollution and an 'en suite' race track? I thought it was a joke when first muted, wrong plan, wrong place for all.

7. The Economy, paras. 7.19 & 7.20

The policy should NOT be changed (Ec 1 and 2) with regards to development in the countryside.

Document: Proposed Housing and Employment. Allocations for Consultation

3. Housing completions and commitments, para 3.7

Don't understand the logic (and the plans don't help) of having so much development in the north of county? So

many ways to distribute development to increase benefits and minimise negative impact (win-win)

4. Housing allocations (Isley Woodhouse), paras. 4.101 – 4.116

Is this a joke? Wrong plan wrong place, disproportionate investment in area and disproportionate in terms of negative impact upon the area.

The environmental impact will be absolutely devastating, and as a local resident likely to be directly impacted, I am very concerned about flooding and the negative impact this has upon quality of my life, the cost of my property insurances and maintenance and the future resale value of my property. I have no confidence that we can manage flooding if there is any more development up-stream from the villages of Diseworth and Long Whatton.

5. General needs employment allocations (small/medium warehouses) para. 5.1 to 5.4

There are already excessive units in this northern part of the county, do we really need everything within a stones throw of the airport? There is no rationale for this and it is disproportionate if you take account of surrounding capacity already completed and unoccupied.

6. Potential locations for strategic distribution, (big sheds B8) para6.1 to 6.10

The development of the freeport/sergo shows no consideration for more appropriate locations. The environmental and human impact will be really excessive, this is all unnecessary and I cannot believe that there is any mitigation sufficient to reduce the impact on local residents. Trees and a bit of landscaping will not screen a 24/7 large scale operation, the quality of our lives and our health will suffer living adjacent to these warehouses.

Document: Draft Local Plan

Plan is over concentrated in an already over congested area around the intersections of M1 J23a, J24 A42 and East Midlands airport.

This is blatant badly thought-out overdevelopment and the negative impact it will have on local business and occupants is not addressed. Sweeping assumptions are being made around benefits at individual and business level, without proper consideration of any other scenarios. What impact will new developments have on those already living and running businesses in the area? Assumptions are flawed, not everyone wants to live near their place of work, post pandemic many people have hybrid roles, they do not need to attend physically at work every day or at all. I believe the Isley Woodhouse development offers a sub-standard quality of life to new occupants at the outset!! They will experience ridiculous levels of air, light and noise pollution living next to a 24/7 freight airport and a race circuit on what is one of the busiest motorway intersections of the Midlands.

The adverse implications on existing infrastructure are not fully researched and evidenced. We are already suffering locally from traffic congestion, pollution, an excessive burden on medical services, insufficient policing, inadequate emergency services and local council service provision. We pick our own litter up, clear our own road gullies and unblock drains to mitigate flooding etc etc the list is never ending.

We will lose farmland, and wildlife and along with that any opportunity for local food production and agriculture.

The justification and rationale used for the basis of modelling to calculate housing and employment land requirements are NOT properly justified. It is likely that this development will just be a way in which existing big business will just divert towards this area, thus increasing their profit margins by lowering their cost base. This isn't growth, it is diverting development from elsewhere, as big companies chase low cost operations.

There has been absolutely zero attempt to communicate things in a way which is properly inclusive. I feel this is deliberate. Not everyone has time/ability/confidence/means and the will to access all of the multiple layers of policy out for consultation.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Judith Billington

Date: 12/3/24

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Craig	
Last Name	Jones	
Job Title (where relevant)	NA	
Organisation (where relevant)	NA	
House/Property Number or Name	[redacted]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
	✓	Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

The Proposed New Housing Settlement at Isley Woodhouse (Policy IW1)

The proposed settlement would be too close to Diseworth and would severely impact the character of the village. My house backs onto Diseworth Brook and my garden floods in severe rain or when the holding ponds from the airport are opened, the impact of additional flooding could threaten my house. During particularly heavy rain the run-off onto The Bowley makes the street impassable, any additional flooding poses a high risk to the surrounding area. The proposed development will destroy a large area of farmland and miles of ancient hedgerows. After moving to the village, I was in awe of the variety of wildlife present surrounding the village. The proposed development would destroy miles of habitat and the biodiversity of the area would be greatly reduced at a time when species are disappearing at a faster rate than ever. How would the development replace the biodiversity and habitat? The traffic infrastructure around the village is insufficient to cope with huge increase to the volume of traffic that would come with such a large increase to the local population. The plan is poorly considered as it places all the housing in one area, surely it would be better to spread the development over different areas, so the roads are not overwhelmed. Diseworth is listed as conservsation village, I do not believe the proposal outlines how this is to be maintained.

For the reasons described, I do not support the new town development of Isley Woodhouse (Policy IW1)

The Potential Location for the Freeport Development (EMP90)

The character of the village would be destroyed and would no longer be a rural village, but instead part of an industrial park. The suggested land is too sloped and would be difficult to build on. The increase in traffic would overwhelm the local roads; the roads around the village cannot cope when a diversion routes traffic through the village, never mind the excess traffic caused by the freeport itself. The green spaces around Diseworth would be destroyed, and the increase in air and noise pollution would negatively impact my quality of life and mental health. Replacing soil with concrete will increase the risk of flooding, the runoff will find its way into the village. The loss of biodiversity and habitat is a great concern, it is not possible to replace this loss in the local area and the established wildlife would be displaced. I do not accept that the development can be mitigate by any means suggested in the proposal, the resulting noise and pollution would negatively affect my wellbeing. The Local Plan states "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 so designated Freeport land", so why is land that by your own definition unacceptable being considered?

For the reasons described, I am asking NWLDC not to include the EMP90 site for potential development

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 12.3.24

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	Personal Details	**Agent's Details (if applicable)**

Title	Mr	
First Name	Alan	
Last Name	Clark	
Job Title (where relevant)	Retired	
Organisation (where relevant)	N/A	
House/Property Number or Name	[redacted]	
Street		
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	
	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	x	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

IW1 and EMP90

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

IW1

I would like to make the following comments about the proposed new housing settlement at Isley Woodhouse.

In my opinion the proposed site is too close to the village of Diseworth as well as the airport.

If I have got this correct it is likely to destroy approx. 750 acres of agricultural land (as well as many miles of hedgerows) which is probably not a beneficial outcome at the present time.

Having lived in Diseworth since 2008 there have been numerous flooding issues and I have great concerns that this new development will only add to that problem.

Alongside flooding there will be an increase in noise pollution and light pollution, which is already at a high level due to the presence of the airport and motorway network, not forgetting HS2 in the future

I aslo have major concerns about the increase in air pollution especially as the prevailing winds will ensure any additional air pollution will affect the village of Diseworth.
This is surely something which needs to be extensively surveyed and considered by the planning Committee

Will the road infrastructure be able to cope with such a large number of new houses being built?

Therefore I do not support the new town development of Isley Woodhouse (Policy IW1)

EMP90

I would also like to make the following comments about the proposed new Freeport development (Policy No. EMP90)

Whilst I can see the reasons why the developers would like to use this area I believe that there are probably better areas around the location of J24 of the M1 which could be used and would have less affect on a population the size of Diseworth.
Can you advise me if alternative sites have been fully researched

The air, noise and light pollution will have a major effect on the villages of both Diseworth and Long Whatton and any increase in these can (and I'm sure will) have a detrimental effect on peoples mental as well as physical health. It will also be impossible to create any really effective "screening" of the proposed site to the people who live closest to the site

The increase in flooding risk is a major issue and if a 100% guarantee that the site will not add to the current risk of flooding then the proposal should not go ahead.

The road infrastructure is already under pressure and it will be difficult to see how all the additional traffic and traffic movement can be effectively managed.

Again the destruction of agricultural land and the resulting affect on wildlife is something which should take precedence over a Freeport development.

Therefore I am asking NWLDC not to include the EMP90 site for potential development

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Alan Clark

Date: 12/03/2024

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	Personal Details	Agent's Details (if applicable)
Title	MRS	
First Name	KAREN	
Last Name	JEPSON	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

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	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

1. THE PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS :ISLEY WOODHOUSE (POLICY 1I1)

I would like to raise issues objecting to this proposed development and have summarised the following points:

It contradicts the governments manifesto of advising protection of agricultural land and conservation areas and rural communities. Equally it contradicts Leicestershire strategic growth plan of aiming to develop in major strategic locations and reduce the amount that takes place in existing towns, villages and rural areas. The proposed development is directly in contradiction to the plan, being entirely rural in its vicinity and the adjoining areas. the site of the development is far from ideal, being so close to Diseworth and Castle Donington.

What evidence is there to demonstrate all other options and locations have been fully researched and considered, and what evidence demonstrates that opinions have been sought as to how many people would consider relocating there and what businesses have been asked to comment .

Many agencies have informed governments and councils that destruction of rural land impacts on nature, wildlife, food production, and the mental health and general well being of populations. Where has this been taken into consideration, given that over 700 acres of agricultural land and wildlife habitation will be destroyed ?. The strive for biodiversity nationally, much publicised in several arenas, cannot be achieved with developments in these landscapes. Equally the very negative effects of air, light and noise production of over development in such a space are a major factor, especially when these are already an issue due to the proximity to the airport.

When considering this alongside planned freeport proposal the issues will be intensified .

What evidence is there to demonstrate that the impact of the development on infrastructures has been fully considered in these proposals, roads, accesses, essential services, water, drainage ,sewage etc. Maintenance of existing roads is clearly already underfunded and under pressure, in reference to the number of road repairs not currently being undertaken. where is the funding to build and maintain even more?

In particular, Diseworth and Long Whatton have seen considerable flooding and extra building is likely to prevent adequate drainage on land known to be affected and will increase the risk considerably. The amount of run off water and the levels of water in the brooks is significant. Last autumn, winter, and now beginning of spring, the villages have experienced many occasions where roads have been impassable for times, due to run off water, and the impact of the brooks having overflowed .

To include the provision of schools and commerce as a 'bonus' within the proposed development does not show that consideration has been made of the number of child places not taken up in the areas.

The conservations status of Diseworth, its very significant history and heritage will be seriously compromised by the impact of such a large development.

I do not support the new town development of Isley Woodhouse , policy IW1

2. THE POTENTIAL LOCATION OFR THE FREEPORT DEVELOPMENT (EMP90)

I would like object to above development and summarise the issues of concern, many of which replicate the previous points of policy IW1:

All the points raised in the response to IW1, with the exception of provision of schools apply also to this development.

The conservation status of the village will be significantly affected, along with its historical uses as farming community and its rural heritage, a point already used and recognised in the plan itself! So, has this area been considered without researching other sites, as a matter of commercial and logistic convenience ?.

Living in such a zone is likely to impact on the health of the local community. Such aspects have been well documented by health professionals. The impact of noise, light and air pollution will be great and will impact the health of the local population, in direct contradiction to the government's views on health and well being of the nation. Nor could it be considered that these issues can be limited due to any interventions such as buffering.

There is an abundance of wildlife in the proposed development area which would be destroyed.

The village already experiences considerable disturbance and environmental pollution of noise, light and air due to the existing functions of EMA, DHL, and other 24 hr businesses and services.

The government insists that it is committed to a plan to reduce carbon foot print and has challenged county and local councils accordingly. This development would not support that aim by its location on a green site, rather than brown.

What evidence is there that other locations, other options, including brown sites and areas other than agricultural, rural spaces have been fully researched and evaluated .

Roads are already under pressure, particularly in terms or maintenance and when diversions are necessary, the current systems cannot cope with the outcomes.

Achievement of biodiversity is automatically lost with this development due to the destruction of the land and habitations and environment. I

The position the development, upper end of the village, on a slope, its height and size will increase the level of run off in wet weather, already being experienced by the village and the act of building structures will directly impact the drainage aspects. Flooding should be a major concern. It is disastrous for the villagers, expensive, distressing, and an extra *known* problem for residents in terms of very wet weather, which climate watchers tell u is only going to increase in the future but also expensive to 'fix' for councils and the inclusion of such factors in future governments plans is already a priority . Where is the evidence that demonstrates that to create such a huge development when concrete and other building materials do not allow drainage has been well researched and is suitable for the area proposed?.

It directly contradicts the governments manifesto of protecting agricultural land and rural communities.

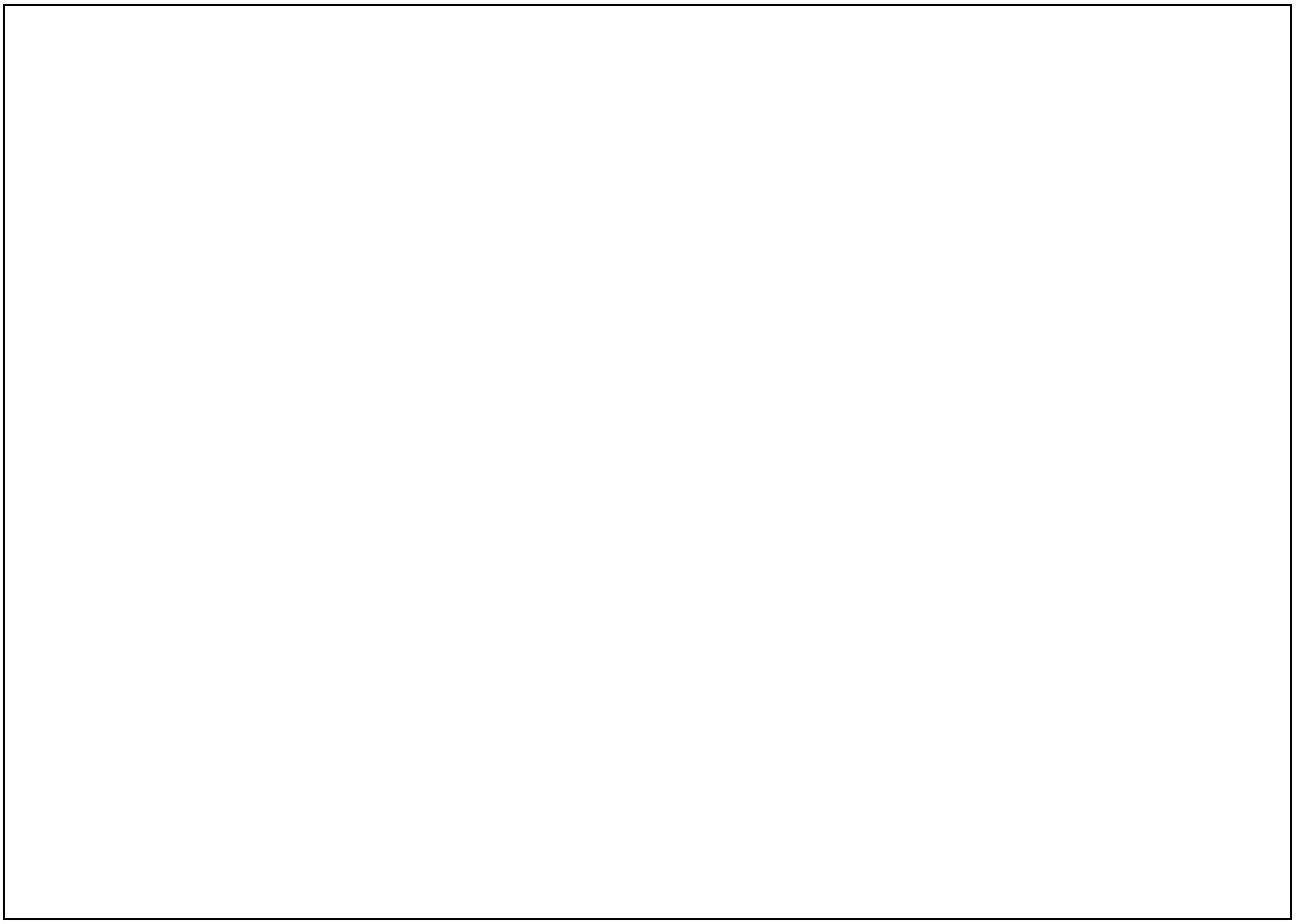
What safety factors have been explored, and evaluated to demonstrate this development?.

The level of employment suggested is unlikely, as evidenced by previous developments, some current buildings already remain empty and unused , and therefore no operators are employed.

The 'green' area of the village will be lost and therefore the village no longer a green environment, issues that many agencies are striving to avoid in our countryside.

I consider it morally wrong to wilfully destroy agricultural, rural green land in the pursuit of commercial greed, convenience and enterprise, none of which has been satisfactorily demonstrably evidenced as well founded, well researched and with any outcomes evaluated and proven favourable to the village, to the communities, to the county and nationally. Or indeed researched and proven otherwise.

Therofre I ask that NWLDC do not include ten EMP90 site as a potential area for development.



Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: K E Jepson

Date: 12/03/2024

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From:	[redacted]
To:	PLANNING POLICY
Subject:	EXTERNAL: DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040 PROPOSED LIMITS TO DEVELOPMENT FOR CONSULTATION
Date:	12 March 2024 16:50:21
Attachments:	BH_EMP_001 employment plan_0-A3.pdf

I am writing further to a recent consultation submission using the online form.

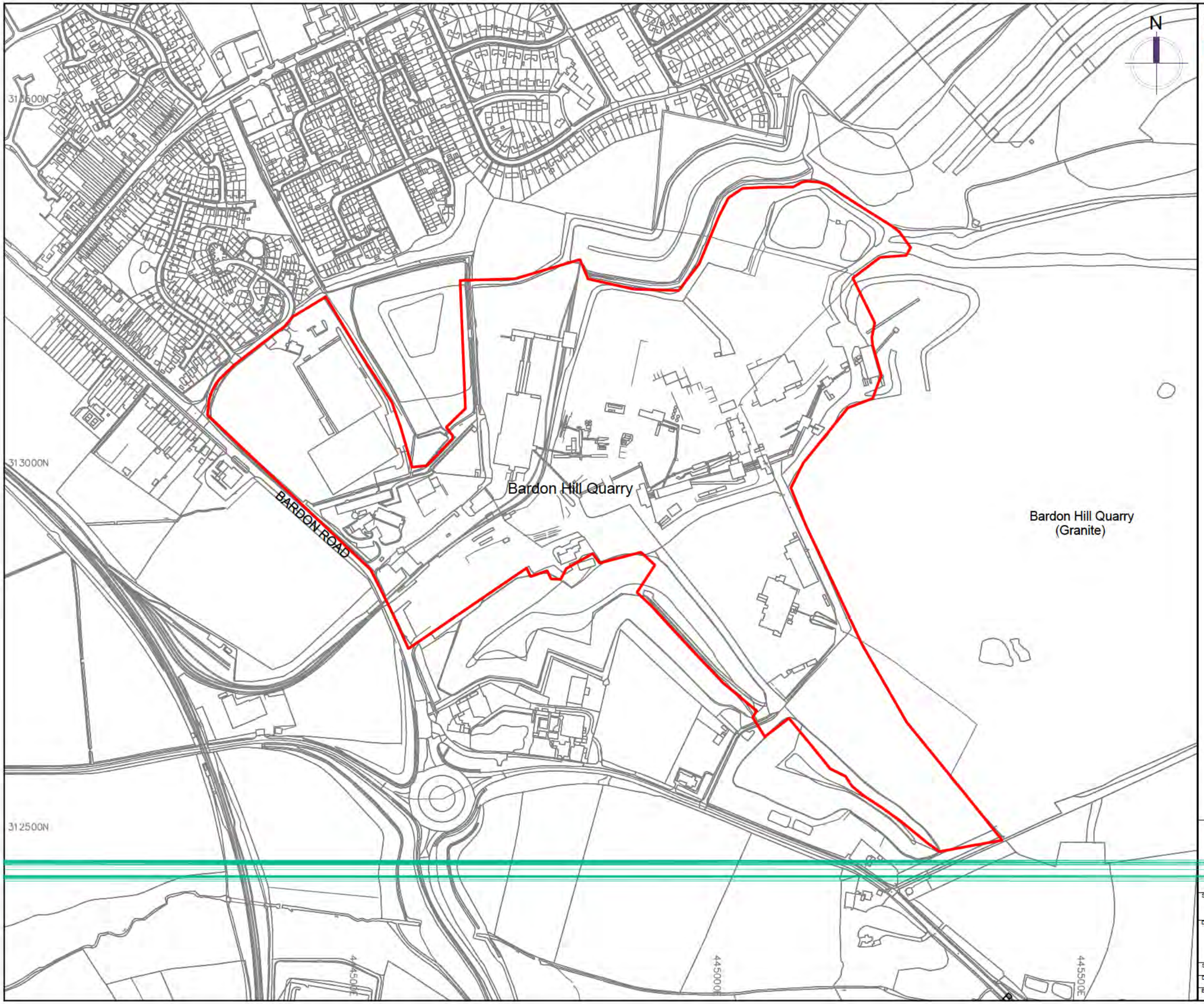
I am seeking amendments to the Limits of Development and the attached land to be included and LtD/CUA/08 to be amended accordingly.

Many thanks for the opportunity to comment on the development limits

Kind Regards

Kirsten Cunningham
Estates Manager

[redacted]



Site Name
Bardon Hill Quarry and Offices

Drawing Title
Employment Land

SCALE: 1:5000	Size: A3	DRAWING No. 01	
DATE: February 2024			
By: SW	Chk: KC		

From:	[redacted]
To:	PLANNING POLICY
Subject:	EXTERNAL: NWLDC Local Plan Consultation Representations (Heath and Bell)
Date:	12 March 2024 17:07:38
Attachments:	image001.png Publication Consultation Response Form FINAL NWLLP Knights Plc 120324.pdf NWLDC Local Plan Reps Letter Final 120324.pdf LW&D PC Neighbourhood Plan Reps Letter Final 120324.pdf

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Good afternoon
On behalf of our clients, Mr Nick Heath, Mr David Bell and Mrs Linda Bell, please find attached formal representations on the NWLDC Local Plan Consultation.
I would be grateful if you could provide confirmation of receipt.
Thanks

Louise Thorne BA (Hons) BTP MRTPI
Partner

Knights
[redacted]
W www.knightsplc.com

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	Personal Details	Agent's Details (if applicable)
Title	Mr/Mrs	Mrs
First Name	Nick Heath David Bell Linda Bell	Louise
Last Name	N/A	Thorne
Job Title (where relevant)	N/A	Partner – Town Planner
Organisation (where relevant)	N/A	Knights Plc
House/Property Number or Name	C/O Agent	[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone	N/A	[redacted]
Email address	N/A	[redacted]

PART B – Your Representation

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1. To which consultation document does this representation relate?		
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	√	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. Please see accompanying covering letter from Knights Plc dated 12/03/24.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Louise Thorne for Knights Plc

Date: 12th March 2024

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Knights

BY EMAIL

Planning Policy & Land Charges Team
North West Leicestershire District Council
PO Box 11051
Coalville
Leicestershire
LE67 0FW

Date
12 March 2024
Our Reference
LTHO1/NIC894/2
Your Reference

Please ask for
Louise Thorne
DDI
01332 497613

Email
louise.thorne
@knightsplc.com

Dear Sir/Madam

North West Leicestershire Draft Local Plan 2020-2040: Public Consultation

Policy S2 – Settlement Hierarchy (Strategic Policy) & Proposed Housing and Employment Allocations

Former Site of Tea Kettle Hall, The Green, Diseworth, Derby, DE74 2QH

We write on behalf of our client, Mr Nick Heath (acting for the land owners, Mr David Bell and Mrs Linda Bell), in respect of land at the former site of Tea Kettle Hall, The Green, Diseworth, Derby, DE74 2QH. Knights Plc and the landowners have been actively promoting the site for residential development through the development plan process with both North-West Leicestershire District Council and Long Whatton and Diseworth Parish Council since 2018.

We are pleased to see that the site has been identified as the Parish Council's preferred housing site allocation within Diseworth within the Pre-Submission Draft Long Whatton and Diseworth Neighbourhood Plan which is currently under consultation.

The site is located within the 'sustainable village' of Diseworth where Draft **Strategic Policy S2 'Settlement Hierarchy'** is clear that *'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'.*

It is further noted in Paragraph 4.76 of the **'Proposed Housing and Employment Allocations for Consultation Document'** states *'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*

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Plan'.

We have made formal representations to Long Whatton and Diseworth Parish Council neighbourhood Plan consultation advising of our clients full support for the draft housing allocation for Tea Kettle Hall as set out in the Pre-Submission Neighbourhood Plan consultation. We have also confirmed that the site is immediately available and that the requirements as set out in the draft policy are achievable. We enclose a copy of our letter or representation and would ask that this be recorded by NWLDC as part of this Local Plan consultation.

If you have any questions or require any further information, please contact Louise Thorne – Planning Partner[redacted]

Yours sincerely

[redacted]

LOUISE THORNE

Cc. Long Whatton and Diseworth Parish Council

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Knights

BY EMAIL

Date
12 March 2024
Our Reference
LTHO1/NIC894/2
Your Reference
Policy LW&D23: Tea Kettle Hall, Diseworth

Please ask for
Louise Thorne

Email
louise.thorne
@knightsplc.com

Long Whatton and Diseworth Parish Council
Peggs Barn
Main Street
Hemington
Derby
DE74 2RB

Dear Sir/Madam

Long Whatton and Diseworth Neighbourhood Plan – Pre Submission Consultation

Proposed Policy LW&D23: Tea Kettle Hall, Diseworth

Former Site of Tea Kettle Hall, The Green, Diseworth, Derby, DE74 2QH

We write on behalf of our client, Mr Nick Heath (acting for the land owners, Mr David Bell and Mrs Linda Bell), in respect of land at the former site of Tea Kettle Hall, The Green, Diseworth, Derby, DE74 2QH. The site has been identified as the Parish Council's preferred housing site allocation within Diseworth within the Pre-Submission Draft Long Whatton and Diseworth Neighbourhood Plan.

We can confirm the allocation of this site for housing is fully supported by Mr Nick Heath, Mr David Bell and Mrs Linda Bell and that the site is immediately available for development. Knights Plc and the landowners have been actively promoting the site for residential development through the development plan process with both North-West Leicestershire District Council and Long Whatton and Diseworth Parish Council since 2018. We are therefore pleased to see the site identified as a preferred housing site allocation within the Pre-Submission Draft Neighbourhood Plan (Draft Policy LW&D23).

The site is a brownfield site and its development would represent a sustainable form of development on previously developed land. The site is capable of meeting all the criteria set out within Draft Policy LW&D23, specifically:

- The site could adequately deliver up to 13 dwellings, all either single storey or with a low profile, this would ensure that the impacts of the development on the surrounding countryside are minimised and that the development follows primarily the footprint of the former Tea

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Kettle Hall and its' curtilage;

- Despite being a brownfield site, the site could provide affordable housing in line with greenfield requirements, allowing for up to 30% affordable housing with first priority being given to people who meet local connections criteria;
- Access to the site could be taken from Long Mere Lane with no vehicular access from The Green;
- The site could deliver a pedestrian crossing across The Green (B5401) to ensure pedestrian connectivity to the remainder of the village;
- Existing landscape planting and boundary treatments could be reinforced to further enhance on-site landscaping, screening and biodiversity, including the retention of the scrub woodland to the south of the site. This would ensure that the development is well screened and assimilated into the wider landscape;
- The existing cross site culvert (Diseworth Brook) could be replaced with a new overland watercourse to reduce flood risk in the Long Mere Lane area; and
- Proposals for the site would be informed by a suite of appropriate technical assessments taking into account matters such as ecology, flood risk and cultural heritage.

Overall, the development of the site would represent the re-use of previously developed land providing required housing for local residents/people with a local connection in preference to the development of a greenfield site. The site has a unique set of circumstances given its previous use and has the potential to provide a high quality, low impact development which would bring about a number of economic, environmental and social benefits as set out above.

The site is not covered by any statutory or non-statutory landscape, heritage or ecological designations, is not located within a Conservation Area and is located within Flood Zone 1 which represents a low risk from flooding. Opportunities exist to reduce flood risk in the local area through the development of the site.

The site has an extant planning permission for a hotel and restaurant, the building of which could legally re-commence. The extant hotel use would result in a significant built form on the site which would not be in keeping with the locality or the transitional nature of the locality. A hotel development would also bring about additional development such as signage and would open up the frontage if the site with The Green. It is our client's preference to develop the site for a low impact residential development which would be screened from The Green, would assimilate into the locality and bring about far greater environmental and infrastructure improvements than the extant hotel scheme.

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The landowners fully support the site allocation for housing in the Pre-Submission Draft Neighbourhood Plan (Draft Policy LW&D23) and will continue to offer this support through the subsequent submission, examination and referendum stages.

As you will be aware, consultation is also on-going on the draft version of the North West Leicestershire Local Plan (NWLLP). Diseworth is identified as a *'sustainable village'* under NWLLP draft **Strategic Policy S2 'Settlement Hierarchy'**. That policy is clear *that 'some development in these settlements (sustainable villages) 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'*.

It is further noted in Paragraph 4.76 of the NWLLP **'Proposed Housing and Employment Allocations for Consultation Document'** that *'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'*.

On the basis of the above, for clarity we have therefore written to North West Leicestershire District Council (NWLDC) in response to the draft NWLLP consultation, advising of the joint landowners full support for the proposed allocation of Tea Kettle Hall for residential development in the Neighbourhood Plan, copying this letter to them. We also enclose a copy of our letter to NWLDC for your records.

If you require any further information in respect of the site, please contact Louise Thorne, Planning Partner [redacted]

Yours sincerely

[redacted]

LOUISE THORNE

Cc. North West Leicestershire District Council Draft Local Plan – Planning Policy Team

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Alicia	
Last Name	Smithies	
Job Title (where relevant)	N/A	
Organisation (where relevant)	N/A	
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Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

My objections are to both the proposed new housing development at Isley Woodhouse – Policy IW1 – located on adjacent fields to the west of Diseworth and to the proposed construction of a Freeport – EMP90 – adjacent to Grimes Gate, on the fields at the top of Diseworth.

Objections to Isley Woodhouse (IW1) development:

The main concern relates to the impact of rain water run-off which can in turn lead to **flood damage**. We live next to Diseworth brook and already have great difficulty securing home insurance. All of the insurers that I have contacted ask if you live within 100 meters of a body of water and all ask whether there is potential of flood in your area. Whilst I speak for myself, I know that I am not alone in this concern and with the unprecedented amount of rainfall that we have been encountering in the past couple of years along with Global Warming this situation will not improve, but has the potential only to get worse. Diseworth brook is a small tributary that, when we moved into the village 26 years ago, was a mere trickle and seemingly posed no threat. Now it has, cumulating over the last few years, had to cope with an unacceptable volume of water. It has burst its bank on numerous occasions over the past ten years and within the last year at least twice. The building of thousands of houses in the near vicinity is not going to improve matters and will only have an adverse affect. The brook is not designed or capable of carrying large bodies of water and the run-off from the fields, that are potentially going to be built on, that once could absorb the water and which flow downhill towards Diseworth, will have a devastating effect.

It is not only unacceptable to knowingly create a flood situation – it is irresponsible.

Another concern is the volume of **traffic** that a large housing development will create which in turn will add to **pollution** in the area – particularly micro particles which adversely affect health.

The current road networks namely the A453 cannot cope with the volume of traffic during peak times and this is a single carriageway. There are no proposals for new road networks on the plan and should there be a need to increase the network this will, again, cause additional run-off and add to flood potential, negatively impact the environment along with creating more disruption and pollution whilst the roads are being constructed.

When looking at the proposed plans, I noted that it stated that once the 4,500 houses had been built the Biodiversity in the area would be improved. When asked the question of exactly how that would be achieved the representative could give no useful answer and seemed at a loss. You cannot possibly build on over 700 acres of field and increase the biodiversity. What would in fact be caused is a loss of wildlife, plant life, hedgerows and trees. The houses and traffic would also cause potential hazards for any wildlife that managed to remain.

Light pollution, noise, litter, antisocial behaviour and crime levels will inevitably increase with the construction of 4,500 houses.

I have concerns too at the level of services that would be made available to meet the needs of all the residents in these new builds. Currently the doctors and midwife services are under strain. I see no proposals to increase these services.

Objections to the Freeport – Policy EMP90

I reiterate all my concerns as documented above – namely **flood potential**, **noise**, **pollution**, **light pollution** and **bio diversity**.

Diseworth is in a conservation area and our house is in the centre of that and as such we cannot even pollard a tree without asking for permission. If a tree dies, we have to replace it. We also have to have planning permission to alter any part of our property and it has to look in keeping with the village. This is one of the things that I like about Diseworth and the Council. Although it is hard work at times, I understand that it is about maintaining standards, keeping natural beauty and preserving eco systems. How then, is it ok to build a load of large, unsightly warehouses at the top of the road? Not only will this not be in keeping with the look and feel of a village, but it will cause huge problems with run-off – especially as the fields point downhill towards Diseworth, meaning that the excess water will fill our streets and ultimately, if the volume becomes too great, our houses!

Lorries will be coming back and forth at all times of day and night, creating excess noise, light pollution and air pollution.

Again, fields containing wildlife and plant life will be dug over to make way for unsightly warehouses where no animal or plant can survive.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Alicia Smithies

Date: Tuesday 12th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

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Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
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Last Name	JEPSON	
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Organisation (where relevant)		
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Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

1. THE PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS :ISLEY WOODHOUSE (POLICY 1I1)

I would like to raise issues objecting to this proposed development and have summarised the following points:

My main concern is the increase in flooding risk for Diseworth. We already experience problems from the airports balancing ponds which discharge into the brook which is in the area of the proposed development. Any increase to the run off water could be disastrous for Diseworth and other villages further downstream.

Close proximity to the airport, racetrack and other industrial units is not a good location for residential development.

Road networks in the area are already under pressure. What has been considered to address the extra traffic this would bring.

This will be a large residential development with few facilities. Residents would have to travel for most requirements increasing pollution.

This is good, productive ancient agricultural land which should not be developed when there are brown field sites elsewhere.

Diseworth village is a conservation area and a development this close cannot fail to have a detrimental effect on it

I do not support the new town development of Isley Woodhouse , policy IW1

2. THE POTENTIAL LOCATION OF THE FREEPORT DEVELOPMENT (EMP90)

I would like object to above development and summarise the issues of concern, many of which replicate the previous points of policy IW1:

The position the development, upper end of the village, on a slope, its height and size will increase the level of run off in wet weather, already being experienced by the village and the act of building structures will directly impact the drainage aspects. Flooding should be a major concern. It is disastrous for the villagers, expensive, distressing, and an extra *known* problem for residents in terms of very wet weather, which climate watchers tell u is only going to increase in the future but also expensive to 'fix' for councils and the inclusion of such factors in future governments plans is already a priority . Where is the evidence that demonstrates that to create such a huge development when concrete and other building materials do not allow drainage has been well researched and is suitable for the area proposed?.

It directly contradicts the governments manifesto of protecting agricultural land and rural communities.

The conservation status of Diseworth will be significantly affected, along with its historical uses as farming community and its rural heritage, a point already used and recognised in the plan itself! So, has this area been considered without researching other sites, as a matter of commercial and logistic convenience ?

Living in such a zone is likely to impact on the health of the local community. Such aspects have been well documented by health professionals. The impact of noise, light and air pollution will be great and will impact the health of the local population, in direct contradiction to the government's views on health and well being of the nation. Nor could it be considered that these issues can be limited due to any interventions such as buffering.

The village already experiences considerable disturbance and environmental pollution of noise, light and air due to the existing functions of EMA, DHL, and other 24 hr businesses and services.

The government insists that it is committed to a plan to reduce carbon foot print and has challenged county and local councils accordingly. This development would not support that aim by its location on a green site, rather than brown.

What evidence is there that other locations, other options, including brown sites and areas other than agricultural, rural spaces have been fully researched and evaluated .

Roads are already under pressure, particularly in terms or maintenance and when diversions are necessary, the current systems cannot cope with the outcomes.

There is an abundance of wildlife in the proposed development area which would be destroyed.

Achievement of biodiversity is automatically lost with this development due to the destruction of the land

and habitations and environment. I

The level of employment suggested is unlikely, as evidenced by previous developments, some current buildings already remain empty and unused , and therefore no operators are employed.

The 'green' area of the village will be lost and therefore the village no longer a green environment, issues that many agencies are striving to avoid in our countryside.

I consider it morally wrong to wilfully destroy agricultural, rural green land in the pursuit of commercial greed, convenience and enterprise, none of which has been satisfactorily demonstrably evidenced as well founded, well researched and with any outcomes evaluated and proven favourable to the village, to the communities, to the county and nationally. Or indeed researched and proven otherwise.

Therefore I ask that NWLDC do not include the EMP90 site as a potential area for development.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Paul Jepson

Date: 12/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	MRS	
First Name	SUSAN	
Last Name	SMITH	
Job Title (where relevant)	RETIRED TEACHER	
Organisation (where relevant)	—	
House/Property Number or Name	[redacted]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. POLICY IW 1

(Continue on a separate sheet /expand box if necessary)

- Increased traffic on the A453 and surrounding roads which are already too busy (M1 M42)
- Loss of agricultural land when we should be growing more food in UK
- risk of flooding to Diseworth which already has a problem, with more concrete covering fields
- the development either side of Diseworth is going to box in the village and spoil the open area round the ~~area~~ village

- There will be more noise from traffic which when combined with SEGRO and airport traffic, plus the race track will be a noise nuisance
- many people in Diseworth enjoy walking in the surrounding area The 2 developments will limit the possibility of walking and cycling near to Diseworth and could affect our mental health and well being
- the destruction of so much hedgerow and trees will spoil the biodiversity in the area.
- Diseworth is likely to become more of a rat run with increased traffic
- Litter is already a problem and could become worse with more traffic as most of the litter is thrown from cars.

For the above reasons I strongly object to the development of Isley Woodhouse Development proposals. (Proposal IW1)

The potential location for the
FREEPORT DEVELOPMENT (EMP90)

- I am writing to object to the above development for the following reasons:
- The plan to the development has not been thought through as it is the wrong place and there are alternatives
- Government should be putting such developments on brown field sites and not on agricultural land.
- the current road systems cannot cope with the amount of traffic (the M1 is frequently blocked) - added traffic would worsen this
- the land slopes down to the village, which already has a ~~flooding~~ problem, and more ~~car~~ concrete will exacerbate the problem
- the 'green lungs of Droitwich' will be lost - having an adverse effect on residents
- the village is already a 'rat run' for airport workers and this will be made worse by workers at the freeport site

[redacted] 12.3.24

4

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 12.3.24

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

national highways

Planning Policy and Land Charges Team,
North West Leicestershire District Council
PO Box 11051
Coalville
LE67 0FW

Via Email:
planning.policy@nwleicestershire.gov.uk

Catherine Townend
Spatial Planner
[redacted]

13 March 2024

Dear Sir or Madam,

Regulation 18 Consultation on the Draft North West Leicestershire Local Plan

Thank you for providing National Highways with the opportunity to comment on the draft Local Plan for North West Leicestershire. We understand this to be the Regulation 18 consultation which represents your preferred options for development.

National Highways (formally Highways England) has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.

With regards to the district of North West Leicestershire and this consultation, our principal interest is in safeguarding the M1 and M42 motorways, and the A42, A50, and A453 trunk roads which all route through the district.

Policy Context

Our handling of development plan consultations is informed by DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development ('the Circular'). This sets out how interactions with the Strategic Road Network should be considered in the making of plans and development management considerations. In addition to the Circular, the response set out below is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies.

Consultation Documents

We note that the draft 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. The intention is for the new draft Local Plan to replace the current Local Plan (adopted March 2021).

This consultation relates to three consultation documents:

- Proposed Policies for Consultation
- Proposed Housing and Employment Allocations for Consultation
- Proposed Limits to Development for Consultation

General Approach

National Highways was previously consulted on the Local Plan strategy and provided comments in February 2022. The Strategy section of the consultation document sets out the overall strategy for the Local Plan, made-up of a series of different polices which will contribute to achieving the Local Plan objectives.

Housing and Employment Need

The standard method for calculating housing need has resulted in a minimum annual housing requirement of 372 dwellings each year for North West Leicestershire. However, by helping to accommodate some of Leicester City Council's unmet need, this figure has risen to 686 dwellings per year, equating to 13,720 dwellings over the Plan period.

For employment, based on a study commissioned in 2020, the Council has identified a need for some 255,090 sqm (2017-40) of new employment floorspace. However, taking account of a range of factors such as the amount of development which has already been built and permitted, the net requirements from 2023 to 2040 are for 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.

In addition to general employment land, the Council also need to make provision for strategic distribution and has 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. The Council has proposed that 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace be met in the district. This has amounted to approximately 106,000 sqm once permissions granted subsequently, are accounted for.

Spatial Strategy

A Settlement Study undertaken by the Council in 2021 set out a settlement hierarchy to distinguish between the roles and functions of different settlements and to guide the location of future development.

Six settlements were identified as offering the most comprehensive range of services and facilities and they also, to a varying extent, serve other settlements. These settlements form the central part of the Council's settlement hierarchy and will accommodate the vast majority of new development:

- Ashby de la Zouch;
- Castle Donington;
- Coalville Urban Area;
- Ibstock;
- Kegworth; and
- Measham

An exception to the above is the new settlement being proposed to the south of East Midlands Airport known as Isley Woodhouse. This is a long-term development that will go beyond the end of the Plan period eventually delivering over 4,000 dwellings.

National Highways Comments

Upon review of the consultation documents, we can set out our comments as follows:

Site Allocations

Housing Allocations

We have reviewed the proposed housing and employment allocations document and note that none of the proposed housing sites share a common boundary with the SRN, and as such, there will be no physical interface between those allocations and our network. In light of this, we have no objections in principle to any of the proposed housing allocations.

Notwithstanding this, given the size and proximity to our network of the Isley Woodhouse allocations, this development (in particular) is likely to have a material traffic impact on the SRN. A Transport Assessment submitted in support of any planning application pertaining to this site should demonstrate the extent of traffic impacts. Junctions of interest to National Highways with respect of this site will include M1

Junction 23a/ A453 Finger Farm roundabout, M1 junction 24, A50 junction 1, and A42 junction 14.

I can advise that pre-applications discussions between National Highways, the Applicant, and Leicestershire County Council (as the local highway authority) have been ongoing for some time which has resulted in considerable progress towards agreeing the methodology for assessing the traffic impacts.

Whilst this work is ongoing, it is likely that the traffic impacts from this development will result in the need for infrastructure improvements to the SRN at some or all of the above-mentioned junctions. We would therefore draw your attention to later comments in this consultation response with reference to infrastructure requirements.

With respect of the policy wording for Isley Woodhouse (Policy IW1), we welcome that the requirement for a comprehensive masterplan and phasing plans to identify all necessary on-site and off-site highway improvements has been referenced. Further to this, National Highways would suggest that an Outline or Hybrid application will be necessary for the whole site rather than incremental full applications coming forward, to ensure that highways infrastructure is delivered and coordinated in a timely way. We would welcome this inclusion in policy.

In addition to the above, please see our further comments later in relation to assessing the cumulative impacts of Local Plan growth through a Strategic Transport Assessment.

Employment Allocations

In relation to the proposed employment allocations, our site-specific comments are as follows:

Land at Burton Road, Oakthorpe (EMP60)

The site appears to share a common boundary with the A42 trunk road. Nonetheless it is understood that access to the site is likely to be taken from Burton Road which is part of the local highway network managed by Leicestershire County Council. As such, we have no objections to this allocation in principle, subject to a Transport Assessment setting out the traffic and transport impacts, and an assessment of other potential boundary related impacts. The above submissions should accompany any planning application for this site. With regards to drainage, it should be noted that the discharge of surface water into National Highways drainage systems is not permitted.

Land North of Derby Road (A6), Kegworth (EMP73 (part))

The 14.8ha site appears to straddle the A453 Remembrance Way to the northeast of M1 junction 24. Both the A453 and M1 are the responsibility of National Highways.

It is noted that the site is proposed to be accessed via the A6 Derby Road, via a link under the A453. Consideration will need to be given the feasibility of the link under the A453 and how this might impact the SRN.

Notwithstanding the above comment, consideration should be given to how the allocation of this land would affect the ability to deliver future highways improvements to M1 junction 24 and the A453.

Whilst this land is not currently safeguarded by National Highways for a future scheme, given the significant amount of growth proposed to be allocated within the vicinity of M1 junction 24 (by this Local Plan and the adjacent Greater Nottingham Core Strategy) it is likely that a substantial scheme requiring land outside the existing highway boundary will be required to accommodate this growth.

The Strategic Transport Assessment should ultimately determine the traffic impacts of Local Plan growth which should inform the Infrastructure Delivery Plan (IDP). However, we would suggest that the Council needs to make early consideration of the transport infrastructure that may be necessary to accommodate the proposed growth and how it will be delivered.

Potential Location: EMP90 - *Land south of East Midlands Airport*

Land south of East Midlands Airport (81ha) is one of two locations identified in the Local Plan for a potential strategic distribution site. This site is included as one of three East Midlands Freeport sites which was designated with this status by the Government in March 2021.

It is recognised in the consultation document that in designating the Freeport, the Government did not undertake an assessment of the planning merits of the site. The acceptability of the proposal in planning terms is a matter for this new Local Plan, which will include (but not be limited to) its likely impact on the road network, including both J23a and J24 of the M1. We welcome this statement and consider that the impacts of this site should also be considered in the context of the nearby Isley Woodhouse housing allocation.

Subject to a Transport Assessment identifying the likely traffic impacts and any necessary mitigation however, National Highways does not have any objections in principle to this allocation which would be accessed from the local road network.

Potential Location: EMP8 - *Land to the north of J11 A/M42*

Land east of the A444 and west of A42 Stretton Le Field has been identified by the Council as having potential for 28 hectares of strategic distribution.

The site is immediately adjacent to the A/M42 to the north-west quadrant of the circulatory. We note the policy wording that if the site is allocated “the provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority” would need to be addressed. It should be noted that an access directly from the SRN would not be permitted however, we consider that the site could be accessed from the Local Road Network, and therefore we do not have any objections in principle to this allocation with regards to access.

Alongside access though, potential impacts on the operation of the network would also need to be considered as part of a robust transport evidence base and this could be stated more clearly in this section.

Finally, we would refer the Council back to our previous comments in relation to highways infrastructure. Whilst National Highways does not have the powers to safeguard this land for infrastructure delivery without a committed scheme in place, the Council should consider the longer-term consequences of Local Plan growth and whether allocations so close to an SRN junction may preclude the future safeguarding of land for highway improvements.

Transport Evidence Base

The NPPF expects local plans and spatial development strategies to be underpinned by a clear and transparent evidence base which informs the authority’s preferred approach to land use and strategic transport options, and the formulation of policies and allocations that will be subject to public consultation.

National Highways expects this process to explore all options to reduce a reliance on the SRN for local journeys including a reduction in the need to travel and integrating land use considerations with the need to maximise opportunities for walking, wheeling, cycling, public transport and shared travel.

The Transport Decarbonisation Plan indicates that carbon emissions from car and van use is the largest component of the United Kingdom’s total transport emissions. While action is being taken to decarbonise transport such that all new cars and vans will be fully zero emission at the tailpipe from 2035, the proposed location of growth in current plan periods and whether new developments would be genuinely sustainable remain

important factors in demonstrating that a local authority area is on a pathway to net zero by 2050 and therefore compliant with the requirements of the Climate Change Act 2008.

Alongside this, the Council should identify the key issues within their study area regarding transport provision and accessibility, setting out how the plan or strategy can address these key issues in consultation with National Highways.

It is the responsibility of the Council undertaking its strategic policy-making function to present a robust transport evidence base in support of its plan or strategy. National Highways can review measures that would help to avoid or significantly reduce the need for additional infrastructure on the SRN where development can be delivered through identified improvements to the local transport network, to include infrastructure that promotes walking, wheeling, cycling, public transport and shared travel. A robust evidence base will be required, including demand forecasting models, which inform analysis of alternatives by accounting for the effects of possible mitigation scenarios that shift demand into less carbon-intensive forms of travel.

It is evident that significant growth is proposed to come forward across the North West Leicestershire district throughout the Plan period and given their proximity to SRN junctions, National Highways will be interested in understanding the traffic impacts of allocations proposed at all the listed settlements, and Isley Woodhouse, as well as the cumulative impacts from Local Plan growth in terms of capacity and safety.

In view of this, National Highways would expect to be consulted on a Strategic Transport Assessment which identifies the traffic and transport implications of Local Plan growth and what infrastructure may be required to help deliver that growth.

As a minimum, we would expect that the Transport Assessment is shared with us for our review and comments. However, we would prefer to engage with you earlier in the process to help scope the necessary requirements for establishing a robust transport evidence base. We believe that this collaborative approach will help to ensure that the likely residual transport infrastructure needs, timescales and potential funding requirements are understood.

Infrastructure Delivery

As per Dft Policy 01/2022 paragraph 34, the transport evidence should provide a means of demonstrating to the examining inspector that planned growth is deliverable, and that the funding, partners and relevant processes are in place to enable the delivery of *infrastructure*; or that there is a realistic prospect that longer term investment can be secured within the timescales envisaged.

The Infrastructure Delivery Plan (IDP) Part 1 was completed in 2022 setting out the existing provision and capacity constraints on the SRN in the North West Leicestershire area. We note that a second part of the study will be undertaken which will assess the implications of each specific housing and employment allocation as part of this Local

Plan and identify what and how much infrastructure will be required. We would welcome further engagement with the Council in the development of this Plan to ensure that the SRN infrastructure is appropriately considered and safeguarded.

Please also see our later comment with respect to Policy IF5: Transport Infrastructure and New Development.

Additional comments on Policies

In addition to the above, National Highway makes specific comments on the below policies set out in the draft Local Plan:

Draft Policy AP3 – Renewable Energy (Strategic Policy)

Policy AP3 of the Local Plan sets out the Council's policy on proposed development for the production of renewable energy. National Highways is supportive of such proposals in principle, however we would like to draw your attention to DfT policy with respect of proposals close the SRN.

As set out in DfT Circular 01/2022 paragraph 65-67, wind turbines should not be located where motorists need to pay particular attention to the driving task, such as the immediate vicinity of connections, sharp bends, and crossings for pedestrians, cyclists and horse-riders. To mitigate the risks to the safety of road users arising from structural or mechanical failure, wind turbines should be sited a minimum of height + 50 metres or height x 1.5 (whichever is the lesser) from the highway boundary of the SRN.

In addition, as per DfT Circular 01/2022 paragraph 70, some developments, notably solar farms, wind turbines and those with expansive glass facades, have the potential to create glint and glare which can be a distraction for drivers. Where these developments would be visible from the SRN, National Highways should be consulted on an appropriate assessment of the intensity of solar reflection likely to be produced. This should satisfy National Highways that safety on the SRN is not compromised.

Draft Policy Ec8 – East Midlands Airport

Any expansions at East Midlands airport are likely to increase vehicle trips on the surrounding road network, including the Strategic Road Network managed by National Highways.

It should therefore be included in policy that new development that gives rise to a material increase in airport capacity or capability will be required to… '*be supported by a Transport Assessment or Transport Statement which identifies the anticipated traffic and transport impacts'.*

Draft Policy Ec11– Donington Park Circuit

Our previous comments in relation to East Midlands airport are also applicable to this policy.

Draft Policy IF1 – Development and Infrastructure (Strategic Policy)

Please see below comments for IF5.

As per the below, the policy should include reference to other mechanisms (not just financial contributions) for securing infrastructure improvements.

Draft Policy IF5: Transport Infrastructure and New Development

We welcome the focus on promoting sustainable travel across the district and for new developments to be accessed by well-designed pedestrian and cycle links and a bus link, where necessary. This includes the preparation of the Local and Walking Cycling Infrastructure Plan (LCWIP) for the district which will help to provide appropriate infrastructure for supporting mode shift.

In reference to the establishment of the transport evidence base, we would welcome a small amendment to the wording to include the following reference to the strategic road network.

'New development that is likely to generate significant amounts of movement on the local highway network ***and strategic road network*** *will require a Transport Assessment or Transport Statement to assess and mitigate any negative transport impacts'.*

In addition, National Highways notes that the policy focuses on securing transport infrastructure through financial contributions. However, we would recommend the text be amended so the delivery mechanisms under the Highways Act 1980 through Section 278 Agreements are also included for the delivery of highway mitigation.

Section 106 contributions can be an effective way of securing developer investment towards necessary highways mitigation. However, securing the 'forward funding' of highways schemes in the timescales necessary to deliver growth cannot be guaranteed, and any shortfalls in funding could jeopardise the delivery of a scheme. As such, there is a risk to highway authorities in accepting a S106 contribution which may allow the development to proceed without necessarily having the required mitigation in place.

A Section 278 agreement is an alternative method of securing highway improvements which puts the developer (or consortium of developers) in control of the highway scheme delivery, and subsequently more in control of when their development can come forward. For schemes on the SRN, National Highways would oversee the delivery of the highways scheme via the Section 278 process, but it would be fully designed, funded, and delivered by the developer.

References to Highways England

Finally, as a minor point, references throughout the document to "Highways England" should be replaced with "National Highways".

Duty to Cooperate and Cross Boundary Matters

As a statutory consultee, National Highways welcomes the opportunity to further engage with North West Leicestershire District Council to address transport infrastructure matters that have cross border implications with neighbouring authorities and key statutory agencies and ensure, where possible, that policy approaches are consistent.

For any developments which have an impact on neighbouring Local Authorities, National Highways advises a joined-up approach in which National Highways, North West Leicestershire District Council and other local authorities attend joint meetings with the future developer or applicants. This will ensure that the interests of all parties are protected, and a combined solution is derived.

We understand that a Duty to Cooperate statement will be published to inform the next version of the Local Plan and National Highways would welcome inclusion within the statement as a statutory consultee.

We have no further comments to make at this time but look forward to engaging with you further as you progress your Local Plan.

Yours sincerely,

[redacted]

Catherine Townend
Midlands Operations Directorate
Email: [redacted]

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Gary	
Last Name	Woods	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone		
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
	x	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

The proposed new housing settlement at Isley Woodhouse (Policy IW1)

- It is in the wrong place as it will destroy the rural nature of Diseworth and the remaining countryside for a huge area
- It will add massively to the already problematic flooding issues for Diseworth and Long Whatton.
- It will destroy 750 acres of agricultural land and miles of ancient hedges for nesting birds
- Increases in litter, noise and light pollution as a result of over development.
- It is frankly immoral to existing residents and lazy planning by an uncaring Council
- How will the conservation village status of Diseworth be maintained?
- Therefore I do not support the new town development of Isley Woodhouse (Policy IW1)

The potential Location for Freeport development (EMP90)

- What will happen to the conservation village status, no longer a rural village but part of a logistics park. – this is obscene
- The site is on a slope so will contribute to further flooding issues – it is clearly the wrong location
- Increased vehicle traffic will lead to more road safety issues on an already busy road. Also there will be increased noise disruption. Can you imagine living nearly with 24 x 7 vehicle reversing beep beep! I won't

be able to open my window in the summer, nor sit in the garden!

• Current road system infrastructure can't cope with the existing traffic, and also when vehicles use a the village as a rat run. Litter is also a concern.

• We will no longer be a village and the reasons for living here and the green lungs of the village will be destroyed due to noise and light/air pollution

• There was NO consultation with residents before any freeport status or planning proposals submitted

• We absolutely do not accept that the development can be mitigated by buffering, screening or any other term used to suggest the developments impact can be minimised. It will not shield or stop any of the pollutions, e.g. air, noise, light from traffic, road changes, 24/7 noise and light. It is not conducive to well-being or health.

• My mental health is already suffering as a result of this potential development and it will only get worse.

• The Local Plan states "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" so why are you including the very land that you KNOW is unacceptable? Therefore, do not include this land! It is quite simply a disgusting, ill-conceived and immoral proposal by all parties involved – as a council you should be rejecting the proposal!!

• Therefore I am asking NWLDC not to include the EMP90 site for potential development

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date:

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Response to Draft Local Plan
Date: 13 March 2024 13:41:17
Attachments: response to local plan Allman.pdf

Please find response to local plan. Please note that I object strongly to the developments around Diseworth and believe they constitute a very serious flood risk to the village.

Regards

Andrew Allman
[redacted]

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Andrew	
Last Name	Allman	
Job Title (where relevant)	Resident	
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary)

Use this box to set out your response.

I have lived in Diseworth for over 20 years. Before commenting on both developments, I would like to make the following points on Diseworth as a community:

- Diseworth is already a **greatly stressed** village because of changing climate, the airport and motorways before any of the material proposed development changes:
    - We have not experienced flooding in the village for the first 17 years of my time in Diseworth. In the last 3 years, incidences of flooding have increased dramatically as your records must show. We suffer from flooding from run off from the airport and local fields. My next-door neighbour has been flooded twice in the last 12 months because of run off from local fields. Incidences of heavy rainfall are increasing in line with climate change. The village lives in real fear of flooding during heavy rain before the 2 developments that have been approved. This is not a NIMBY speaking, but someone who has had to help a neighbour clear out their flooded house for the 2nd time in 12 months. Local fields are currently soaked and holding back water from the village.
    - We are close to the castle Donnington racetrack airport, M1 and M42. When there are major events or problems on the motor ways, we get the knock on from the increase in traffic this causes. There are many times sin the year when we are unable to access the A453 due to traffic build up.
    - The motorway and airport both mean that we suffer from increasing amounts of air and noise pollution. Diseworth is in a dip and air pollution tends to gather in our village from both.
    - There has been increasing amounts of new housing in the village with no changes to local transport, schooling, or shops.
    - Changes to local transport mean that buses to Leicester and Derby have been stopped.
    - Diseworth school is on a blind bend and has issues with traffic and parking.

Picture showing amount of water currently being held by one of fields where SEGRO development is proposed. All fields are currently full and will all need somewhere to go if development proposed.

Picture showing extensive floods on 2nd January on Ladygate caused by run off from fields where Segro development is proposed

Picture showing extensive floods on 2nd January on The Bowley caused by run off from fields where Isley Walton town is proposed

Proposed new housing settlement at Isley Woodhouse (policy IW1)

I have the following point I would like to make regarding this development building on the comments above:

- The new housing settlement sits on the drainage plain for the area that feeds the Diseworth brook. The drainage flows to the brook and then on to Long Whatton and the Soar. Any increase in concrete in this area will increase the speed at which water reaches the brook and naturally lead to an increasing chance of more flooding in Diseworth and Long Whatton. Climate change over the next 30 years will exponentially increase this risk. I cannot see how a material increase in floods risk can be avoided. Our village is already gravely threatened by floods and the last thing we need is for local authorities to increase this risk.
- We have recently been sent a leaflet from NW Leicestershire stating that we need to work in partnership to maintain the local environment. I believe this development will destroy at least 750 acres of agricultural land and accompanying hedges. I do not support the destruction of this large area of countryside.
- The size of the suggest new town will put massive stress on local traffic unless there is significant and environment degrading investment in new roads. I believe most of the inhabitants of this new town will require access to the M1 and M42 at peak hours placing great stress on the roads around Diseworth.
- The size of the development will add significantly to the noise, air and light pollution already suffered by Diseworth.
- Our GP provision is very poor in the area and the new town risks this becoming worse.
- This development threatens the status of Diseworth as a rural conservation village.
- I cannot understand the need for putting all NW Leicestershire housing development needs into one basket. There must be an alternative of spreading the new housing equally around the area.

I believe the establishment of a new town at Isley Woodhouse will destroy significant amounts of green fields and will increase traffic, light, and air pollution for the local area materially. Most importantly, I think that increasing traffic and flood run off post a terminal and unnecessary threat to the already stressed villages of Diseworth and Long Whatton. If this goes ahead, I hope the council will take responsibility for flood victims that occur as a result. *I very strongly object to this proposal.*

Potential Location for the Freeport Development (EMP90)

- The Freeport Development sits on the drainage plain for the area that feeds the Diseworth brook. Currently these fields provide a soak area for rainwater before it flows to the brook and then on to Long Whatton and the Soar. All slopes for this development lead to our village. Any increase in concrete in this area will **dramatically** increase the speed at which water reaches the brook and naturally lead to more flooding in Diseworth and Long Whatton. Climate change over the next 30 years will exponentially increase this risk. We suffer currently from run off from the airport, I cannot see how if another massive area of concrete next to the village, a material increase in floods risk can be avoided. Our village is already gravely threatened by floods and the

last thing we need is for local authorities to increase this risk. I believe approval of this scheme will directly lead to increased flooding in our village and cannot be mitigated by design.

- We regularly take our dog a walk up to the area where the freeport is proposed. We have recently been sent a leaflet from NW Leicestershire stating that we need to work in partnership to maintain the local environment. I believe this development will destroy many acres of agricultural land and accompanying hedges. I agree with NW Leicestershire re the environment, and I do not support the destruction of this large area of countryside.
- The size of the development and the types of vehicles using it, will put massive stress on local traffic unless there is significant and environment degrading investment in new roads locally. Current road systems cannot cope with traffic. I believe most of the users of this development will require access to the M1 and M42 at peak hours placing great stress on the roads around Diseworth and the airport.
- The size of the development will add significantly to the noise, air and light pollution already suffered by Diseworth threatening the health and wellbeing of residents especially the young.
- We have no public transport to the area. How will workers travel to this development?
- I cannot understand where the workers for this development will come from. My understanding is that local towns such as Loughborough and Leicester are at full employment. This will mean that workers will need to travel a considerable distance to work at this site.
- This development threatens the status of Diseworth as a rural conservation village. You recently put condition on an extension we had done which stated we could have no lights facing upwards. It is hypocrisy as best to enforce these standards on residents whilst allowing countryside changing developments in the next field to our village.
- The size of this development mean that it will be very difficult to mitigate the impacts above on the village.
- I believe the imposition of Freeport status on this land is undemocratic and believe it should go through a normal planning process.

Taking all the above into account, I believe this proposal put the villages of Diseworth and Long Whatton at significant risk from ruinous flooding, traffic, and pollution. If this scheme goes ahead, the council has been made aware of risk and should take accountability for flood and health victims that results. As a long-standing resident, I strongly object to this proposal and ask NWLDC *NOT* to include site EMP90 for potential development.

Cumulative Impact

I believe that the impact of the schemes above should be considered by planning authorities, separately but also cumulatively. Both schemes will materially impact upon the village and materially increase traffic, pollution and most importantly flooding in the area. However, if they both occur, it is likely that the change will be more significant and threaten the existence of our local communities. **The council have been warned of this risk and should take accountability if the they give approval and the many issues that will arise as forecast in this objection letter. .**

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed [redacted]

Date: 13/3/24

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Protect Diseworth

Response to NWLDC Draft Local Plan Consultation 2020-2040

13 March 2024

Introduction.

Protect Diseworth [a part of WINGS Communities Ltd.] is a community group with a remit to protect the best interests of the Conservation Village of Diseworth and its environs. We have been active since 1998 and are independent from our local Parish Council but are generally aligned with their views.

Our Response.

We have responded to two documents within the Draft Local Plan. Each paragraph of our response is consecutively numbered for ease of reference, as well as stating the paragraph reference given in the relative Draft Local Plan document.

Our recommendation to NWLDC on each point that we make is highlighted in bold print at the end of the respective paragraph.

Index.

Document	Our Para.
Protect Diseworth Summary	Paras. A - M
NWLDC Document:- Proposed Policies for Consultation	Paras. 1 – 22
Background To The Local Plan	Para. 1
Strategy	Para. 2 – 13
Creating Attractive Spaces	Paras. 14 – 16
Housing	Paras. 17 – 18
The Economy	Paras. 19 - 22
NWLDC Document:-Proposed Housing and Employment Allocations	Paras. 23 – 54
Housing Completions and Commitments	Para. 23
Housing Allocations	Para. 24 – 39
General Needs Employment Allocations	Para. 40 - 42
Potential Locations for Strategic Distribution	Para. 43 – 57
Environment	Para. 58

Summary

A. In broad terms we recognise that there is much to be commended in this Draft Local Plan [DLP]. We comment only on those aspects of the plan that give us cause for concern. We make no apology for the length of this response. The DLP itself is long, complex, difficult to navigate and difficult to fully understand and is worthy of serious review. We ask only that NWLDC read, heed and act on our concerns.

B. Specifically, we have great concerns for the overt support within the DLP for the building of the new settlement at Isley Woodhouse [IW1] and for the support of the development of the EMAGIC Freeport site [EMP90] – even if somewhat measured at this stage.

C. We see the arguments set out in the DLP in support of these two proposals as tenuous and flawed at best and disingenuous and simply wrong at worst. Further, the inherent support in the DLP for these two proposals flies in the face of most of the positive policies otherwise designed to promote best practice in supporting the health and well-being of people, countryside, sustainability, environment, flood control, pollution, climate change, green energy, quality of life, house build requirements, employment opportunities and heritage, etc. within the DLP.

D. Both the IW1 'New Settlement' proposal and the EMP90 'EMAGIC Freeport' sites are derived only from the happy collision, on the one hand with landowners wanting to sell, and on the other, with developers wanting to build – a mere marriage of convenience. It certainly provides no basis upon which to proceed with fundamental regional planning policies. There is no other sound basis for promoting either of these sites. Attempting to create strategic regional planning policies based on a platform of convenient build for profit and shareholder value – in an area already enjoying low unemployment, high levels of development, and to suggest the use of yet more greenfield land – will not result in planning strategies, or policies, that bear even scant scrutiny.

E. The DLP would seem to give no consideration, nor have any policies that look at the effects of cumulative development. Whilst projects individually consider adjacent developments there is no overarching strategy that looks at the region as a whole and the area around East Midlands Airport and M1 Junction 24 in particular in respect of sustainable development and at the curbing of overdevelopment.

F. The enforced shortsighted bias of bringing yet more development to this particular area of N.W. Leicestershire [via LCC, SGP, LLEP, NWLDC Sustainability Appraisal, LLSGP, LIG, etc.] is already in the process of destroying a hitherto strongly rural environment. To continue to support and exacerbate this destruction of heritage and environment will be a crime on the same level of amoral corruption and vandalism as the deliberate and wanton felling of the Sycamore Gap Tree in Northumberland. The only difference being that whilst the Sycamore Gap Tree can be replaced and will mature within a lifetime, once the thousand acre Isley Woodhouse and EMAGIC sites are destroyed here, the heritage of the area will be gone forever.

G. Of particular concern is the lack of publication of Policy Ec2(2) replacement in the present LP and separately, any meaningful modelling of an accurate forecast requirement of Strategic B8 warehousing. It is simply not tenable to produce a DLP that omits both vital policies and modelling that are required to influence the content of a response – and of the DLP itself. Further, it is also concerning that these elements are withheld, insofar as such omissions could lead to unkind speculation that obfuscation and sleight of hand are in play.

H. Missing from the DLP are any policies or strategies designed to preserve and protect agriculture and food production in the region. Both of these activities are the historic engines that have driven our landscape, our rural economy and provided the lifeblood of the region. Whilst we need to progress and evolve we also need our farms. It should be noted that a B8 shed will no more support our farmers that it will support a hedgerow or provide clean air.

J. Also missing from the DLP is any overarching policy or strategy to guide and control transport infrastructure. The regions' Strategic Road Network is already overstretched and envisaged development will break it completely unless major investment is forthcoming. From where will this be found? And how will road safety, already compromised on our country roads, be maintained?

K. There is no proposed policy within the DLP that makes provision for guidance on the social safety and security of large developments, either industrial or community. In the case of the IW1 'New Settlement' proposal it is estimated that the police will require a staff of 20 to service this site alone. They will require accommodation and facilities. This oversight should be remedied and clear policy guidance should be given to potential developers that they will be required to underwrite required social safety and security facilities for all large community developments.

L. NWLDC cannot allow LCC and/or Central Government to browbeat it into producing a Local Plan that is not sustainably deliverable and that can only lead to reducing the region to chaos and unsustainable environmental poverty for those who follow on after 2040.

M. Recently sent to every householder within NWLDC, by NWLDC [along with the Council Tax demand for 2024-25], was a leaflet with a profound message:- *'Love your neighbourhood*. *Working together to make our environment better.'* It read. The Regulation 19 version of the NWLDC DLP must reflect the integrity and sincerity of its own exhortation. If not, then neither the new Local Plan, nor NWLDC, will retain that integrity.

NWLDC Document:-

"PROPOSED POLICIES FOR CONSULTATION"

3. BACKGROUND TO THE LOCAL PLAN

The Leicester and Leicestershire Strategic Growth Plan [SGP].

1. Para. 3.23. states *"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* [EMA] *), as one of several locations for growth…."*

Developed in 2018, the SGP has been driving concentrated growth to the northeast of the county, focused as above. The consequence has been exponential growth in the area having already taken place or being planned to take place, with little or no consideration to the effects of the impacts on infrastructure, environment, habitat, etc, that this cumulative growth has had, and is having, on the locality, particularly around Kegworth, Diseworth and Castle Donington. We are now under siege in this part of the county and this Draft Local Plan, in concert with the SGP and the LLEP, now indicates that we are set to have to further absorb some 75% of the region's employment land requirement and 80% of the region's housing requirement and all within a one mile radius of EMA. This is an Orwellian construct and is unacceptable. **NWLDC cannot stand by and allow the wanton destruction of this rural region, its agriculture, its environment, its biodiversity, countryside, heritage, quality of life and the well-being of its local residents. Your own para. 3.5. in the document refers.**

4. STRATEGY

2. Para 4.4. We support the 11 Plan Objectives listed but think that a 12th. objective needs to be added:- **12. Take notice of the adverse impacts of over-development [cumulative] in any one area by more evenly spreading employment, housing needs and opportunities over the region to better distribute wealth and quality of life. [or words to that effect]. In any event, to apply a principle of proportionality for development to better align with population distribution densities.**

3. Para 4.9. This states that Leicester City Council increased its unmet housing need by 35% in 2020 and claims that it cannot accommodate all of this requirement [18,700 houses] within its own boundaries. That is a massive increase and worthy of challenge, not least because central government is now pushing for urban development as town centres visibly decay. A visit to Loughborough town centre on any working day will confirm, shockingly, that it is now almost a concrete desert – displaying way more shutters than shops. It is in brownfield sites like Loughborough that growth, stimulation and accommodation are needed, not on productive greenfield sites. **NWLDC should challenge the modelling behind these numbers and anyway review them in the light of recent government announcements. Pushing urban development requirements into a rural area 25 miles away from the perceived demand is trying to solve the wrong problem in the wrong way, in the wrong place and is strategically incoherent. It will only create new long term structural problems and will ultimately fail.**

4. Para. 4.11. states that as a consequence of Leicester City's inability to absorb its own housing requirement NWLDC has agreed [or been required?] to accept a part of the shortfall. Thus, the NWLDC housing requirement has increased from a build rate of 481 p.a. to 686 p.a. [see para 5 below], an uplift of 43%. The logic behind this is that, despite the disconnect between Leicester and the N.E. of the county, better employment growth is expected in the northeast. This logic does not bear scrutiny. No sane person now resident and working in Leicester is going to move 25 miles north to then commute 25 miles south. Further, if people were to migrate north for better job prospects, where would the labour required to fill the vacated jobs in the City come from and where would those people live? This is mere smoke and mirrors. We contend that this strategy is simply an attempt to justify the build of the 'Isley Woodhouse' settlement. Leicester City Council and Leicestershire County Council must recognise that this is an unreasonable and unacceptable strategy based on dubious modelling. **NWLDC must recognise that to build a disproportionate number of the county's housing requirement in the north of northwest Leicestershire is both a contrived and unworkable solution that has no logic.**

5. Para. 4.12. The number of 686 houses required to be built per year is worthy of challenge. Derived from the NWLDC Sustainability Appraisal [2022] – this document is a highly subjective series of assumptions, estimates and projections dressed up to produce an exact science. **NWLDC should review and challenge the veracity of this calculation, especially considering present government thinking on housing allocations and placements.**

6. Para 4.15 cites the Leicester and Leicestershire Strategic Distribution Study (2021) as providing the basis for calculating the scale of strategic distribution warehouses [units over 9k sqm – B8]. In common with the NWLDC Sustainability Appraisal, used to calculate the house number requirement, this arrives at a speculative number based, at best, on a subjective 'High End' forecast to which is added a further contingency. **NWLDC should review and challenge the modelling used with a view to determining a more accurate and realistic requirement.**

7. Para 4.16. This para confirms that 50% of the entire county requirement of strategic distribution warehousing [B8 sheds] until 2040, some 106,000sqm - or 40 hectares - is now planned to be sited in NWLDC. This is pernicious and unrealistic. There are 7 Districts within the county. Despite any perception of faster growth occurring in NWLDC [merely a construct of policy, already overheated] to proportionately only allocate the other 6 districts with 8% each is to deprive them of employment opportunity on the one hand and to overburden NWLDC with both eyesore and loss of countryside as well as massive over-development, on the other. **NWLDC should re-visit this policy and insist that a more realistic and even-handed distribution and required development plan is produced.**

8. Para. 4.17 "*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".* This would seem to rather negate the content of para. 4.16 above. If the requirement is not yet known where does the number of 106,000sqm come from? **Clarification required. NWLDC must recognise that it is**

unreasonable to consult when it hasn't yet defined its own policy. It is also indicative that this consultation is premature.

Draft Policy S1.

9. (1). As stated in [our] paras. 4 and 5 above, we challenge the integrity of the 686 housing requirement number. It is based on the high end of an already high assumed number and is further swollen with an additional 10% contingency. **NWLDC should review.**

10. (3). Deferring the requirement of strategic B8 warehousing is unsatisfactory. [see also our comments at [our] paras. 6, 7 and 8 above]. **NWLDC must make this available for consultation.**

11. (4) *For the avoidance of doubt*, we dispute the integrity of the modelling that arrived at the annualised district housing requirement for the five-year land supply and for Housing Delivery being 686 dwellings each year. [see also our comments at [our] paras. 4, 5 and 9 above]. **NWLDC should review this number.**

12. (5) We agree with the five objectives listed [(a) to (d)] and request that a 6th be added:- (e). **Ensuring that no one area in the district is subjected to loss of amenity, countryside or wellbeing by virtue of overdevelopment.**

13. Para 4.24 describes the process by which it was determined that a 'New Settlement' is required at 'Isley Woodhouse'. [Our] Paras 23 to 38 of this response set out in more detail why this is a mis-conceived strategy in the planning of the future housing demand and distribution requirement. **NWLDC should take note**.

5. CREATING ATTRACTIVE PLACES

Policy AP3 Renewable Energy [Strategic Policy].

14. 'If not in Policy AP3, then at an alternative appropriate location within the Draft Local Plan, **NWLDC should publish a policy that mandates that all new buildings must support roof mounted solar panels unless specific exemption is granted within an approved planning approval. If necessary, by the use of Section 106 agreements and/or requesting a statutory change in Central Government policy.**

15. Para. 5.33. Energy hierarchy. This para. describes the hierarchy that must be used to minimise energy consumption in new build properties. Bulit point 3 of this para. states:- *" 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".* **NWLDC should strengthen this policy to make it compulsory and mandate the use of solar roof panels on all new builds – as per suggestion in para 14 above. If necessary, it should prevail upon Central Government to mandate the policy.**

Policy AP5 – Health and Wellbeing (Strategic Policy)

16. We support the 7 actions [(a) to (g)] detailed in the Table at page 39 and would add one further action. **Ensure that rural communities, countryside and the environment are protected from over-development**.

6. HOUSING

Para. 6.6. Policy H1 Housing Strategy [Strategic Policy].

17. As argued elsewhere in this response [our paras. 4, 5 and 9 above], we suggest that **NWLDC review the modelling that determines the housing numbers required and their distribution as determined in policies S1 and S2.**

7. THE ECONOMY.

Para 7.7. East Midlands Freeport.

18. The detailed Protect Diseworth response to the East Midlands Freeport inclusion in the DLP can be found at [our] paras. 42 to 57 below in our response to the '**Proposed Housing and Employment Allocations for Consultation' document.**

19. In essence this argues that the EMP90 site south of East Midlands Airport and east of Diseworth is unnecessary, unwarranted, unwanted, an erosion of heritage, countryside environment and is not compliant with the existing LP Policy Ec2(2) - which we note is not defined in this Draft LP. **NWLDC must recognise that if Policy Ec2(2) is to be changed to suit this site then there is no point in having a Local Plan at all, either the LP is robust, or it is not. In any event the present Policy Ec2(2) is robust and should not be changed to suit the convenience of Freeport designation.**

20. Paras. 7.19 and 7.20 leave Policies **Ec1** and **Ec2** undefined. This is wholly unacceptable. **See comments immediately above.**

21. Para. 7.2.6. Policy Ec4 – Employment Uses on Unidentified Sites. We agree with the requirements and constraints in this policy and request that a further requirement be included in (3):- **That such development does not adversely impact the locality by virtue of over-development.**

Document :-

“Proposed Housing and Employment Allocations for Consultation”

3. Housing Completions and Commitments

Housing need and Supply Summary.

22. Para. 3.7. Table 2 indicates that the region requires a total of 5,600 houses, over and above those already in train, to be built within the duration of the Draft Local Plan [up to 2040]. As stated elsewhere [our paras. 4, 5, 9, 13 and 25] we contend that this number is open to challenge. **NWLDC must review.**

[Para. 3.8 advises that the proposed housing allocation sites for these 5,600 houses are listed in Section 3**. We assume that** t**his is a typo and should read Section 4**].

4. Housing Allocations.

23. Para 4.5. lists the 22 sites on which the 5,693 required houses are to be built by 2040. With 1,900 to be built at Isley Woodhouse [IW1] by 2040 this brings the planned build total to 6,676 units, an ‘over-supply’ of 983 properties – that is, over and above an already ‘high end’ forecast requirement. The table advises that eventually 4,500 properties will be built on the new, rural and isolated ‘Isley Woodhouse’ site [IW1]. In other words, by 2050 80% of the entire regions’ housing requirement will be built in the top northwest corner of the county**. NWLDC must recognise that it is not logical to place 80% of total demand in one corner of the region. It is even less logical to do so when no adequate supporting infrastructure exists. To do either would be a mistake. To do both is to plan for heavy commuting, inefficiency, waste, exorbitant cost and failure. Strategically, house build needs to correlate with housing demand; i.e. build homes where people live and work.**

24. Footnote 9 states that only 1,900 of the target 4,500 houses at Isley Woodhouse will be built by 2040. Whilst this will produce an over-supply of 983 houses it will not sustain the promised addition of schools, surgery, social amenities, light industry, etc. and so will fail as a sustainable development. **NWLDC must produce a plan that is both logical and which actually meets requirements. Further, in light of recent government announcements, to both ease housing target numbers and to encourage greater urban housing development, NWLDC must review their calculated requirements.**

Para. 4.101 New Settlement. Isley Woodhouse IW1

25. There has been no consultation on the naming of this proposed settlement. Whilst perhaps not part of any statutory process, it would surely be diplomatic to involve the people in local communities who will be affected. **Can NWLDC explain who in their organisation decided that they had the remit to provide the name ‘Isley Woodhouse’?**

26. Para. 4.101 quotes NPPF [para.73]:-

"The supply of large numbers of new homes can often be best achieved through planning for….. new settlements …. provided they are well located….".

This proposed settlement fails to meet even this single opening criterion. Planning to build up to 4,500 houses located no more than 300 yards to the south of the runway threshold and Safety Zone of a major regional 24 hour a day operational airport [the only one in Europe and one which claims to be the busiest cargo [heavier, louder, more polluting] night-time operating airport in the UK] and also a significant internationally recognised motor racing circuit, is a plan to fail. To build so close to one of these significant noise generators could be classed as a bad mistake. To build immediately adjacent to both, at once, is nothing short of negligent and would exemplify the very best of bad planning practice if carried through. It is certainly demonstrative that the settlement is not *"..well located*". **NWLDC should revisit and review this proposal with a view to be seen not to fail.**

27. Para 4.103 quotes The Leicester and Leicestershire Strategic Growth Plan [LLSGP] [which sets out strategy for growth across the county]. It says, in relation to Isley Woodhouse, that 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 statement is somewhat confusing. If a 'strategic location', is not in an existing town or village then it must be in a rural location [unless in a city perhaps, or even at sea?]. In any event, the building of this settlement on the site proposed is not compatible with the stated aim of *reducing the amount of development in a rural area*. The chosen site could not be more rural, is outside the Limits of Development and is within designated Countryside. Further, the proposed industrial build element of the settlement is not compliant with Policy Ec2(2). Building such an urban scale town, by its very size, nature and location, will change the historic rural landscape and heritage of the site to one of urban/industrial conurbation, protecting neither villages nor rural areas and which will be in direct conflict with those policies designed to protect 'sustainable' villages. **NWLDC should comply with the LLSGP in respect of the proposed development and accept that plans for the new settlement are outwith both this plan and that of Policy Ec2(2).**

28. Paras 4.104-4.108 describe the methodologies used to 'fix' the proposed development at Isley Woodhouse. The claim that the Leicestershire International Gateway will generate employment at a faster rate than can be accommodated by housebuilding over the next 15 years is at best fanciful and at worst, wholly subjective. The only justification for the build, in reality, is that the landowners are willing to sell and the developers are willing to buy and build. This happy coincidence provides a solution to the imperative for NWLDC to meet an imposed [and questionable] housebuilding target. Truly a riddle wrapped in a mystery inside an enigma. There is nothing strategic here, it is simply a soft option solution posing as a strategic masterstroke. **NWLDC should recognise that building Isley Woodhouse will provide no strategic benefit to either the locality or the region and is derived from the science of convenience only.**

29. Para. 4.109 [pp 63] maps the subject site. We note that the map is cropped such that it fails to picture the site's proximity to Diseworth on its eastern border and to both East Midlands Airport and Donington Park Motor Racing Circuit on its northern border. **This is disingenuous and should be corrected in the final Local Plan submission so as to reveal the true unsuitability of its location.**

30. 4.109 Sub para. 1 [a] pp. 63 states that 1,900 houses at Isley Woodhouse will be built by 2040. A target to meet only 42% of the finished product over a 15-year period renders sub paras b – f as nothing more than a meaningless wish list. 1,900 mixed build properties ranging from market, affordable, self-build, bungalows, sheltered and/or nursing/care homes will not support 4,600 sq. metres of employment floorspace [especially if householders are, allegedly, commuting to the Leicestershire International Gateway employment zone], new schools, doctors' surgery, shops, restaurant, pub, community venues, etc, etc. This is aspirational only and not realistic. **NWLDC must recognise that the result of this build will be an abdication of planning responsibility and will result in the creation of massive problems for those who follow on beyond 2040.**

31. 4.109 Sub para. 2 describes the principles by which the development will be guided and delivered. Again, these statements are aspirational. Given the exceedingly slow rate of projected growth – eleven years beyond the life of this DLP [as stated by the developers], few if any, of the proposed amenities will be achieved until there is sufficient critical mass as the project nears completion in 2051. **NWLDC must recognise that the principles by which the development will be guided will, in very large part, not be met within the duration of the new Local Plan – if at all.**

32. 4.109 Para. 4 is noted. We agree with the principle that [if granted at all] planning permissions will only be allowed if they adhere to an agreed masterplan and design code. **NWLDC must ensure that, in the case of Isley Woodhouse at least, this should be expanded to include a policy/policies that apply draconian sanctions to the developers in the event of non-compliance and/or non-performance.**

33. 4.110. See comments in preceding para above.

34. 4.111. This para. describes infrastructure impacts and mitigations generated by Isley Woodhouse [IW1], Freeport [EMP90] and Castle Donington expansion and how they will impact the local and national road network, as well as sewerage, potable water and electricity supply. We would also include flood prevention. There are significantly more than these three projects in play within our immediate locality and all are/will be vying to use local infrastructure. These should be brought into scope in all transport and services modelling. The reality is that our local road and SRN systems are already at breaking point. We are now reaching the point where local road safety is highly likely to be severely compromised. Further, the land allocated for IW1 and EMP90 covers large areas of the water catchment that flows into Diseworth Brook – which too often floods within the village. Replacing hundreds of hectares of farmland with hardstanding and building will bring a significantly heightened and additional flood risk to the village. The area of land grab is so large that zero impact mitigation will almost certainly prove to be uneconomic. In policy terms, it must be absolute that all new developments have an immutable guarantee in law that no increased risk of flood to existing

properties in the parishes affected, will occur. **NWLDC must develop policies and strategies that properly address issues of cumulative development, particularly in relation to transport, flood, pollution and environmental impacts.**

35. 4.112. This para. addresses the infrastructure requirements that will be generated by the new settlement and defers any detailed strategies to the Regulation 19 version of the Plan. This is unsatisfactory. The ultimate build will generate some 10k plus daily vehicle movements alone. Additionally, there will also be significant generation of commercial traffic to/from the proposed industrial element of the development. The local rural road network is already saturated from the effects of cumulative development projects, is already verging on becoming unsafe and is in danger of becoming simply dangerous. Lack of forward planning will only make it more difficult and more expensive to find solutions as the project matures. **NWLDC must address these issues at this stage. There must be full transparency and consultation with the public. Deferment is neither sensible nor responsible.**

36. 4.113. This para. recommends the build of mixed housing, including affordable housing in an effort to reduce commuting. If the ultimate target for the project is 4.7k homes then there will also have to be a high number of industrial buildings on site to achieve the objective. The idea that only workers for the [proposed] Freeport [EMP90] will live in Isley Woodhouse is a fantasy not born out by any empirical data. Further, given that an element of design here is to absorb the 'overspill' from Leicester City, any argument claiming reduction in commuting activity compounds the fantasy. **NWLDC must accept that this is not a realistic prospect. The reality will be that the settlement will be a dormitory town with high levels of commuting from the start – and its destiny will be to remain a dormitory town.**

37. 4.115. This para. endeavours to assure that the development will be of high quality and will mitigate impacts on the landscape '*as much as possible'* – which won't be very much at all. 4,700 houses is 4,700 houses, however they're dressed up. **NWLDC must accept the consequence of allowing urban development in a rural area. Once lost, the countryside will be gone forever – as will the food production, wildlife and nature that it presently supports and will displace**.

38. 4.116. This para. discusses the proximity of the proposed site to both East Midlands Airport and Donington Park Motor racing circuit [both of these given special status in the Proposed Policies Document at Policy Ec8 and Ec11 respectively, as being important economic generators]. It recognises that both produce '*a significant amount of noise'*. The described solution is to carry out a noise assessment and to build industrial units on the northern border of the site to shield noise from domestic housing. This is nothing more than smoke and mirrors. No cordon of industrial buildings will shield houses from a departing jet at full take-off power at [generally] no more than 300ft above ground level and only a mere 3 or 4 hundred yards or so distant – and even if they did, the workers in those buildings would not be shielded. It is also likely that the industrial units will concentrate and funnel noise into the townscape. Likewise, the noise from the racetrack cannot be effectively mitigated [see also our comments at [our] paras. 26 – 28]. **NWLDC must recognise that to adopt such a plan in pursuit of allowing this development is a plan to fail. Further, it is not possible to triple glaze a garden, an open window or a school playground.**

5. GENERAL NEEDS EMPLOYMENT ALLOCATIONS.

39. Para. 5.1. This para. examines the calculated amount of land required for office and industrial use in the district. Table 3 provides the resultant calculated numbers – 10,500 sqm office space and 114,500 sqm warehousing. No explanation is provided to explain or justify the baseline figures. **NWLDC should rectify this with provision of explanation.**

40. Para. 5.2. This para lists 6 sites to be allocated to meet the calculated figures cited above. Four of these sites, two at Kegworth, one at Castle Donington and one at Isley Woodhouse are all within a one mile radius of East Midlands Airport and M1 junction 24. Between them they are planned provide 75% of the calculated office/industrial land requirement for the entire NWLDC region up to 2040.

This is plainly neither a viable nor a sensible set of choices. Employment opportunities should be distributed evenly and fairly across the region - to where people live in their existing communities. Further, all of these four proposed sites will serve, and be served by Junction 24 of the M1. J24, M1 is already saturated and burdened with heavy use to/from A50, A453, A6 and A42. To add a further substantial burden to this SRN node is a nonsense. It should also be noted that EMP90 [400,000 sqm Freeport allocated land south of A453 at J23A M1] is not included as a site allocated to contribute to the perceived requirement of 125,000sqm of office and industrial space. If that project comes forward then there will be 486,000sqm of industrial space crammed into a one mile radius area in the northeast of the county – a massive over-supply of 390% of the requirement for the entire region for the next 15 years. **NWLDC must review this proposed strategy. It is abundantly clear that the present proposals, allocations, distribution and calculations are absurd, even allowing for Strategic Distribution [B8 sheds].**

41. Paras. 5.3. and 5.4 both concede that the figures quoted at 5.1 are speculative. **We accept that NWLDC will keep these provisions under review and request that we are further consulted when updated figures become available - supposedly in April 2024.**

6. Potential Locations for Strategic Distribution.

42. Para. 6.1. states that "*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*".

This statement recognises that the suitability of a site must take account of 'wider issues' but gives no clarity as to what that might mean. **NWLDC must make it clear that a part of the site selection process will preclude allowing overdevelopment within the locality of any one area of the District and/or further unsustainable stress on infrastructure, including the road network.**

6.3. East Midlands Freeport.

43. Para. 6.3 advises that the Government has 'designated' 100ha of land south of A453, west of J23A M1 and immediately to the east of the conservation village of Diseworth, as a part of the East Midlands Freeport project. It also advises that this land was promoted in the Strategic Housing and Employment Land Availability Assessment 2021 [SHELAA]. The NWLDC comment in the SHELAA [EMP90] at the time stated that :- "*The site lies in an area identified as Countryside in the Local Plan and to comply with current Local Plan policy it would need to satisfy Policy Ec2(2). In view of its scale, it is more likely that a change of policy/strategy would be required*". Policy Ec2(2) in the present Local Plan [LP] states:-

"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.

44. It is therefore clear that development on this site is NOT compliant with present LP planning policy in any of the three tests required to be met by Ec2(2). Not only is there no evidence of an immediate need for employment land, but there would also be significant adverse impacts on the already overstretched local and Strategic Road Network [SRN] and on the historic stand-alone rural setting of the designated conservation village of Diseworth**. No wonder NWLDC wish to moderate this policy. It is not convenient.**

45. Policy Ec2(2) in the Draft Local Plan, now out for consultation, is not defined. Instead the following statement [taken from Proposed Policies For Consultation document para. 7.21] replaces the text in the current plan:-

"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."

46. This is simply quite unacceptable. In considering this site NWLDC are having to face a highly controversial project, under pressure from Central Government and County Hall. To ease the way, it would seem that the existing Policy Ec2(2) problem is being sidestepped. Whilst it cannot be categorically stated that the strategy now is one of 'if the project doesn't fit the

rules, then change the rules', that is the clear inference to be drawn from this DLP statement. **NWLDC must recognise that to remove Policy Ec2(2) from this Draft, if carried forward to the Regulation 19 submission, would totally undermine any integrity in any future Local Plan. Either an LP is robust, or it is not. In any event the present drafting of Policy Ec2(2) is sound and should not be changed. Further, NWLDC should not produce a Draft Local Plan for consultation when no Ec2 policy is offered for consultation. Additionally, when a draft Ec2 policy is available it must be offered for general consultation.**

47. Para. 6.4. Advises that there is pressure to '*develop the site quickly'* as government tax incentives are due to expire in 2026. All the promoters of the Freeport project; Central Government, East Midlands Airport [MAG Group], SEGRO, the Freeport Board, LCC, as well as NWLDC [as the designated planning authority], have consistently stated that the project will have to meet the rigours of full local Planning Committee approval. Attempting to develop the site quickly because tax incentives could be compromised is no way to ensure that due diligence is carried out in the planning process, any more than it is sound planning to develop the site merely because it is there. To succumb to either of these pressures would demonstrate extremely bad planning from which future generations will suffer at length. **NWLDC cannot allow themselves to be rushed or pressurised into adjudicating on this project and must ensure that due process is properly and fully carried out in an objective manner – and in accordance with the LP and other relevant planning policies.**

48. Para. 6.5. This para. exemplifies the perceived benefits, in employment and economic terms, that NWLDC think will be derived from East Midlands Airport, the 'Leicestershire International Gateway' and the government supported Freeport projects. We fundamentally disagree with this prognosis.

*The land area required will not support the strategy. Cumulative development has already swallowed too much countryside and cannot realistically sustain any further erosion.

* Local and SRN networks are already at capacity and will not support the strategy.

*Employment, especially 'quality job' employment will not support the strategy – as is amply demonstrated by the employment profile at the East Midlands Gateway project.

*General infrastructure – pressures on sewerage, electricity supply, flood control, environment, pollution levels, etc., will not support the strategy.

*The cost of infrastructure mitigation requirements are unaffordable, both locally and nationally.

*Existing local plan requirements and policies will not support the strategy.

*Claimed employment numbers and benefits are uncorroborated and highly subjective.

*the concentration of 75% of the entire regional employment requirement of the region in a single one mile radius area is highly flawed and absurd.

*The addition of 400,000 sqm of industrial space [NWLDC SHELAA 2021, EMP90 Page 171], to be provided by the proposed Freeport, makes a nonsense of the entire employment land requirement strategy for Northwest Leicestershire.

NWLDC must reconsider both its industrial warehousing strategy and the wisdom of regarding the Freeport EMAGIC project on the proposed EMP90 site as a significantly positive proposition. It categorically is not.

49. Paras. 6.6 – 6.8. set out to list the difficulties and drawbacks inherent in developing the EMP90 Freeport site.
We argue that the fact that the land has been "designated" as a tax-free zone as a part of the Freeport project should have little, if any, bearing on NWLDC having the freedom to develop an optimum and well considered set of design strategies - allowing for sustainable development and planning in the District up to 2040 through the DLP. If there is no need for this Freeport intervention then it should not be considered. If Government then attempts to impose it, NWLDC [and LCC] should resist it. NWLDC effectively demonstrates in paras. 6.6. to 6.8. that the EMP90 site is inappropriate and unsustainable. **NWLDC should heed their own observations on this proposal. These are well founded and NWLDC should therefore have the courage to reject any planning application relating to EMP90.**

50. In the context of the Freeport, we know that the process adopted by Government was totally opaque and devoid of any democratic consultation. Our efforts to discover why this EMP90 land was included in the Freeport project, and this only at the second submission, have all been rebuffed. Specifically, the Freeport (personally, through its chair, Ms Nora Senior, CBE) refused to give any explanation. Repeated F0I requests to the relevant public authorities have also been refused on grounds including 'commercial confidentiality'. **NWLDC and the Freeport Board must both recognise that this hardly complies with due process.**

51. It should be noted that East Midlands Airport, as owner of part of the EMP90 site, had apparently embarked on a "land-banking" exercise many years ago and together with SEGRO (who it seems has now secured options on the rest of the site), and both of whom are now coincidentally partners in the Freeport project, had been jointly actively promoting the land for development as early as 2020. It is therefore manifestly incorrect for any party to suggest that the Freeport is now the basis for a wish to develop. That commercial intention has been evident for many years, and it is our submission that the Freeport is now simply being used as a "cloak" to ease applications for development. **NWLDC must accept that these actions by EMA/Segro/Freeport, if accepted, will severely undermine the integrity of the planning process in the event that an approval is granted.**

52. It is equally manifestly incorrect to suggest that the designation process in any way considered the impact upon the locality of the EMP90 land, specifically Diseworth. Again, F0I requests have shown no such consideration and further, despite the Minister for Levelling Up (Dehanna Davison) claiming in February 2023 that *"local authorities have been closely involved at every stage of the process ensuring the interests and voices of local people have been represented throughout,"* it appears that the only "*close involvement*," in this context, has been the leaders of the relevant local authorities confirming that they think the Freeport concept is a good idea. Consequently, such a statement appears to be at best misinformed, and at worst, untrue. **NWLDC cannot be seen to be party to such actions.**

53. In introducing its proposals to the Local Plan Committee in Nov '23, a NWLDC planning officer recognised "*the potential for very significant adverse impacts*" on Diseworth should strategic B8 development be permitted on the site. In these circumstances, no planning authority, acting reasonably, could allow impacts of such severity to be outweighed by Central Government diktat promulgated after consultation, not with communities likely to be "*severely affected*," but only with commercial partners whose sole motive is profit. **Whilst we endorse the comments and issues cited in paras. 6.6 to 6.8, NWLDC must take account of the above 4 paras. Further, there should also be recognition that any proposed site must fully comply with all elements of the Local Plan, including Policy Ec2(2) which must be retained in the Draft Local Plan.**

54. Para. 6.9. This para. recognises the fact that Manchester Airport Group [MAG]/East Midlands Airport [EMA] have recently submitted an EIA Scoping request [Ref. 24/00072/EAS] for warehousing [B8, B2 and C1] on the northern half of the EMP90 site, pending a full planning application. The full para. is reproduced below for ease of reference:-

"*Faced with these significant concerns* [see [our] para. 49 and paras. 6.6. to 6.8] *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*". **Having expressed significant concerns about EMP90 land being developed for Freeport purposes how can NWLDC possibly now propose it as a Strategic Distribution site and still retain credibility? These are weasel words that won't do. We understand the NWLDC concerns and urge that they stand firm in support of those – very proper - concerns.**

55. The MAG/EMA application looks to develop some 125,000sqm of warehousing on a part of the EMAGIC Freeport [EMP90] site. NWLDC calculate [Para 5.1. and Table 3 - see our paras. 39 - 40] that the requirement for office space/warehousing in the entire region for the next 15 years is 125,000 sqm. Para. 5.2 lists the 6 sites within the region that are considered best suited to provide this requirement [75% of which are within a mile radius of the EMP90 site] and which provide a total of 127,710 sqms of floor space – a small over-supply**. NWLDC must therefore recognise that the requirement for any further B2/C1 industrial floorspace on the EMP90 site is totally unnecessary.**

56. As is demonstrated in [our] para 55 above, as the EMP90 400,000sqm site would only be required for B8 sheds. NWLDC have resolved their own dilemma. Clearly, to cover the entire site with 9k+ sqm B8 warehousing would be a heinous blight on the landscape, create a massive over-supply and render any planning approval impossible – with, or without Freeport designation. We, and many others, have consistently argued that the destruction of this piece of local countryside is unnecessary, unwarranted and wrong. Whilst we have, to date, adopted a neutral view on the Freeport per se, we have said from the outset that the EMP90 site is neither suitable, nor required. NWLDC have now proved it. **NWLDC must recognise their own logic and take the appropriate decision – to reject both the MAG/EMA application and any Sego/Freeport application, when submitted.**

57. Para. 6.10. advises that, in the event that the Freeport site is developed, the western boundary will be moved east, away from the village of Diseworth, in mitigation. This is not an acceptable solution. It will do little, if anything, to preserve the heritage and landscape adjacent to Diseworth and it will do nothing to limit or mitigate 24-hour continuous noise pollution, light pollution and air pollution visited on both Diseworth and Long Whatton. In any event, given para. 6.9. [see our para. 54] above, this proposal should become academic. [see also our comments at paras. 20 to 22]. **NWLDC must recognise their own logic and so must disallow this Freeport site. It does not comply with current LP requirements and can neither be successfully mitigated, nor sustainably developed.**

10. Environment.

58. Policy En1. In general terms we support the principles enshrined in this Section but note that both IW1 and EMP90, if allowed, will fall woefully short of any capability of showing a biodiversity net gain of 10%. Rather, they will produce a massive degradation of biodiversity in the area - which no amount of mitigation will be able to restore. In net zero and biodiversity terms it makes no strategic sense to destroy something in one location and attempt to mitigate it in another, the primary casualty will still suffer death by a thousand cuts. A far more sound policy would be to protect first and to mitigate second. **We therefore call on NWLDC to adopt a policy of utilising brownfield sites as a first priority and to only even consider greenfield desecration once all brownfield potential has been exhausted.**

Declaration

We understand that all representations submitted will be considered in line with this consultation, and that our comments will be made publicly available and may be identifiable to my name/ organisation.

We understand that an unredacted copy of all representations will be made available to the Planning Inspectorate and to the person appointed by the Secretary of State to conduct the examination.

We acknowledge that we have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Jim Snee

For Protect Diseworth

13th March 2024

Protect Diseworth is a trading name of Wings Communities Limited Which is a company limited by guarantee registered in England with registered number 14243540 and whose registered office is at 27 Old Gloucester St, London WC1N 3AX.
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From: [redacted]
To: PLANNING POLICY
Cc: [redacted]
Subject: EXTERNAL: Draft Local Plan Consultation Response - The Strategic Land Group
Date: 13 March 2024 14:47:36
Attachments: image001.jpg
Publication Consultation Response Form FINAL.pdf
NWL-S171-004b - Consultation Response - March 2024 - Final.pdf
NWL-S171-003c -Development Prospectus - March 2024.pdf

Hello,

Please find attached The Strategic Land Group's response to the Draft Local Plan public consultation.
To further inform this response, I have also attached our Development Statement for Land off Redburrow Lane Packington.
We would be grateful if you could please confirm receipt of this response.

Many thanks,
Michael Shaw
Land and Planning Assistant

[redacted]

The information contained in this E-MAIL and any attachments is confidential and intended solely for the attention and use of the named addressee(s). If you are not the intended recipient, you may not disclose, copy, distribute or retain this message or any part of it without the prior agreement or consent of the sender. If you have received this in error please delete it and inform the sender to avoid transmission problems for the future.

The Strategic Land Group Limited is registered in England and Wales with number 06732112 and has its registered office at York House, 20 York Street, Manchester, England, M2 3BB

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mr	
First Name	Michael	
Last Name	Shaw	
Job Title (where relevant)	Land and Planning Assistant	
Organisation (where relevant)	The Strategic Land Group on behalf of Keith William Goodwin and Sandra Elizabeth Goodwin	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Please see PDF titled *'NWL-S171-004b - Consultation Response - March 2024 – Final'*, submitted alongside this form via email.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 13th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Response to Draft Consultation Documents

Land off Redburrow Lane, Packington

March 2024

Strategic Land Group

Contents

1.	Introduction	3
2.	Draft Policies	4
3.	Draft Housing Allocations	7
4.	Land West of Redburrow Lane, Packington	16
5.	Summary	20
Appendix A – Amended Site Plans		21

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0161 220 2935

1. Introduction

1.1 This consultation response has been prepared by The Strategic Land Group Limited ('SLG') on behalf of the owners of 'Land off Normanton Road' (referred to by the council as 'Land West of Redburrow Lane') in Packington.

1.2 This statement sets out our responses to North West Leicestershire District Council's ('NWLDC') Draft Local Plan public consultation, running from 5th February to 17th March 2024. This response considers the three key consultation documents: Proposed Housing and Employment Allocations for Consultation,[1] Proposed Policies for Consultation,[2] and Proposed Limits to Development for Consultation.[3]

1.3 The Strategic Land Group is a land promotion company specialising in residential developments across the whole of England. This response has been prepared on behalf of SLG by Michael Shaw and approved by Paul Smith.

[1] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Allocations for Consultation*. Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).
[2] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies for Consultation*. Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).
[3] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Limits to Development for Consultation*. Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).

2. Draft Policies

2.1 In this section we respond to the policies set out in the Proposed Policies for Consultation document ('the proposed policies document'), published in January 2024. We have not commented on all the policies set out in the document but have answered those most likely to influence the soundness of the new Local Plan.

Policy S1 - Future Housing and Economic Development Needs (Strategic Policy)

2.2 We agree with the council's observation in paragraph 4.8 of the proposed policies document that the only appropriate starting point for calculating North West Leicestershire's housing requirement is through the government's standard method,[4] as set out in Chapter 5 of the National Planning Policy Framework ('Framework').[5] This figure is also referred to as Local Housing Need. Additionally, as is confirmed in the Leicester & Leicestershire Housing & Economic Needs Assessment (2022),[6] there are no exceptional circumstances to justify an alternative approach.

2.3 We agree that Leicester City's unmet housing need must be taken into account in establishing a housing requirement for NWLDC, as set out in the Leicester & Leicestershire Housing & Economic Needs Assessment[7] and agreed upon by North West Leicestershire and the other Leicestershire local authorities in the Leicester & Leicestershire Statement of Common Ground (SoCG).[8]

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[4] Turley (2023). *The standard method of assessing housing need.* Available at: https://static.turley.co.uk/media/pdf/2023-03/gds0717_-_revised_standard_method_analysis_mar2023_0.pdf (Accessed 26th February 2024).
[5] Department for Levelling Up, Housing and Communities (2023). *National Planning Policy Framework.* Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2 (Accessed 26th February 2024).
[6] Iceni Projects Limited (2022). Leicester & Leicestershire Housing & Economic Needs Assessment: Final Report. Available at: https://www.llstrategicgrowthplan.org.uk/wp-content/uploads/2022/07/Final-HENA-Report-June-22.pdf (Accessed 26th February 2024).
[7] Ibid.
[8] Leicester & Leicestershire Authorities. Leicestershire County Council (2022). *Statement of Common Ground relating to Housing and Employment Land Needs.* Available at: https://www.llstrategicgrowthplan.org.uk/latest-updates/publication-of-statement-of-common-ground-relating-to-housing-and-employment-land-needs/ (Accessed 26th February 2024).

2.4 However, we note that Leicester City's unmet need is only being reflected for the period up to 2036, whilst North West Leicestershire's new local plan period runs to 2040. Such is the magnitude of Leicester's shortfall, as acknowledged in the SoCG,[9] there is no reason to believe the City will be in a position to meet its housing need beyond 2036. North West Leicestershire's housing requirement of 686 dwellings each year should therefore be increased to take that additional four year period into account.

Policy H1 – Housing Strategy (Strategic Policy)

2.5 Any figure used for the housing supply flexibility allowance should factor in the likelihood of shortages appearing in the housing land supply, and should be based on existing evidence around established lapse rates for housing planning applications and other factors which may prevent the delivery of new homes.

2.6 The policies document proposes a flexibility allowance of 10% for the new Local Plan. This is close to the North West Leicestershire Local Plan's ('the adopted plan') flexibility allowance figure of approximately 9%.[10]

2.7 Although, to date, the existing Local Plan has delivered on its objectives, delivery rates for new homes tend to peak early on in the plan period as applications are submitted on newly allocated sites. This is evident in North West Leicestershire, as the authority has delivered noticeably fewer homes between 2018/2019-2022/2023 (3,030) than it did between 2011/2012-2017/2018 (4,440). The same pattern is likely to be repeated for the new Plan. The adopted 9% flexibility allowance may therefore prove to be insufficient for the Plan period as a whole.

2.8 In addition, as we explain in paragraphs to 3.6 to 3.39, the make-up of the proposed housing land supply for the new Plan-period is subject to a higher-

[9] Ibid.
[10] North West Leicestershire District Council (2017). *North West Leicestershire Local Plan: Paragraph 7.24*. Available at: https://www.nwleics.gov.uk/pages/local_plan (Accessed 26th February 2024).

than-normal degree of delivery risk. Unless the choice of allocated sites is changed to reduce the risk profile of the sites, a higher flexibility allowance will be required.

2.9 Overall, therefore, we believe the new Local Plan should provide a 20% flexibility allowance, which would require the delivery of a further 1,139 new homes.

2.10 A report to the Communities Secretary and to the Minister of Housing and Planning, produced by the Local Plan Experts Group (LPEG) in 2016 states:

> *…local plans should be required not only to demonstrate a five year land supply but also focus on ensuring a more effective supply of developable land for the medium to long term (over the whole plan period), plus make provision for, and provide a mechanism for the release of, developable Reserve Sites equivalent to* ***20%*** *of their housing requirement.*[11]

2.11 This report was based on a Call for Evidence which received a large number of responses and was examined by experts in both land and planning, making its recommendations the most relevant and authoritative on the topic of effective plan-making.

2.12 Therefore, we believe the 10% flexibility allowance proposed for the new Local Plan provides an inadequate contingency to ensure the housing requirement is met. Rather, we agree with LPEG that 20% of the housing requirement must be the absolute minimum flexibility allowance which should be included in the new Local Plan.

[11] Local Plans Expert Group (2016). *Report to the Communities Secretary and to the Minister of Housing and Planning*. Available at: https://www.gov.uk/government/publications/local-plans-expert-group-report-to-the-secretary-of-state (Accessed 26th February 2024).

3. Draft Housing Allocations

3.1 In this section we respond to the policies set out in the Proposed Housing and Employment Allocations for Consultation document ('the proposed allocations document'), published in January 2024. We have not commented on the employment section of the document, instead focussing on the housing allocations most likely to influence the soundness of the new Local Plan.

Housing Allocations

3.2 Taking into account completions and commitments to date, the plan is aiming to deliver 5,693 new dwellings. Although the new allocations will apparently deliver 6,676 homes (including 1,900 homes at Isley Woodhouse)[12], as the report to the Local Plan Committee from January 2024[13] explains, this includes 1,200 homes at Money Hill which are to be re-allocated and are therefore already counted as committed development. Adjusting for that, the net number of new homes allocated is actually 5,476 – a shortfall of 217 against the plan target.

3.3 We also have concerns about the suitability and deliverability of a number of the sites proposed for allocation, which are set out in detail below.

3.4 To ensure the Plan is sound, and can effectively deliver, additional sites should be allocated sufficient to deliver at least 217 homes plus any extra dwellings which are needed as a result of the deletion or amendment of other sites which are currently proposed for allocation and any extra dwellings which are needed as a consequence of increasing the flexibility allowance.

[12] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Allocations for Consultation.* Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).
[13] *Allocations Committee Report, 17th January 2024.* Available at: https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=344&MId=2549 (Accessed 26th February 2024).

3.5 Whilst NWLDC's preferred approach may well be to have a larger amount of development in the Principal Town, the distribution of housing should be informed by the availability of land. As paragraph 69 of the National Planning Policy Framework (NPPF) notes, the availability of land should be the starting point for judgements about the distribution of new homes:

> *Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites* (our emphasis).

3.6 Notwithstanding NWLDC's preferred distribution of development, we agree with the assessment in the January Local Plan Committee report that there are particular constraints that mean delivering further dwellings from the Principal Town is unlikely to be possible. We also note that the Key Service Centres are already planned to deliver significantly more than their targeted share of housing growth, and that the challenges of commencing delivery which are inherently part of a New Settlement make it an unlikely source for additional delivery. The unavoidable conclusion, therefore, is that the bulk of the 271-home shortfall will need to be delivered in the Sustainable Villages.

Land at Broom Leys Farm, Broom Leys Road, Coalville

3.7 This site was only added as a draft housing allocation on 17th January 2024, having been considered unsuitable for allocation just 2 months previously in the report to the November 2023 Local Plan committee.[14] There has been no change in circumstances to indicate that this site is now suitable for development.

[14] North West Leicestershire District Council Local Plan Committee (2023). *New Local Plan - Proposed Housing and Employment Allocations Committee Report, 15th November 2023*. Available at: https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=344&MId=2548 (Accessed 26th February 2024).

3.8 The land at Broom Leys Farm is also located in an Area of Separation (Policy En5) in the adopted plan.[15] According to the Area of Separation Review (2019), the site:

> *…forms an important part of the retained physical gap and separation between the urban area of Coalville west of the A511 and the suburban development of Broom Leys Road/Greenhill to the south and east…*[,] *makes a notable contribution to the landscape setting of the Broom Leys Road area of Coalville… [and] makes a notable contribution to the open character of the undeveloped land to the south of the disused mineral railway and up to the edge of the development on Broom Leys Road.*[16]

3.9 The Coalville Urban Area Site Assessment acknowledges that, regardless of the contribution of any individual part of the Area of Separation:

> *The [Area of Separation Review] recommends that such areas be retained so as to prevent the erosion of the Area of Separation as a whole.*

3.10 Officers recognised all this in their November committee report, noting that "*development would be likely to have a significant effect on the open character of this part of the AoS"* and concluding that the site was not suitable for development.

3.11 By January, without any further evidence being produced, that position had apparently changed and the site was proposed for allocation. The decision to allocate the site for development was justified with the observation that *"In the absence of any other alternative site at this stage, it is considered that*

[15] North West Leicestershire District Council (2017). *North West Leicestershire Local Plan*. Available at: https://www.nwleics.gov.uk/pages/local_plan (Accessed 26th February 2024).
[16] The Landscape Partnership (2019). *Area of Separation Study: Coalville Urban Area*. Available at: https://www.nwleics.gov.uk/pages/local_plan_review_evidence_base (Accessed 26th February 2024).

the site should be allocated."[17] The language used reveals the unsuitability of the choice, but it is also an unnecessary one. There are viable alternative sites to be considered outside of the Coalville Urban Area. If there are insufficient suitable sites to deliver the proposed distribution of development, then the distribution of development should be changed rather than unsuitable sites being allocated for development.

Broad Location West Whitwick

3.12 The council confirms that the sites which make up this broad location in West Whitwick are in different ownerships and will require co-operation between the various landowners, which has not yet been agreed.[18]

3.13 According to the housing and economic land availability assessment section of the Planning Practice Guidance:

> *A site can be considered available for development, when, on the best information available (confirmed by the call for sites and information from land owners and legal searches where appropriate), there is confidence that there are no legal or ownership impediments to development.*[19]

3.14 A significant ownership impediment to the availability of this site is the lack of landowner agreement to jointly develop this broad location. As co-operation is essential,[20] without which most of the land becomes unfeasible, this is a central issue to the site's allocation.

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[17] North West Leicestershire District Council Local Plan Committee (2024). *New Local Plan - Proposed Housing and Employment Allocations Committee Report, 17th January 2024.* Available at: https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=344&MId=2549 (Accessed 26th February 2024).
[18] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Allocations for Consultation, Paragraph 4.36.* Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).
[19] Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government (2014). *Housing and Economic Land Availability Assessment: Paragraph: 019 Reference ID: 3-019-20190722.* Available at: https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment (Accessed 26th February 2024).
[20] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Allocations for Consultation, Paragraph 4.36.* Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).

3.15 For the same reason, this site cannot be defined as deliverable as per the NPPF as *"sites for housing should be available now."*[21] This site is not.

3.16 To be considered "developable," the NPPF requires that a site must have "*a reasonable prospect that they will be available.*" Again, this is not the case. There is no "reasonable prospect" that the site will be available – just a hope.

3.17 As NWLDC observe, "*there is no guarantee that it will be possible to bring forward the Broad Location in its entirety.*"[22] Therefore, this allocation is at significant risk of failing to deliver the contribution of 500 homes towards the housing requirement. Alternative or additional sites must be considered for allocation elsewhere in North West Leicestershire.

Coalville Town Centre Regeneration

3.18 The proposed allocations document sets out that 200 homes will be delivered on as yet undetermined sites in the town centre of Coalville. Only 28 homes have been identified to contribute towards this figure of 200 new homes so far, at Needham's Walk mixed-use leisure development.[23]

3.19 Without specific sites having been identified, this element of supply is, in effect, a windfall allowance. Paragraph 72 of NPPF explains that a windfall component to housing supply is only appropriate when there is "*compelling evidence that they will provide a reliable source of supply*."

3.20 There is currently no evidence that this number of homes can be delivered. That is, perhaps, why the original proposed allocations from November 2023 included no such allowance. As officers recognised in January, "*more work*

[21] Department for Levelling Up, Housing and Communities (2023). *National Planning Policy Framework (page 69).* Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2 (Accessed 26th February 2024).
[22] North West Leicestershire District Council Local Plan Committee (2024). *New Local Plan - Proposed Housing and Employment Allocations Committee Report, 17th January 2024, paragraph 5.11.* Available at: https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=344&MId=2549 (Accessed 26th February 2024).
[23] Planning Application Reference: 22/00819/FULM

will need to be undertaken to establish exact numbers and also which specific sites should be identified."

3.21 Without that robust evidence, this source of supply should be removed from the Plan.

Land at Isley Woodhouse

3.22 The new settlement of Isley Woodhouse is allocated in the new local plan, with a total capacity of 4,500 homes. According to the proposed allocations document,[24] Isley Woodhouse is set to deliver 1,900 homes by the end of the plan period. There is no live planning application for any of the homes, services, or facilities that this new settlement would supply, and there is unlikely to be until at least the anticipated adoption of the new Local Plan in October 2026.[25]

3.23 According to Start to Finish,[26] a report by planning consultant Lichfields, schemes of this size on average do not deliver the first home until 8.4 years after validation of the planning application. This means this site's first completion will likely be in early 2035. As the average annual build out rate for a site of this size is around 137 dwellings per annum, not all of the anticipated 1,900 dwellings can be expected to deliver within the plan period.

3.24 Isley Woodhouse is the first addition of a new settlement in North West Leicestershire. This will be a complicated process, with a high probability of delays. The timescale for delivery set out above may therefore even prove to be optimistic.

[24] North West Leicestershire District Council (2024). *Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Allocations for Consultation*. Available at: https://www.nwleics.gov.uk/pages/local_plan_review (Accessed 26th February 2024).
[25] North West Leicestershire District Council (2024). *Local Development Scheme 2023– 2026*. Available at: https://www.nwleics.gov.uk/pages/local_development_scheme (Accessed 26th February 2024).
[26] Lichfields (2020). *Start to Finish: Second Edition*. Available at: https://lichfields.uk/content/insights/start-to-finish (Accessed 26th February 2024).

3.25 A practical parallel can be drawn from the nearby Leicestershire local authority of Harborough and its two proposed Strategic Development Areas (SDAs) of Lutterworth East and Scraptoft North which were both allocated in the Harborough Local Plan adopted in April 2019.

3.26 The County Council-owned Lutterworth East was expected to deliver 2, 750 new homes. Planning permission was forecast to be granted in the summer of 2019, with the first homes being occupied in 2023. However, planning permission was not granted until May 2022, and there has yet to be any development activity on site. At best, the first home is unlikely to be occupied before 2026.

3.27 Scraptoft North was expected to deliver 1,200 new homes. An outline application for the site, submitted in 2019, has yet to be determined. The council expected delivery of new homes to start in 2026, but based on the application being approved in 2022. It is therefore unlikely that any new homes will be completed before 2028.

3.28 In both cases there are no doubt specific circumstances which account for those delays. But the nature of large-scale developments such as this is that there is always something that leads to delays.

3.29 The new settlement of Isley Woodhouse is demonstrably unlikely to deliver 1,900 in the plan period, and additional or alternative sites elsewhere in North West Leicestershire should be allocated for new homes.

Former Hermitage Leisure Centre, Silver Street, Whitwick

3.30 To our knowledge, there has been no consultation with Sport England about the appropriateness of re-developing this site for new homes. Without compensatory provision, it is highly likely that they will object to the proposal, highlighting the site's unsuitability for development.

3.31 An alternative or additional site which does not remove sports provision should therefore be identified elsewhere in North West Leicestershire.

Land South of Normanton Road, Packington

3.32 Only one of the nine sites considered in Packington received a draft allocation in the proposed allocations document: Land South of Normanton Road, Packington (Housing Code: P4), expected to deliver 18 new homes.

3.33 We have doubts as to whether 18 homes can actually be accommodated on the site. Given its small size, it is unclear how the requisite 10% net gain in biodiversity can be achieved without reducing the number of homes to delivered.

3.34 That is particularly important as we believe that 18 homes is already too few for a settlement of Packington's size across the whole of the plan period.

3.35 As of 2021, Packington had approximately 360 households.[27] The addition of 18 new homes via the draft allocation would grow the number of households in Packington by approximately 5% - equivalent to around 0.33% per annum over the plan period as a whole. By comparison, when comparing the new Local Plan's housing requirement figure of 12,456 with the total number of households across the borough (44,971[28]), the overall level of housing growth expected across the borough as a whole equates to 27.6%, an annual growth rate of 1.84% across the plan period.

3.36 Packington is also anomalous within the 17 settlements in the Sustainable Village tier. Despite being ranked 6th for sustainability in the Settlement Study[29], Packington is only expected to deliver 18 new homes – fewer than any other Sustainable Village with a proposed housing allocation in the draft Local Plan. Indeed, Ravenstone (50 homes), Oakthorpe (47), Heather (37)

[27] Office for National Statistics (2024). *Census 2021*. Available at: https://www.ons.gov.uk/census (Accessed 26th February 2024).
[28] ibid
[29] North West Leicestershire District Council (2021) *Settlement Study*. Available at: https://www.nwleics.gov.uk/pages/local_plan_review_evidence_base (Accessed 26th February 2024).

and Appleby Magna (32) are all expected to deliver more new homes than Packington despite being less sustainable.

3.37 Therefore, we consider that Packington can and should deliver more new homes. As this site is only able to deliver a small number of homes (and we consider 18 homes to be an over-estimate of its capacity)we do not consider it to be a suitable allocation. That is especially true given the availability of other, equally if not more suitable, sites in Packington which could deliver a larger number of homes, and more proportionate growth for a settlement of this sustainability.

Summary

3.38 Based on the above assessment of the new local plan's draft housing distribution, several sites in the Principal Town will fall away, in addition to a significantly reduced delivery figure for the new settlement of Isley Woodhouse.

3.39 This means around 2,181 of the 6,676 homes to be delivered through allocated sites are either unsuitable or at a material risk of failing to deliver. Those sites which are unsuitable for development should be deleted from the draft Local Plan and replaced with suitable sites, even if that results in the distribution of new homes being revisited. NWLDC should also give serious consideration to removing those sites where delivery is at significant risk and replacing them with lower risks sites. Alternatively, or in addition to those changes, to reflect the high-risk profile of such a large proportion of the housing supply NWLDC should also increase the flexibility allowance to 20% (for the reasons we explain at paragraphs 2.9 to 2.12).

4. Land West of Redburrow Lane, Packington

4.1 SLG are working with the owners of an area of land to the south of Normanton Road / West of Redburrow Lane ('the subject site'), shown edged in red at figure 4.1 and known the council as site P7. It comprises one land title, amounting to c. 2.02 hectares. We consider it to be suitable for residential development.

Figure 4.1: Site Boundary

4.2 It is always our intention to work closely with local authorities to ensure that the sites we are promoting deliver on their objectives as well as ours, and that we can deliver high-quality schemes. Indeed, local councillors have often complemented us on the quality of our proposals. In reference to one of our planning applications, a planning committee member noted " *You have been very careful and done your homework about delivering good quality*

housing, which this committee is dedicated to doing." Similarly, a local councillor has commented about one of our projects that "*It's nice to see a developer come forward with such a quality proposal. I think this project has got some real legs in making a proper small community*."

4.3 Our first step was to submit details of the site to the council in March 2023, followed by a discussion with the council's Planning Policy Team on 19th April 2023.

4.4 Those submissions noted that the site is currently a Countryside designation, bordering the proposed Limits to Development in the new local plan. The site lies in a sustainable location for housing, located close to Packington CofE Primary School Recreation Ground (700m) and Packington Memorial Hall (740m).

4.5 Vehicular access is being considered via a simple T-junction on Normanton Road. This would provide for a visibility splay in both directions which is appropriate for the 30mph speed limit.

4.6 Our initial assessment confirms that there are no technical constraints which would prevent development of the site. This has been set out in a Development Statement submitted to the council.

Site Assessment

4.7 The subject site was assessed by the council in preparation for this consultation (Housing Code: P7). The assessment is positive, with the council raising only one concern relating to townscape, landscape, and visual sensitivity:

> *It is likely development of the site will have an impact on sensitive landscape and/or townscape characteristics, and it is possible that it cannot be mitigated to an acceptable level.*

> *Development of the front part of the site, in line with the development to the west, would have less of an impact than development of the whole site which would project further into the countryside to the south. However, the site as promoted would encroach significantly into the countryside to the south.*[30]

4.8 We agree that the appropriate limits to development for the site are in line with the existing extent of built form on the adjoining Century Drive development. We have not, as NWLDC state, been promoting a larger part of the site. This would appear to be due to a misinterpretation of the concept plan submitted to NWLDC.

4.9 There are, of course, different interpretations of "development." This could be taken to mean simply build form – the homes and associated roads – and exclude green infrastructure, like open space, attenuation ponds and wildlife planting. At the other extreme, it is possible to interpret "development" as everything associated with the site – including green infrastructure. We have attempted to discuss this with officers to clarify their interpretation, but unfortunately without success.

4.10 In an effort to resolve this confusion, we have therefore prepared two new concept drawings reflecting those two interpretations.[31] These drawings, which can be found at Appendix A, illustrate how the development of the site would not encroach upon the countryside to the south. We would be content to continue promoting the site on the basis of either of those proposals or, indeed, any alternative approach that the council felt appropriate.

4.11 Option 1 keeps the build line for homes and roads in line with the rear of properties on Century Drive, with the land beyond opened up to public access as open space, including the proposed drainage pond and wildlife planting to ensure a 10% net gain in biodiversity can be delivered within the

[30] Ibid.
[31] Ibid.

boundary of the site. This approach would allow around 35 new homes to be delivered on the site.

4.12 Option 2 also keeps the extent of development in line with the rear of properties on Century Drive, but leaves the land beyond in its current use as grazing paddock. The necessary open space, attenuation and wildlife planting would be delivered within the northern area containing the homes. This results in a reduced quantum of open space, but to a level that is still appropriate given the scale of the development. Around 30 new homes could be delivered in this way.

4.13 We therefore believe that the Site Assessment should be updated to reflect that we are not promoting the southern-most part of the site for housing development. As a result, there are therefore no reasons why the site could not be allocated for housing development.

4.14 Furthermore, given our previous comments at paragraphs 3.34 to 3.37 regarding the appropriate level of growth for Packington, we believe this site should be allocated in place of the currently proposed allocation site in Packington south of Normanton Road (known as site P4).

5. Summary

5.1 Our comments on the emerging Local Plan can be summarised as follows:

5.1.1 The proposed housing requirement is too low as it does not take into account need in Leicester City beyond 2036.

5.1.2 The higher-than-normal risk profile of the proposed housing supply combined with the tendency for housing delivery rates to peak early in the plan period indicates that a 20% flexibility allowance is appropriate.

5.1.3 The proposed distribution of homes across the borough is inappropriate having regard to the availability of sites. It results in development in unsuitable, less sustainable locations in an effort to achieve the desired distribution of development.

5.1.4 In particular, the level of growth proposed for the village of Packington is too low given its size and sustainability.

5.1.5 A number of the proposed allocations are unlikely to be deliverable and should be removed.

5.1.6 A number of the proposed allocations are unsuitable for development and should be removed.

5.1.7 The council's assessment of the land at Redburrow Lane (known as site P7) contains a factual error. There are no impediments to the site's development, and it should be allocated.

Appendix A – Amended Site Plans

B/Z
BUILD ZONE
BUILD ZONE
LAP
OPEN SPACE/ BNG
ATTENUATION
Option 1
0
25
50
75
100m

B/Z
BUILD ZONE
BUILD ZONE
ATTENUATION
LAP
RETAINED GRAZING LAND
Option 2
0
25
50
75
100m

Strategic
Land Group

The Strategic Land Group Limited. Registered Office at York House, 20 York Street, Manchester M2 3BB. Registered number 06732112

Land off Redburrow Lane, Packington

A sustainable choice for new homes in Packington

March 2024

Strategic Land Group

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Land Group

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Contents

Introduction	04
Site and Surroundings	07
Technical Considerations	08
Design Proposals	16
Development Benefits	20
Conclusion	22

Introduction

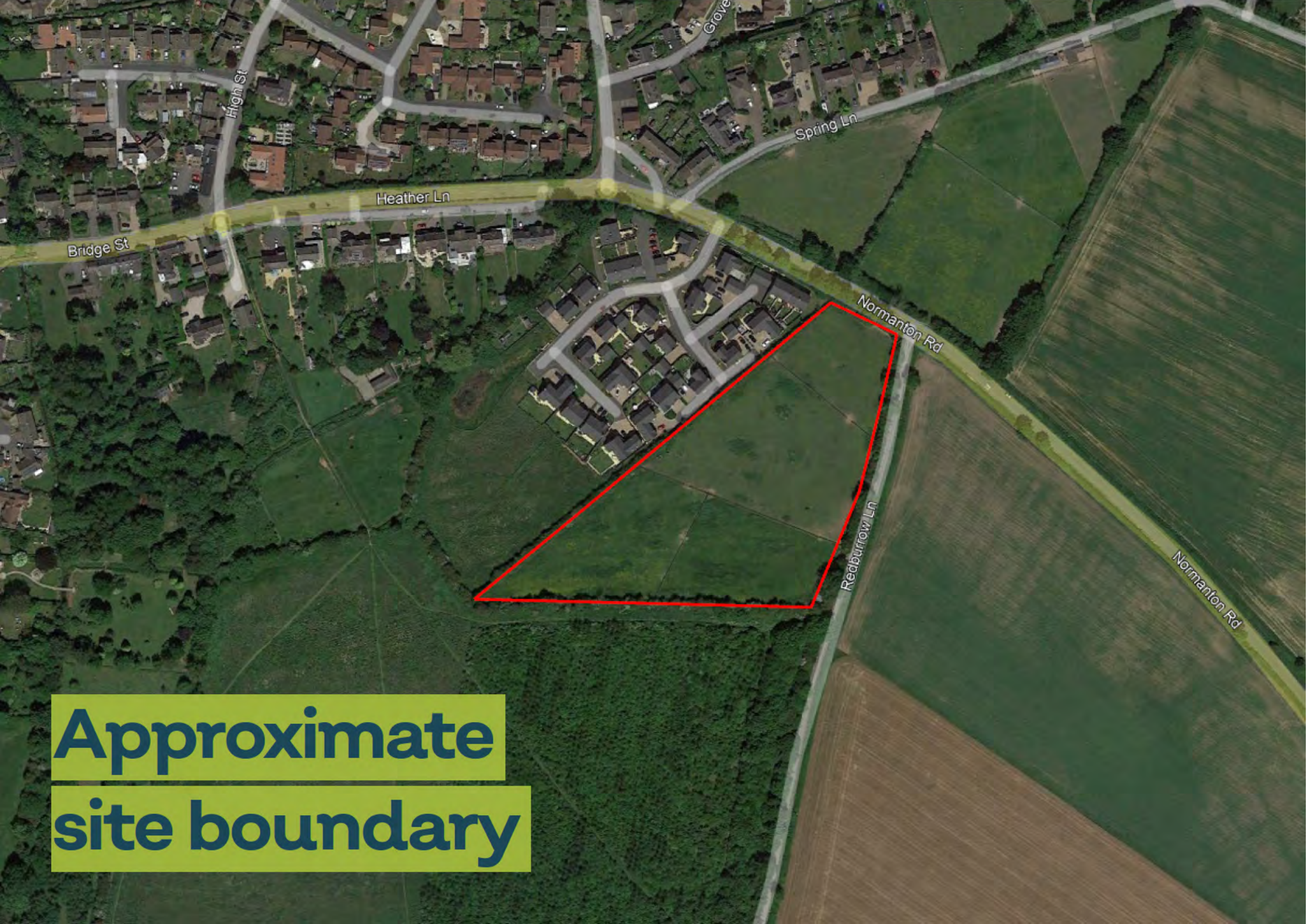
This section explains the purpose of the document, and the site to which it relates.

The land adjoining Normanton Road in Packington is being promoted for housing development by The Strategic Land Group, a company with a track record of promoting strategic sites through the planning system before selling to a developer.

The site is capable of providing a range of attractive family homes benefiting from the highest standards of design and layout. It could deliver between 30 and 35 new homes and new areas of public open space.

This Development Statement presents a thorough analysis of the site context and the technical considerations for developing it. A range of technical assessments have been used as the basis for identifying constraints and opportunities in order to develop an illustrative master plan that compliments the characteristics and valued aspects of the site and the surrounding area.

View west across the site


High St
Spring Ln
Heather Ln
Bridge St
Normanton Rd
Redburrow Ln
Normanton Rd
Approximate
site boundary

Site and Surroundings

Site

The site is located to the south of Normanton Road in Packington close to the junction with Redburrow Lane. It totals approximately 2.02 hectares and is shown edged in red on the plan on the previous page.

Post and rail fencing divides the greenfield site into four separate paddocks which are used for grazing ponies. All of the site's external boundaries are marked by existing hedgerows.

Access is currently taken in the south-eastern corner through a field gate onto Redburrow Lane.

Generally flat, the site rises up slightly towards the southern boundary.

Surroundings

Packington is identified as a Sustainable Village in the most recently adopted Local Plan for North West Leicestershire. As such, it represents a suitable location for new development.

The site relates well to the existing built form of the village, with the western boundary of the site adjoining a new build development completed by Peveril Homes around three years ago.

The northern and eastern site boundaries adjoin existing adopted highway, while the southern boundary is marked by a substantial area of woodland. This results in the site feeling well contained.

The view north across the site from the existing access

New build homes on Century Drive adjacent to the site's western boundary

Technical Considerations

This section summarises the contents of this document and considers the suitability of the site for residential development.

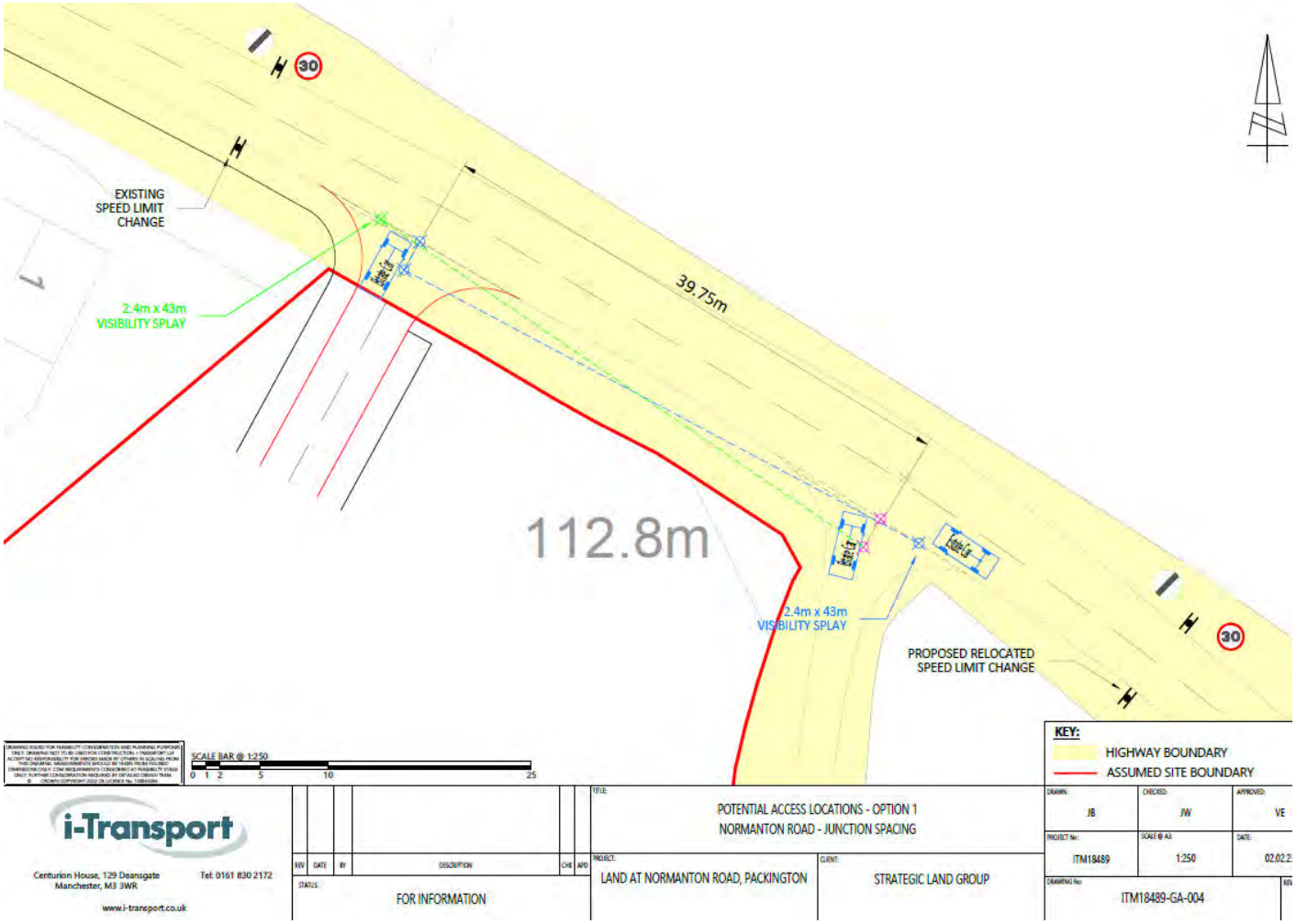
Highways and accessibility

Access to the site has been considered by iTransport taking into account the requirements of the Leicestershire Highway Design Guide. Their proposed design is shown on the plan on the next page.

The preferred solution is to take vehicular access on to Normanton Road via a simple T-junction. This would provide for a visibility splay of 2.4m x 43m in both directions, appropriate for a 30mph speed limit. The existing 30mph zone would be extended to the east beyond the site's boundary.

Locating the access in this location maximises the separation between existing junction at Century Drive and Redburrow Lane. Analysis by iTransport shows the visibility splay would not be obstructed by a vehicle waiting at the Redburrow Lane junction, and vice versa, as required by the Highway Design Guide.

There are no particular capacity constraints to the local highway network although this would need to be demonstrated in detail within a Transport Assessment to accompany any planning application, with



Proposed access design prepared by iTransport

mitigation measures proposed where needed.

Pedestrian access would be delivered through a new footway connection between the site access and Normanton Road which will tie into the existing footway at Century Drive. Based on the existing level of footway provision on Normanton Road and the scale of development proposed, it is considered that a single footway on the southern side of the road would be sufficient.

As expected for a Sustainable Village, Packington provides a good range of services facilities. Packington CofE Primary School (650m), Daybreak Services General Store (760m), the Bull & Lion Pub (320m), Recreation Ground (700m) and Packington Memorial Hall (740m) are all within a comfortable walking distance.

For journeys further afield, a bus stop is located 320m away by the Bull & Lion. This is served by the hourly 19 service, providing access to Ashby-de-la-Zouch (in 8 minutes), Measham (5 minutes) and even Burton (1 hour 4 minutes). Secondary schools and sixth form college are located in nearby Ashby

Cycle journeys have the ability to replace car trips for journeys of up to 8km, which can be comfortably cycled by most people in half an hour. Although there are no designated cycle routes in or near Packington it is possible to easily reach Ashby-de-la-Zouch, Measham, Coalville and Overseal using the road network.

All of the land required to form the vehicular and pedestrian access falls within the site boundary or the current limits of the adopted highway with no third party land being required.

There is therefore no reason in highways terms why the site could not be developed

Ecology

As a result of the grazed nature of the land, it is dominated by improved grassland, which offers no cover for wildlife and is of low ecological value. There was not considered to be any suitable habitat for Great Crested Newts while a survey in 2016 found no evidence of badger activity.

The majority of the ecological value of the site is represented by the hedgerows and trees along the perimeter. Although a survey in 2016 found the hedgerows to be species rich, it concluded that they did would not be classed as "important" under the Hedgerow Regulations. Despite this report being somewhat dated, there is no reason to suspect the position has changed.

A small section of hedgerow would need to be removed to provide access to the site, but the vast majority would be retained and reinforced. In addition, new tree and hedgerow planting within the proposed development will help to deliver a net gain in biodiversity as well as contributing to the wider area's green space network.

These features will all be accommodated in the masterplan as part of a new landscaping scheme incorporating a range of native species and creating a variety of new habitats. This will include designing the site's surface water drainage system so as to provide new aquatic and semi-aquatic habitats. Through measures like this, any development would look to achieve a 10% net gain in biodiversity value.

The River Mease, which is both a Site of Special Scientific Interest (SSSI) and a

Special Area of Conservation (SAC), lies around 300m beyond the site's western-most point. The site is sufficiently far removed from the river not to have any direct impact upon it. The nutrient neutrality implications are considered in the "Flood Risk and Drainage" section of this document.

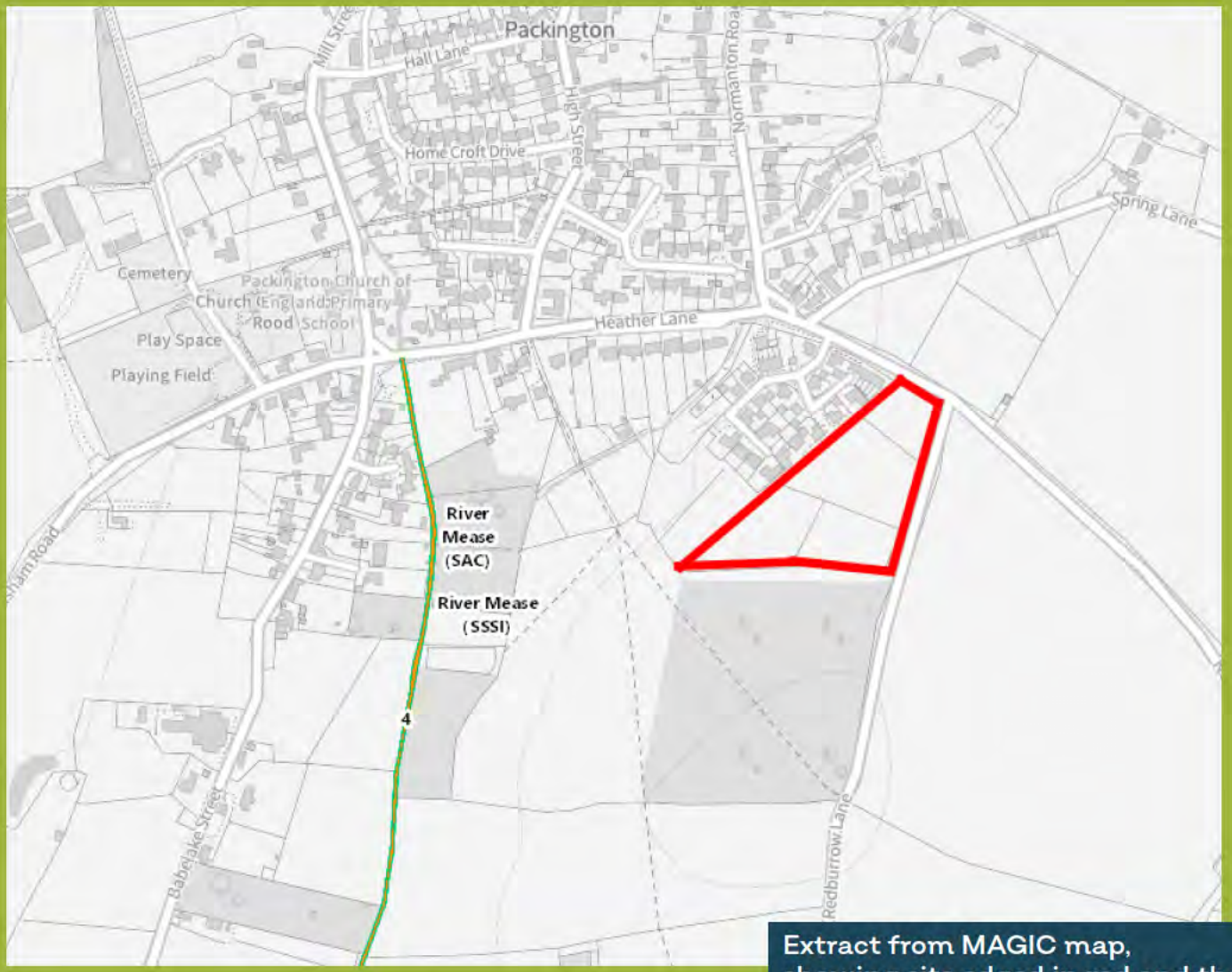
There is therefore no reason in ecological terms why the site could not be developed.

Flood Risk and Drainage

The Environment Agency's food map for planning confirms that the site falls within Flood Zone 1, and is therefore considered suitable for residential development.

Any development would incorporate a sustainable drainage system ('SuDS'). This would be designed to limit surface water flows to the greenfield run-off rate plus an allowance for climate change, so as not to increase the risk of flooding either on the site or elsewhere.

As development would increase the impermeable area of the site, it is likely that storm water will need attenuating as part of any scheme. That could be done by way of a



Extract from MAGIC map, showing site edged in red and the River Mease SSSI and SAC.

storage pond in the south-western corner of the site, which could be designed in such a way as to also provide ecological benefits.

From the storage pond, surface water would be discharged in accordance with the following SuDS hierarchy:

1. Into the ground (via infiltration).
2. Into a watercourse.
3. Into a surface water sewer.
4. Into a combined sewer.

Infiltration may be a technically acceptable solution subject to further investigations of ground conditions. While nearby watercourses and surface water sewers may also provide a potential point of discharge.

Further investigation is required to identify the exact point of discharge for surface water drainage. However, it is clear that the site can be satisfactorily drained.

In common with much of North West Leicestershire, the site falls within the catchment of the River Mease. Based on current advice from Natural England, any new housing development within the catchment will have to show that it is nutrient neutral,

Extract from the Environment Agency's Flood Map for Planning, showing site edged in red and the nearby areas of flood risk.

and won't increase the amount of phosphate pollution entering the river.
Severn Trent Water are progressing plans to improve the wastewater treatment works in Packington and Measham which should address this issue. Those works are due to be completed by 2027.

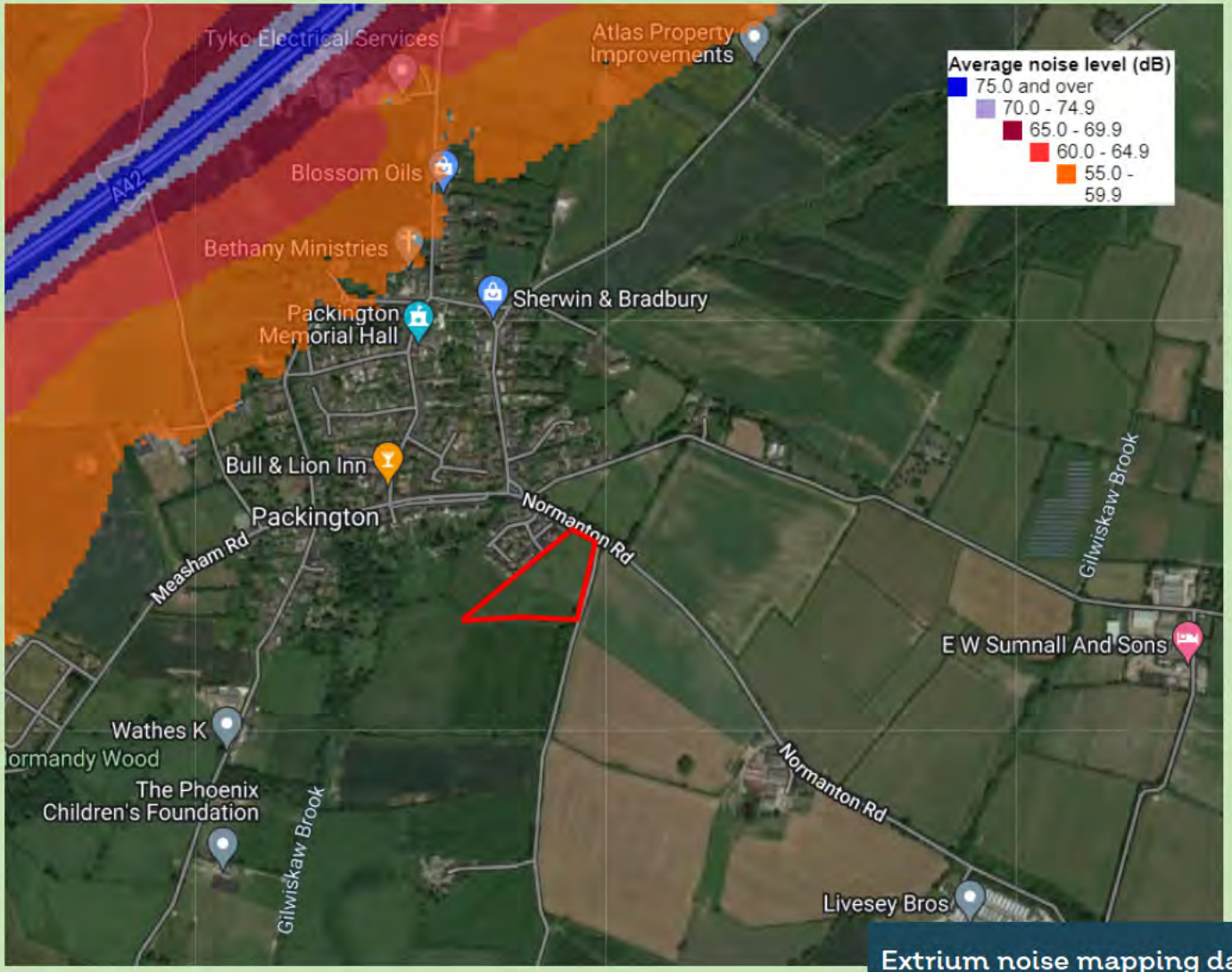
The site could also be brought forward more quickly if appropriate mitigation were delivered, perhaps through a new Developer Contribution Scheme.

There are therefore no flood risk or drainage reasons why the site could not be developed.

Ground Conditions

The site is greenfield and has not previously been developed. It is not known to be subject to any contamination that would preclude development.

According to the British Geological Survey, there is no information on the Surface Geology of the site. Three forms of Bedrock Geology are present, Pennine Lower Coal Measures Formation - Mudstone, siltstone and sandstone; Moira Formation – Breccia; and Tarporley Siltstone Formation - Siltstone,



Extrium noise mapping data, showing the site edge in red.

mudstone and sandstone. None of these present concerns for the site's deliverability.

Initial analysis of historic mapping does not suggest there has been previous usage of the site which would significantly affect the ground conditions.

Although more investigation will be required, ground conditions are unlikely to be an impediment to the site's development.

Noise and Air Quality

Although Extrium's Noise and Air Quality Viewer shows noise levels to the north of Packington to be very high, it also confirms that no part of this site acts as a noise hotspot, as identified by DEFRA.

Although a noise assessment will be required as part of any planning application, it is not considered that this is an issue which would prevent development.

The nearest Air Quality Management Area ("Mountsorrel AQMA") is approximately 9km away from the site.

Therefore, Noise and Air Quality considerations should not impede development of the site.

Heritage and Archaeology

There are no known heritage assets within the site boundary which would impact on its development potential.

Trial trenching undertaken in relation to the adjacent Peveril Homes development identifed no archaeological features pre-dating the medieval ridge and furrow. This suggests the area remained relatively undisturbed prior to that date, and lay outside the Saxon and medieval village core.

There are five listed buildings within 500m of the site, although none would be affected by the development. Some of the closest heritage assets, such as the Grade II buildings on Babelake Street, are already set within a residential area from which the development of this site will not visible. Additionally, Packington House to the north benefits from significant screening from vegetation and trees ensuring its setting was not impacted.

There are no scheduled monuments, world heritage sites or registered battlefields within 500m of the site.

Thus, there are no heritage considerations which would undermine development of this site.

Landscape Impacts

The site is an unremarkable field located on the edge of the village and has an urban fringe character. It is well contained by roads and hedgerows to the north and east, and woodland and topography to the south. There are therefore few long range views of the site which would be effected.

The site is not covered by any specific landscape designation.

Landscape and visual impacts should not, therefore, be an impediment to the site's development.

Services and Utilities

All necessary services and utilities are located within close proximity to the site's boundary.

There is no utilities infrastructure crossing the site which would impact upon its deliverability.

Existing site frontage on Normanton Road

The western site boundary with new build homes beyond

The land rises at the southern boundary, providing a sense of enclosure

Century Drive, adjacent to the site's western boundary

Design Proposals

This section explains how the site context was analysed and an initial concept plan for the site developed.

The two layouts shown on the next page outline how the site could be developed in a way that maximises the site's opportunities to create a high quality development.

Option 1 allows for 35 new homes to be delivered and utilises the south of the site for open space, drainage and wildlife planting.

Option 2 allows for 30 new homes to be delivered and provides the necessary open space, attenuation and wildlife planting within the northern area containing the homes.

We would be content to promote the site on the basis of whicever of those proposals the council finds most appropriate.

The design will take into account the new National Design Guide and National Model Design Code as well as local design policies.

Access and Layout

The vehicular access point will be located in the north-western corner of the site. This is located in a position that provides appropriate visibility and is a suitable distance from the nearby junctions.

A primary, tree-lined road will run through the site, with narrower access roads branching from it where required.

Alongside the primary access road will be a footway which will connect into the existing adopted footpath close to the junction between Normanton Road and Century Drive.

Parking will be provided in a variety of ways to avoid the street scene becoming overly dominated by cars, and will include electric vehicle charging points.

Residential Layout

A variety of types and sizes of homes - including affordable homes and properties suitable for older people - will be provided as part of the development. The housing layout will be at its densest close to the existing built form on Century Drive with a lower density on the eastern fringes to mark the transition to the countryside.

Homes will be positioned to front onto streets providing active frontages. They will also overlook the proposed new areas of open space providing natural surveillance.

Green and Blue Infrastructure

The urban fringe location of the site means that landscaping will be put at the heart of the layout design.

Existing trees and hedgerows will be retained as far as possible within generous green corridors, with the number of punctuations required for the road network kept to a minimum.

A small, arrival open space will be located next to the site access, helping to sign-post the site's green, landscape-heavy feel.

Options 1 and 2 both provide an area of open space, attenuation pond (designed so as to maximise ecological value), informal open space and - if required - an equipped play area. For Option 1, the southern parcel will be used for additional habitat creation ensuring the development overall delivers a 10% net gain in biodiversity value.

B/Z
BUILD ZONE
BUILD ZONE
LAP
OPEN SPACE/ BNG
ATTENUATION
0
25
50
75
100m

Option 1

B/Z
BUILD ZONE
BUILD ZONE
ATTENUATION
LAP
RETAINED GRAZING LAND
0
25
50
75
100m

Option 2

Development Benefits

- A range of types, sizes and tenures of new homes.
- Policy compliant affordable housing provision.
- Retention of existing trees and hedgerows.
- Electric vehicle charging points.
- Landscape buffer to south of the site.
- Potential provision of a new play area.
- 10% net gain in biodiversity value.
- No unacceptable impact on the highway network.
- Well integrated with existing settlement form.
- Close to existing services and facilities.
- Drainage network designed around SuDS principles.

View south west
across the site

Conclusion

This section summarises the contents of this document and considers the suitability of the site for residential development.

The land adjacent to Normanton Road provides an opportunity to address the need for housing in both North West Leicestershire generally and Packington specifically.

It is apparent that the housing needs of the borough cannot be met from previously developed land alone - some greenfield sites in sustainable locations will be needed to ensure housing needs are met.

A review of the technical considerations affecting the site confirms that it is suitable for development, and that a development would be achievable. There are no technical impediments to the site being developed.

Existing services and facilities are easily accessible from the site and it is well integrated with the existing settlement form. Its development would not have a detrimental impact on the existing highway network and could enhance active travel opportunities. There is no risk of flooding and the site can be adequately drained, whilst it will also be possible to make appropriate service connections.

Although any development of a greenfield site will result in a change in character, this site is well contained and the proposed development would not have an unacceptable impact on the landscape. The site is not currently of any particular ecological value with development offering the opportunity for a net gain in biodiversity.

The site is being promoted by The Strategic Land Group who have an established track record of delivering sites of this nature. It is therefore available for development.

The concept plan demonstrates that the site can accommodate between 30 and 35 new homes, including affordable housing. It provides for new areas of public open space, and the retention of key features such as trees and hedgerows.

The provision of high quality homes would boost housing supply, improve housing affordability and choice, generate jobs at the construction stage and increase spending in the local economy across the lifetime of the development.

Overall, the site is a sustainable location for the development of between 30 and 35 high-quality homes. It would provide an attractive, sustainable living environment, integrate well with the existing settlement and contribute to meeting the borough's identified housing needs.

The site is suitable for development, the development would be achievable and the site is available for development.

It represents a logical, sustainable choice for delivering a high-quality development that can make a meaningful contribution to housing need in Packington.

The Strategic Land Group
Centurion House
129 Deansgate
Manchester
M3 3WR

0161 220 2935

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Follow: @WeAreSLG

Strategic
Land Group

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Richard	
Last Name	Brackenbury	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Specifically IW1 and Emp90	x	Proposed policies
	x	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

General

This submission primarily relates to the village of Diseworth.

Whilst I am a member of the "Protect Diseworth" team and support the detailed separate submission made by it, this document sets out my own additional submissions.

First, I fundamentally challenge the basis upon which this consultation has taken place in relation to which Diseworth faces an existential threat from two applications, a new settlement on 750 acres of agricultural land a few hundred metres to the west (Isley Woodhouse – "IW1") and secondly, a new Freeport-backed industrial site immediately abutting the village to the east (Freeport Land - "Emp90.") Either one could critically damage the nature of this conservation village, together, they would destroy it.

In the few weeks prior to this consultation, Diseworth faced:

- a scoping application in relation to IW1,
- a scoping application in relation to Emp90,
- a consultation and then a substantive application in relation to a solar farm for land immediately to the east of Emp90,
- a further application for solar panels subsequent to the last item,
- a widely trailed (by it – informed likely by end March 24) substantive application due from East Midlands Airport ("EMA") on part of Emp90
- the prospective owner of the rest of Emp90 ("SEGRO") apparently having applied to DLUHC for permission to use an expedited form of planning process.

All of this was in addition to a neighbourhood plan being promoted by the PC for the village

during the relevant period.

I suggest that this sequential activity is because of liaison between the various parties, the net effect being intended to create "planning fatigue" and the dissipation of resources with which the village might be defended.

This is the context in which the publication of the draft local plan ("DLP") was published less than 48 hours prior to a council "drop in" session in this village. Whilst the session was advertised online, no attempt was made to inform villagers in any way other than via those who were statutory consultees or individuals who had asked to be informed. Conversely, NWLDC thinks the issue of refuse bins is serious enough to circulate households in hard copy and with unbelievable irony, has this week distributed leaflets encouraging "working together to make our environment better." The disparity is obvious and, in my view, shows NWLDC's attitude to where it actually wants serious engagement.

Further, despite a working background which involved analysis of documents, I freely admit that I have found it almost impossible to tie in proposed policies with the allocations that affect my village. Taking the seriousness of the situation for Diseworth on the one hand and the complexity of the response process (itself based upon hundreds of pages of documents without relevant signposting) on the other, the situation is fundamentally unfair. I submit any substantive decision taken subsequent to this process will be fundamentally flawed.

As a second general point, I suggest that it is entirely wrong for the two projects above to be treated in isolation. If both are allowed to proceed, the cumulative effects are horrendous. Yet, I see no reference to this issue in the documents other than an attempt to justify IW1 because of the Freeport. It should be foremost in the minds of all relevant parties and decisions taken accordingly.

Finally, this submission should be deemed to include the comments I made in a letter dated 13 March 22. It bears on the same issues. A copy will be attached to the email forwarding this.

Isley Woodhouse (IW1 – para 4.101 et seq allocation document)

I oppose this allocation.

I submit that the consultation process, particularly in the context of this item, is little more than window-dressing.

NWLDC has already described the site as the "only viable site." Its draft allocation document makes it clear that it intends this project to go ahead and has further said that a substantive application for the new settlement is anticipated prior to the conclusion of the local plan process on the basis that the emerging local plan will have reached such a stage to allow such application to succeed. Of itself, that statement suggests that the applicant(s) has been given grounds for confidence by NWLDC.

In relation to Diseworth, the DLP IW1 project:

- predicates the whole basis for building the town on mere assertions and statistics which, at best, are highly questionable.
- nowhere seriously addresses the perennial flooding problem for this village which exists even without the concreting of 750 acres of currently agricultural land.
- ignores the loss of those 750 acres at a time of reduced national food security.
- ignores the environmental damage caused by loss of habitat consequent upon destruction of miles of ancient hedging.
- glosses over the lack of transport infrastructure and the near certainty of the Diseworth/Long Whatton and Belton roads becoming major "rat runs."
- ignores the nonsense of siting the new settlement in an entirely inappropriate situation next to two major nuisance creators (racetrack and EMA)
- ignores the damage to the village's historic conservation status.
- ignores NWLDC's own policies in relation to health and wellbeing.
- ignores the essential rurality of the area

A few specific examples irrationality,

4.104 the "co-location argument" is based solely on wishful thinking promulgated by the Freeport and its partners for political purposes - without evidence. The Freeport (see below) was initially promoting the "creation of high quality jobs…..turbo-charging the drive to net zero." Now it wants "strategic warehousing" on its land. Workers for that purpose are primarily employed through agencies and are paid an average of just over £11 an hour. The disconnect is obvious.

4.107 although short, I suggest this is the key paragraph. Not only are the figures that NWLDC claims for housing requirements dubious, but there is also little rational explanation as to why other less damaging alternatives were dismissed. As shown, the reality is that two "promoters"

decided to join with obvious commercial advantage whilst at the same time apparently solving NWLDC's apparent problem. It does not.

4.109 the box beneath this paragraph stands little scrutiny and amounts to a "wish list" supported by no substantive evidence as to how the document's ambitions might be achieved.

4.111 recognises "journeys by car will be a significant component of all transport movements…" Quite apart from the obvious environmental consequences of this, it is impossible to reconcile such a statement with NWLDC's declaration of a "climate emergency" in 2019.

4.112 recognises the need for major infrastructure but refers to it *"being funded by the development itself [with it] having to be phased across the lifetime of the development."* I challenge NWLDC to prove how it will plan and enforce a coherent strategy rather than simply permit the development, take the council tax and then sit back and allow public services and infrastructure to decay even further in this area.

4.116 (mitigation of noise from the adjoining racetrack) shows how the proposal is riddled with thinking based on hope and expectation rather than substance.

Potential Locations for Strategic Distribution (Section 6 Site Allocations Document – Freeport and EMP 90)

I oppose the possibility of this allocation.

In relation to the specifics:

6.3. the designation is a matter of fact but see below. The issue should be disregarded.

6.4 as preliminary point, the "pressure to develop the site quickly," is obvious but should be resisted for the reasons which follow. Attempts to develop this site have been made in the past but have not succeeded. Without repeating the reasons here, they are obviously relevant as this issue progresses.

6.5 is disputed. Leaving aside the principle of whether Freeports are a good idea and whether they create new jobs or merely displace existing, there is no disclosed reason why a similar site (which would not have had these planning constraints) could not have been added into the Freeport project (see further below)

6.6 agreed. No planning assessment or indeed any other consultation took place. Further I agree that the acceptability or otherwise is matter for this plan to consider. That consideration should be short and negative.

6.7/8 agreed as a summary of the issues although I emphasise a few below. The position was put even more starkly by a planning officer at the November 23 Local Plan Committee of NWLDC when she referred to the *"potential for very significant adverse impacts"* likely to be caused by such a proposal.

6.10 NWLDC accepts that unacceptable impacts are likely consequences but then only reduces the site by a small amount. On any view (for the bullet pointed reasons below) that reduction is wholly inadequate.

Reasons for not allocating the site.

NWLDC has itself in many respects already identified several key issues, but I emphasise the proposal:

- will destroy the village nature of Diseworth, a conservation and heritage village.
- has not addressed a huge highways issue, noting that it is a matter of public record that several road projects in the region have been "mothballed" due to lack of funding.
- will hugely exacerbate a perennial flooding issue.
- is situated on entirely the wrong site, sloping down towards the village – obtrusive in every respect.
- is far too close to this village. According to EMA and the Freeport, the site will be used to develop "strategic warehousing" on the land. Conversely, even the BPF (the property

developers trade association) has said that such developments should be *"located away from residential development where there is no unacceptable impact on residential amenity to allow for 24 hour working."* Why they persist in this situation can only be speculated upon. (Document attached)

- if proceeded with, despite the BPF's recommendations, the proposal will lead to continuing, and probably actionable nuisance in relation to light, noise and air pollution. (Note that there has been a single problem with EMA's ground lights, a problem it admits, in February 2024. That, of itself, has caused considerable discomfort to affected villagers. It takes no imagination to see how this single issue will be magnified in relation to light, and further noise from lorry engines, reversing beepers and a/c units, all with the attendant air pollution)
- will lead to the destruction of 250 acres of productive agricultural land which could produce enough wheat to feed a small town, and this at a time food of insecurity.
- will hugely exacerbate parking problems in the village, already in existence with airport staff and passengers.
- lead to destruction of habitat.
- pays no attention to the cumulative effects of this and the proposed new settlement.
- demonstrates the vacuity of the idea of the Freeport will "turbo-charge the drive towards net zero."

The Freeport designation

It is relevant that SEGRO and EMA (now "partners" in the Freeport project) were promoting what is now the Emp90 land some years before the gestation of the Freeport project. A significant part of that land was, and remains, owned by EMA. Nevertheless, attempts to take that development forward at that time failed. It seems that then, as now, NWLDC accepted that the site should not be developed for industrial usage because of the issues listed above, and would not be considering doing so now but for the issue of the Freeport designation.

The designation is obviously referred to in the consultation document. Equally, it has been referred to as a "material consideration" for planning purposes. My submission is that it should be totally disregarded.

It is a matter of record that the original Freeport proposal, which did not include the EMP90 land, was initially rejected by HMG. It was a second proposal, including the land, which was accepted. The first that anyone knew of this was when a public announcement was made in February 2022 saying that the designation had occurred.

There has been obfuscation and blank refusal by the relevant parties to explain why the EMP90 land was subsequently included and the extent to which, if at all, consideration was given to the potential effects on Diseworth. There *has* been a vague reference to "additionality," a term which

would appear to have little meaning in this context, but nothing more.

By way of example:

- In an email dated 15 May 2023 to the chair of the Freeport board (Nora Senior CBE) I asked why the land next to our village had been included. She referred me to my FOI request to the Treasury and said she "would leave it to those authorities to consider."
- Those FOI requests to government departments (including the Treasury) were then refused on grounds of commercial confidentiality.
- I am part of a neighbourhood group ("Protect Diseworth") and in that role asked for the opportunity for PD to address the Freeport Board. That request was refused.
- An open invitation to visit the village, to see the situation at first hand, was extended to the Freeport Board. Save for an acknowledgement, the invitation was ignored.
- Our MP wrote made representations that the land should be excluded from the Freeport project. In refusing that request, in a letter dated 15 Feb 2023, Dehenna Davison MP (then Minister for Levelling up) nevertheless claimed *"local authorities have been closely involved at every stage of the process, ensuring the interests and voices of local people have been represented throughout."*

  I raised an FOI request to find out which voices had in fact been listened to. This produced only general statements of support from leaders of local councils as to the project generally.

Conclusion

In short, it is evident that not only has there been no consideration given to the planning consequences for the village of Diseworth, but there has also been a refusal to provide any coherent information whatsoever beyond senior members of the Freeport project and its financial partners simply announcing their intentions in the most general terms. It seems that if the opaque and clearly commercially driven designation is given any weight, then that could allow a development to succeed which had been attempted, but failed, several years ago merely due to the "cover" of the Freeport.

As a matter of natural justice and fundamental human rights, that cannot be right. It is simply wrong to allow a political and financial decision taken at a Whitehall desk to justify what amounts to a "land grab," resonant of the acts of an autocratic and undemocratic government. No planning authority, acting reasonably, could allow such conduct to override the planning process. No allocation should be made.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 13 March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

[redacted]

13/3/22

NWLDC Planning

(By email only)

Dear Sir,

Response to Consultation on NWLDC Local Plan Amendment.

This letter incorporates the objections set out in the standard letter attached (RB1") which I am aware has been used by a number of people in this village. It relates to the Isley Walton/New Town proposals and those for the Industrial Land South of the A453.

What follows is an expression of my honestly held opinion. It does not purport to be an argued legal position at this stage.

Consultation

- My general point is that the process is being followed simply to give legitimacy to decisions which have already been made. Some evidence to support this view is already to hand. More may follow. If such an opinion is shown to be correct, the whole process is subject to challenge.

- The consultation document is opaque and understandable only to planning professionals. A layperson may practically be able to access information on a given topic but only when she/he has a specific aim. It self-evidently and a long and complex document. That aim will only be known when elements of the document already have been accessed by such a professional. That position is of course circular and, in my opinion, that opacity is deliberate in an attempt to hide oppressive proposals.

- Officers of NWLDC publicly said on 14.2.22 that a planning application was anticipated by the end of the year in relation to the Isley Walton/housing land. I know at least part has already been transferred to the prospective developers. Despite protestations that "nothing was decided," it beggars belief to think national developers would make such an investment without the assurance the developments would go ahead. If any were needed, I suggest this is evidence of a "done deal" in principle, accepting details would still have to be worked out.

- In the same meeting, only as an aside, the officers said "it is only fair that you should know that SEGRO are promoting the (employment land.)" In my opinion, this was a completely disingenuous comment – at best. Only two weeks later, the Designation of the relevant land as part of the tax-free area of the Freeport was publicly announced. It is explicitly proposed for industrial purposes. It is now apparent that the inclusion had been planned for months.

Not to disclose this fact in the context of a meeting, the purpose of which was consultation, shows the complete lack of transparency in the process and a lack of good faith – particularly vital in public law matters. It reinforces my opinion that the process is a sham.

- As a more general point, I am a new resident of this village. Had I known of what is now clearly likely to happen, I would not have purchased a property here. Although the plans have clearly been in train for years, no reference to them appears anywhere in documents (i.e. local searches etc) accessed by prospective purchasers in the conveyancing process. This is wrong and oppressive. It is no answer to say that "these are only proposals" for the reasons set out elsewhere in this letter.

The Specific Proposals

- I refer again to "RB1." That sets out my initial views. Some extra points follow

- No reasonable public authority could act in this way in taking the Industrial B8/development together with the adjacent "New Town." The juxtaposition of the two "proposals" is oppressive, akin to the behaviour of an autocratic state. There is a potential breach of ECHR in this conduct

- The inclusion of the Industrial Land in the *Local Plan* is unjustified.

  a) Documentary evidence exists that in June 21, that the airport had no intention of developing the land for its purposes. This is further evidenced by the fact It was not included in the original Freeport proposal and has only relatively recently been included.

  b) Consequently, IF NWLDC's position is truly independent for planning purposes, then there can be no reason for it to include this land in the amended Local Plan

  c) If, as seems likely, the inclusion is simply as a result of the Radcliffe Power Station having to be kept online for longer than planned, my opinion is that EMA/ SEGRO are using the situation to "slip in" the land into the Freeport. At most, the power station will only remain open for a few years longer but this grade3 agricultural land will be lost forever.

I fundamentally oppose the proposals and challenge the process being used.

Yours faithfully,

Richard Brackenbury

By Email. planning.policy@nwleicestershire.gov.uk

Local Plan Review. Consultation Response

Name Richard Brackenbury
Address [redacted]

Dear Sirs,

My response to the Local Plan [LP] Review is restricted to the potential development of land [316 hectares] based around Isley Walton [SHELAA 2021. IW1] and with its boundary adjacent to the village of Diseworth.
I also include the potential industrial development of land south of the A453 which borders the north and east of Diseworth [SHELAA 2021. EMP90].
My objections are based on the following:-

The NWLDC Local Plan [2017 – As amended 2021] sets out 15 primary objectives. The Isley Walton [IW1] and Diseworth/Long Whatton industrial proposals both fail to meet several of these objectives.

1. Objective 1. Health and wellbeing. Both proposals fail this test.

2. Objective 3. High quality housing stock and reflection of local context. Both proposals fail this test. Neither will reflect local context. Further, IW1 will be overcrowded and cramped.

3. Objective 4. Reduce the need to travel. IW1 will fail this test. Both travel and car use will be increased.

4. Objective 9. Effective flood prevention. Both proposals will fail. Water management west of Diseworth has been mismanaged for many years. IW1 will generate further difficulties. The creation of 100 hectares of concrete on EMP90, on a downslope to Diseworth is a recipe for disaster.

5. Objective 10. Preserve and enhance the district's natural and rural heritage. It is self evident that both proposals fail this test. The Diseworth natural heritage is open [designated] countryside and farmland.

6. Objective 11. Protect and enhance the natural environment. Again, both proposals miserably fail this test. The construction of 4,700 houses and 100 hectares of concrete on historical open countryside and farmland cannot achieve this aim.

7. Countryside. National Planning Policy Framework [Local Plan Policy S3] states that account should be taken of the different roles and character of different areas and the intrinsic character and beauty of the countryside. Both proposals fall short of this requirement.

8. Sustainability. The NPPF has a core principle that planners should focus significant development in locations which are or can be made sustainable, as Highlighted in the Local Plan [5.17]. Both these proposals fail this test. Both will generate pollution, congestion and neither will ever recover their carbon footprint. It is not sustainable to overbuild on much needed countryside and farmland. In the case of EMP90 regulations will have to be changed to accommodate the site. This is unacceptable.

9. Noise. Page 18 of the Local Plan [Pollution] states that new developments should not be affected by noise. IW1 fails this test comprehensively. It is immediately adjacent to both Donington Circuit and the EMA take-off and landing flight paths. By definition it is noisy. EMP90 will generate unacceptable noise within Diseworth. Both will produce immeasurable additional traffic exhaust and noise pollution.

10. Traffic. IW1 will generate circa an additional 10,000 residential vehicles as well as large volumes of service traffic. Our local roads cannot accommodate the traffic already generated, particularly when the M1/A42 corridors become congested. Loughborough will be one of the closest towns to the site. Diseworth [and Long Whatton], already suffering from through traffic, will become a major rat run avenue for this new proposal.

11. Non Compliance. EMP90 does not comply with Planning Policy Ec2. There is no evidence that the site satisfies an "*immediate need for additional employment land"*. Access to the site is not compliant with existing Highways Authority regulation. Further the site does not meet the requirement of not being "*detrimental to …nearby residential properties"*. Diseworth is only separated by 75 metres.

12. The Settlement Hierarchy in the Local Plan lists Diseworth as being restricted to limited growth within the defined Limits of Development. This is a significant line in the sand for our conservation village and must be both respected and honoured. Further, effectively protective levels of separation between rural villages and prospective development should be provided.

13. Geographic Location. The Local Plan identifies a need for 9,620 houses over the whole district between now and 2039. If this is correct, it makes no sense to build nearly half of them in the single location of IW1. This will generate, congestion, pollution, travel and will have an adverse effect on climate change.

14. Over Development. In general terms Diseworth and our local environs have already accepted significant development in recent history. We have had the rail/freight interchange which has generated a huge increase in HGV traffic, likewise from the development of the DHL and UPS air freight hubs at EMA. We suffer unacceptable and increasing levels of noise from night flights at Europe's last unregulated airport. In recent history we have had the A42, then MOTO, then Junction 23A on the M1, and more recently the disaster that is the modified J24 of the M1. This, coupled with turning the M1 into a 'smart' motorway, has generated more holdups and local and rat running than can be tolerated. There has to be a point at which this cumulative development is considered enough and is halted. We are now suffering wholesale destruction of our heritage.

15. Summary. These proposals are both ill conceived schemes, in the wrong place, on an unprecedented scale, would not be of benefit to the local environment. They are promoted only by the alliance of an opportunistic landowner/owners and an exploitative developer/developers who clearly have no real knowledge or interest in the locality. They exist only because no regard is given to the consequence of their development on either the local communities or on the environment. Further, they endeavour to ride roughshod over pretty much every relevant NPPF planning principle and the principled objectives and planning criteria presently in place in the current NWLDC Local Plan and which should remain. Additionally, the LHA Guidance Policy is compromised.

16. Conclusion and Planning Integrity. In order for this proposal to progress it will be necessary for NWLDC to compromise, ignore, or remove its own guidance and primary planning objectives. This would not be a principled or sustainable position and it would render any future Local Plan valueless. Changing the rules to suit the poacher is not an acceptable practice.

Yours Faithfully,

5. Final Recommendations

This report has evidenced the need for an improved method to estimate future I&L land demand. It is clear that demand within the sector has been much higher than supply for most of the last decade which has resulted in extremely low availability and exponential rental growth as occupiers compete for limited available stock. In order for the sector to grow to its full potential and generate the jobs and investment the national economy needs, the planning system has to better estimate future land demand. It is recommended that the Savills and St. Modwen 'suppressed demand' methodology is incorporated within the NPPG to help inform Local Plans.

The evidence within this report also supports a number of previous BPF recommendations outlined in its Employment Land Manifesto (July 21)[47] as discussed below.

1

Recommendation 1 of the Employment Land Manifesto

Introduce a Presumption in Favour of Logistics Development within the NPPG when precise criteria are met, such as:

- **Easy access and proximity to the strategic highway network.**
- **Ability to provide effective access by non-private car to suit shift working patterns.**
- **Located away from residential development/where there is no unacceptable impact on residential amenity to allow for uninterrupted 24 hour working.**
- **Capable of accommodating large scale buildings in terms of both footprint and height.**
- **Sites which suit the future occupier's needs.**

The Local Plan process is too slow to respond to significant market changing events, such as the COVID-induced acceleration in the growth of e-commerce. As evidenced in the 'An Economic Powerhouse' chapter, the planning system has failed to provide a sufficient level of I&L land to meet demand. This has resulted in the national I&L market becoming supply-constrained for the last seven years, as signalled by availability dropping below the equilibrium threshold of 8%, and high rental growth at twice the rate of inflation.

2

Recommendation 2 of the Employment Land Manifesto

Ensuring Local Plans allocate logistics sites in the right locations to respond to a broad range of market needs.

The optimal location for I&L occupiers allows them to be close to their suppliers as well as their end customers. For this reason, access to the strategic road network is critical, as it reduces transportation time, costs, and carbon emissions. The strategic road network also allows a site to expand their catchment of intermodal freight facilities, which are critical nodes within logistics networks. An optimal logistics site is also in easy reach of a workforce with a range of skills, and is close to worker amenities. It also requires good availability of utilities, services, and broadband. A dialogue between Distribution Network Operators (DNOs) and Planning Authorities should be encouraged to ensure power is supplied in locations where I&L development is being planned. Employment allocations should be in locations that allow I&L operators to work 24/7 without impediments.

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Response to North West Leicestershire Local Plan Consultation
Date: 13 March 2024 15:21:12

Dear Sir or Madam,

We appreciate the opportunity to respond as part of the consultation on the draft North West Leicestershire Plan (2020 – 2040). Our response is regarding site P5 in Packington and the proposed housing allocation and extensions to the Limits to development put forward for the village.

Our site P5 is incorrectly listed in the SHELAA & Site Assessment as having a total area available for development of 0.4 hectares and estimated capacity of 12 houses. The area is closer to 0.24 hectares, and so it has not been judged correctly on its true development potential. Any proposed development would be on a significantly smaller scale, 3 or 4 houses and have much less impact on the rural setting and character of Spring Lane than assumed in the assessment. This should be factored in its consideration. We would also contest the remarks from the Site Assessment that the site occupies a prominent location on the approach to the village from the East. Spring Lane provides access to a small amount of residential traffic to the east finishing at Sumnalls Farm, it is a subsidiary road. All through traffic access to the village is from Normanton road from which P5 is completely screened. The recent Century Drive development has been far more intrusive for traffic approaching from the East if applying the same criteria. All business and farm traffic to and from Sumnall's Farm also use access via Normanton road.

Reading the framework as set out in the draft Proposed Housing and Employment Allocations, only major sites (10 houses or more) are considered. While we understand the need to work with large sites to meet the required commitments for future housing capacity and ensure viable schemes are brought to market. We do not think it is the only approach to take in the case of "Sustainable Villages". Here small sites offer the low impact, sustainable development needed to preserve the rural nature of these villages. It is small sites, which give the best opportunity to local builders and deliver housing of a scale, type and quality that meet the needs of villages like Packington. Speaking with other residents within the community it is clear they share our opinion. In paragraph 3.3 of the plan there is a clear reference to the contribution small sites make to the delivery of housing across the borough (approx. 10%) and this is likely to continue but sites like ours outside of the limits to development are essentially ignored in the current allocation framework.

If our site was listed correctly as 0.24 hectares, it would be discounted from the allocation proposal purely based on its size. The site is low-grade agricultural land and not large enough to be of any commercial use, but as recorded in the SHELAA it has been promoted by an agent on behalf of a local house builder who believes it does make sense as a building opportunity. Any proposal would be tailored to the specific needs of the community. Given the framework as set out our site will never be considered for housing allocation in any future review and therefore has almost no chance of being granted planning permission. We don't think this makes sense for a small viable site that borders the limits to development. In our opinion there is a need to allow appropriate small scale development that fall outside of the current allocations process.

We also believe there is a case for our land being included in the limits to development naturally given the proposed changes to the limits LtD/Pac/01 caused by the recent construction of two very large houses to the North of the site. Our site P5 is already adjacent to the western boundary of the limit of development, the new development has extended the built up area of the village and with this new back drop it is no longer the same rural site it was previously. Given this transformative backdrop, we advocate for the thoughtful integration of our land into the proposed limits to development to accurately reflect the evolving character of Packington. We also make the case that the field is in between pockets of development on Spring Lane in the form of large, detached houses
and represents "in fill" rather than an extension to the built up development into the countryside. As such, it would be unlikely to have any detriment to the setting or landscape.

We have no objection to the site P4 that has been put forward for allocation but we do believe that 18 houses is an ambitious target given the total area available for development and if achieved this development may not be in keeping with the character of the village. We would argue that Packington could and should have further land allocated for housing over a 20-year period to meet local needs. It would be useful to understand if there are any specific guidelines that dictate the amount of expansion deemed appropriate for sustainable villages over this

time frame as we were unable to find this in the draft plan.

In conclusion, we urge a reconsideration of the assessment for site P5 in Packington, emphasizing its true size of 0.24hectares and the potential for a smaller, low-impact development of 3 or 4 houses. Small sites play a crucial role in sustaining village character and supporting the local economy differing from the focus on major developments in the draft proposal. Our site's exclusion from future housing allocation reviews based on its size and recent developments on its surroundings necessitates a thoughtful revaluation. We appreciate your attention to these points in ensuring a fair and sustainable approach to the plan.

Best Regards

[redacted]

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Local Plan Response
Date: 13 March 2024 15:21:15

From: Geoff Sewell
[redacted]

NW Leicestershire Draft Local Plan Consultation Response
Policies
Houses in Multiple Occupation and Draft Policy H8 – Houses in Multiple occupation in Kegworth
It is vital that the local plan incorporates restrictions on HMOs in the village of Kegworth. There should be a balance between HMOs housing mostly students and other residential properties. It seems that the village has too many HMOs and the numbers are increasing due to the very profitable practice of renting to students.
There are several consequences from this imbalance:
Local, especially young Kegworth residents find it very difficult to acquire properties in the village because they are competing with wealthy landlords.
Student HMOs are exempt from paying Council tax which greatly reduces the Parish precept income even though they receive all the benefits. The shortfall inevitably falls on to the residents who do pay Council Tax.
Too many HMOs means that housing areas suffer from a lack of community spirit and insufficient use of local facilities such as buses and shops making them less sustainable.
The main problem with HMOs concerns car parking. Kegworth has a problem anyway with parking but this is increasingly exacerbated by the increasing numbers of HMOs. Many students have cars even though planning suggest they should all get on a bike judging by the number of cycle sheds included in applications. Few students choose to cycle mainly because how dangerous and busy the road to the University has become with Side Ley and Station Road now an established rat run.
The requirement suggested of one off road parking space per occupant would be welcomed. It is odd that this is in the Local Plan when LCC Highways wave through a number of new HMOs where this is being blatantly abused. High Street rarely has any parking spaces but converting the Methodist Chapel into 9 apartments with potentially 9 cars and no parking spaces was fine with Highways. 13 Dragwell, a derelict ancient house was given permission for a 6 bed HMO even though there are no parking spaces. Highways argument to justify this was ludicrous. 1/3 Station Road situated on a dangerous crossroads is proposing 11 occupants with limited parking. LCC Highways seems to consist of 1 person with a rubber stamp. A trip to Kegworth might be useful.
A licencing scheme would show how many HMOs there are in Kegworth and there could perhaps be an annual fee with regular re-applications required.
As part of the licencing scheme, it should be possible to restrict too many HMOs in any one

area of the village. A drive up to the top end of Pritchard Drive would show the benefit of this proposal.

Proposed Housing and Employment Allocations (D2)

Land north of Derby Road (A6), Kegworth (EMP73(part))

Land North of Remembrance Way (A453, Kegworth (EMP73 (part))

I object to these proposals due to the excessive development already in place or proposed near the village. There should be a reasonable balance between development and countryside to preserve the individual nature of the area. Near to Kegworth we have the Airport, Segro development, Ratcliffe on Soar site to be redeveloped, 2 warehouses in the Lockington/Shardlow area with planning permission before the avalance of warehouses expected due to the freeport.

There are also concerns about building on flood risk areas leading to increased chance of flooding of local properties.

Increasing numbers of lorries etc will cause further problems on the local roads which are regularly congested now. Any small incident immediately causes severe problems near the Junction 24 island and surrounding roads with a large increase in vehicles leaving the A453 to seek an alternative route along Station Road and Whatton Road through the village.

East Midlands Airport: Public Safety Zones (Draft Policy EC10)

It makes no sense to reduce the size of the safety zone, presumably proposed so new developments will not have that as a consideration.

The Airport continues to increase in activity, which will speed up with the proposed freeport.

Proposed existing Employment Areas Draft Policy (EC5) – Computer Centre site, Kegworth

It has been suggested that this site could be used for leisure or retail purposes rather than another warehouse and that seems reasonable to me

Town Centre Topic Paper/Policy Paper Appendix A, Policy Maps

Rather than reducing the size of the Village Centre, I think it should be extended to include Dragwell, High Street etc to preserve the old parts of the village.

[redacted]

12th March 2024

Dear Sir or Madam,

Re: North West Leicestershire District Council Draft Local Plan Consultation

I am writing in response to the consultation on the draft North West Leicestershire Plan (2020 – 2040). My response is regarding site P5 in Packington and the proposed housing allocation and extensions to the limits to development allocated to the village.

Our site, P5, is incorrectly listed in the SHELAA & Site Assessment as having a total area available for development of 0.4 hectares and estimated capacity of 12 houses. The area is closer to 0.24 hectares, and so it has not been judged correctly on its true development potential. Any proposed development would be on a significantly smaller scale, 3 or 4 houses and have much less impact on the rural setting and character of Spring Lane than assumed in the assessment. We feel this should be taken into consideration.

Reading the framework as set out in the draft Proposed Housing and Employment Allocations, only major sites (10 houses or more) have been considered. While we understand that the council has to put forward larger sites to help fill it's housebuilding quota, we do not think it is the only approach to take in the case of "Sustainable Villages". In this case small sites offer the low impact, sustainable development needed to preserve the rural nature of these villages. Small sites which are not of interest to larger developers are also much more likely to employ local workers and have a positive impact for the local economy. We are concerned that our site may have been discounted purely on it's size.

The site is low-grade agricultural land and not large enough to be of any commercial use. Any proposal would be tailored to the specific needs of the community.

Given the framework as set out our site will also never be considered for housing allocation in any future review and therefore have almost no chance of being granted planning permission. We don't think this makes sense for a small viable site that borders the limits to development. We also believe there is a case for our land being included in the limits to development naturally given the proposed changes to the limits LtD/Pac/01 caused by the recent construction of three very large houses to the North of the site.

Our site P5 is already adjacent to the western boundary of the limit of development, The new development has extended the 'built up' area of the village and with this new back drop it is no longer the same rural site it was previously. Given this transformative backdrop, we advocate for the thoughtful integration of our land into the proposed limits to development to accurately reflect the evolving character of Packington.

In conclusion, we ask for a reconsideration of the assessment for site P5 in Packington, emphasizing its true size of 0.24hectares and the potential for a smaller, low-impact development of 3 or 4 houses. Small sites play a crucial role in sustaining village character and supporting the local economy. Our site's exclusion from future housing allocation reviews based on its size and recent developments on its surroundings necessitates a thoughtful

revaluation. We appreciate your attention to these points in ensuring a fair and sustainable approach to the plan.

Yours sincerely

Lucy Bates

[redacted]

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Joanna	
Last Name	Ellershaw	
Job Title (where relevant)	Senior Planning Officer	
Organisation (where relevant)	Harborough District Council	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	x	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Section 6 Potential Locations for Strategic Distribution

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Officer Comments

Harborough District Council welcomes acknowledgement of the continued joint working on strategic warehousing matters in Leicester & Leicestershire, and the reference to the Warehousing & Logistics in Leicester & Leicestershire: Managing growth and change (April 2021) and the follow-on study commissioned to advise on how best to distribute the future need.

We note that the latter study will be a relevant consideration in the selection of sites, to meet future need apportioned to Area's of Opportunity within or impacting your district by the forthcoming evidence study. We look forward to continued joint working and co-operation with NWLDC, in accordance with the W&L Statement of Common (202x) to which both are authorities are party.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: J Ellershaw

Date: 13 March 2023

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Re: Local Plan Consultation
Date: 13 March 2024 18:18:15

Hi
Thanks for getting back to me, we live on school lane so our main concern is the plan to build on the field at the bottom of our road.
Kind regards Lisa White
Sent from my iPhone

> On 13 Mar 2024, at 17:07, PLANNING POLICY <PLANNING.POLICY@nwleicestershire.gov.uk> wrote:

Hi there
I appreciate there is a lot of information on our website. The following document contains the *proposed* housing allocations across the district.
https://www.nwleics.gov.uk/files/documents/proposed_housing_and_employment_allocations/Reg%2018%20%28Site%20Allocations%29%20Consultation_final.pdf
If you are having difficulty with the online form, you can send comments to planning.policy@nwleicestershire.gov.uk – it would be helpful if you could tell us which site your comments relate to.
Kind regards,
<image001.png>
Joanne Althorpe
Principal Planning Policy Officer
Planning Policy and Land Charges Team
01530 454767 | joanne.althorpe@nwleicestershire.gov.uk | www.nwleics.gov.uk
<image002.png>

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	MR	
First Name	CHRISTOPHER	
Last Name	PEAT	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? ISLEY/ WOODHOUSE (IWi) FREEPORT (EMP 90)		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

ISLEY/ WOODHOUSE (IWi)

I STRONGLY OBJECT TO THE PROPOSED DEVELOPMENT REASONS LISTED AS FOLLOWS:-

1. THE DEVELOPMENT WILL COMPLETELY DESTROY 750 ACRES OF NATURAL UNDEVELOPED AGRICULTURAL LAND. THE FUNDAMENTAL AIM OF GREEN BELT LAND IS TO PREVENT URBAN SPRAWL. NWLDC HAS A DUTY TO MAINTAIN AND PROTECT THESE AREAS.
2. THE DEVELOPMENT WILL ADD HUGELY TO THE ALREADY PROBLEMATIC FLOODING ISSUES FOR ISLEY WITH.
3. MASSIVE INCREASE IN AIR, NOISE AND LIGHT POLLUTION AND POTENTIAL FOR MASSIVE INCREASING TRAFFIC MOVEMENTS FOR THE VILLAGE.
4. ROAD INFRASTRUCTURE CANNOT COPE.

⑤ TOO MANY CONSERVATION VILLAGES SUCH AS DONINGTON ARE BEING STRANGLED BY MASSIVE DEVELOPMENTS WHEN BETTER ALTERNATIVE SITES COULD BE USED.

I DO NOT SUPPORT THIS NEW TOWN DEVELOPMENT

FREEPORT (EMP 90)

I STRONGLY OBJECT TO THE PROPOSED FREEPORT REASONS LISTED BELOW:-

1. THE LOCAL PLAN CONFIRMS THAT THE PROPOSED SITE OF THE FREEPORT IS UNACCEPTABLE.
2. THE CONSERVATION VILLAGE OF DONINGTON WOULD BE LOST FOREVER + INSTEAD WOULD BECOME PART OF A LOGISTICS PARK.
3. THE GREEN LUNGS OF THE VILLAGE WILL BE DESTROYED AND THE IMPACT OF DEVELOPMENT ON AIR, NOISE + LIGHT POLLUTION WILL BE UNBEARABLE.
4. NO AMOUNT OF STRATEGIC PLANNING FOR SURFACE WATER WOULD BE SUFFICIENT TO STOP WATER FLOODING THE VILLAGE.
5. ROAD INFRASTRUCTURE NOT CAPABLE OF ADDITIONAL TRAFFIC. CONSIDERABLE FURTHER TRAFFIC THROUGH THE VILLAGE UNACCEPTABLE.
6. HOW CAN A BNG OF 10% BE ACHIEVED? HOW COULD THE HABITATS FOR WILDLIFE BE LEFT IN A MEASURABLY BETTER STATE THAN THEY WERE BEFORE THE DEVELOPMENT.

(7) THE SECRECY AND RELATIVELY ANONYMITY SURROUNDING FREEPORTS PROMOTE MONEY LAUNDERING AND TAX EVASION, DRUGS, HUMAN TRAFFICKING & COUNTERFEIT GOODS.

(8) FREEPORTS DO NOT CREATE REAL NEW OPPORTUNITIES IN FACT FREEPORTS IN THE UK WERE ABANDONED IN 2012 BY DAVID CAMARON BECAUSE THEY DID NOT WORK

(9) NWLDC WOULD LOSE OUT FROM BUSINESS RATE CUTS IN FREEPORTS.

(10) FREEPORTS SIMPLY ENCOURAGE EXISTING DOMESTIC BUSINESSES TO RELOCATE TO TAKE ADVANTAGE OF LOWER COSTS BUT WITH NO OVERALL GROWTH IN ECONOMIC ACTIVITY.

THIS DEVELOPMENT CANNOT COME AT THE EXPENCE OF THE LIVES ON SMALL COMMUNITIES THAT WILL NOT BENEFIT FROM BEING ATTACHED TO IT.

NWLDC HAS A DUTY TO PROTECT US AT ALL COSTS AND TO NOT INCLUDE THE EMP90 SITE FOR POTENTIAL DEVELOPMENT.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 12 MARCH 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Rosemary	
Last Name	Groves	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
		Proposed housing and employment allocations
	X	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Belton Village

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

The proposed extension to the Limits to Development for Belton village embraces a site where there is proposed development of agricultural buildings. Indeed the rationale offered for the revision of the Limits of Development is because development of the site is proposed.

In respect of the existing adopted Local Plan 2017 the proposed development sits outside of the Limits to Development. Outline planning permission was granted in 2020 for conversion of the agricultural buildings which included certain restrictive criteria in respect of number of properties, height, footprint, finish and style of the proposed development, such that the agricultural 'feel' would be retained. There have been a number of variations to the proposed development submitted to the Council but thus far little progress with commencing the conversions has taken place.

If the Council permit the revision to the Limit to Development the 'status' of the parcel of land would change. It would no longer be an agricultural conversion outside the Limits to Development and subject to restrictive criteria. It would be residential land. Of course it would still require planning approval, but the criteria applied to any proposal would be far less restrictive.

I would ask the Council not to revise the Limits to Development as defined by the purple broken line on the Belton Village Plan so as to ensure that any development on said parcel of land is limited to agricultural conversion, so as to retain the agricultural perspective.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 13th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Local Plan 2017 - Limits to Development
Date: 14 March 2024 15:14:04

Dear Sir/Madam,

We write in respect of the line of the Limit to Development for the village of Belton, as defined in the Local Plan 2017. The delineation of this line came to our attention when we were looking at the consultation documentation available to the public in respect of the review of the 2017 Local Plan.

We have lived at [redacted] since 2006. Our concern is specifically about the line of the Limit to Development that is shown immediately behind our property and the properties numbered 21 to 29 Church Street. [Personal Sensitive Information Redacted]

When these properties were built in the early 1990's the Limit to Residential Development dissected the rear gardens of 21 - 29 Church Street. It ran from the rear boundary of the gardens on Thompson Ave through to the eastern edge of the garage (now demolished) of 29 Church Street, ending at the farm track known as Whatton Lane.

It therefore came as quite a shock to see that on the Limit to Development Plan for Belton, submitted as part of the review of the Local Plan 2017, a completely different line is shown as the 'existing line' at the rear of our property. The plan shows the 'existing Limit to Development' running along the rear boundary fence line of the properties 21 to 29 Church Street.

We have conducted research and established that the Limit to Development as we believed it to be, i.e. dissecting our rear garden, is shown as such in the 1991 - 2006 Local Plan and remained as such until the production of the 2017 Local Plan. The 2017 Local Plan shows the Limit to Development following a very different line. The issue being the 2017 version of the Local Plan is now being used as the definitive plan from which revisions can be drawn or proposed.

We can categorically state that we were never informed or consulted about the change to the Limit to Development for Belton that forms the existing 2017 Local Plan. As owners of a property directly affected by the change we should have been informed, in the same way that we would be informed about an application for planning consent adjacent to our property. Had we have been informed we would have objected strongly to the Limit to Development being relocated to the rear boundary fence line. Also, if we had been informed, we would have told you that there is a restrictive covenant contained with our and our neighbours property deeds that states that no building or buildings shall be erected on defined parts of the land. The defined parts are referenced in the Title Plans to each property. By moving the Limit to Development you, the planning authority, have given the impression that the restricted land is developable, whereas it is not. It should therefore not have been included within the Limit to Development either in the production of the 2017 Local Plan or indeed be considered a given in this current review.

The current consultation taking place on the review to the 2017 Local Plan should be brought to the attention of all residents in the district, in writing by letter, and not allowed to be reliant on social media, open days or residents accessing the District Council website to seek out information. This review has been taking place for some time. We only became aware of the review a few days ago and by pure chance. A third party had posted an item on social media. Had we not seen that post, we would have been unaware of the 2017

Local Plan review.

We would ask that the District Council demonstrate to us the powers and methodologies that were used to inform and consult residents on the production of the 2017 Local Plan, specifically the revisions to the Limit of Development that affected our property. Why weren't we consulted directly? And it begs the question, were the revisions we have described above lawful?

Yours faithfully

Christopher & Rosemary Groves

[redacted]

North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Susan	
Last Name	Ward	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

EMP90 : We live right on the boundary to this proposed development. I have great concerns about this. This will rob the village of its status as a village.

It will take away valuable farming land, birds and animals habitat will be lost. All of which is important, each playing an important roll. The laws which the farmers have to follow for the environment all gone out the window when the Government & Businesses bulldoze over the land.

Air Quality. Our open space and air quality will all suffer and as we are in a dip it will hang over us like a permanent cloud of polluted air and dust. Fuel fumes from working vehicles, workers vehicles and the like all adding.

Lighting pollution. No longer will our nights be dark as the night sky will be lit up with flood lights, street lights, vehicle lights. You only have to fly over the Uk to see how it has changed drastically over the years, towns, villages, cities and industrial all merged and lighting up the sky so you can't separate them.

Flooding: Where will all the water go that used to go into the ground until it reached saturation. What runs off the land now has effect on the village, the brook and further down stream to the next village and on to a main road which has flooded and has recently been the cause of traffic being diverted through the village which has its own floods to contend with the extra traffic causing tidal waves to their properties. I've watched the water coming off the proposed development streaming down the side lane between us and the land and that's without acres of concrete. Our garden is water logged now. so what effect will it have if this goes ahead.

contd.....

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February - March 2024)

Noise. 24-7 Noise. Sleep disruption. Peace & quiet through the day will be replaced by endless noise from machinery, vehicles, buildings (metal clanking) people shouting. It will be intolerable and no respite. Just the smallest of changes to the sound around us is very noticeable. If we lived in a town this would all be normal to us and as its expected something you live with. But I've never lived in a town, I've always lived in the Countryside or a village and I choose to live in a village because there are no industrial units, warehouses or any of those sort of buildings.

Traffic. Traffic will definitely increase one way or the other. People either travelling to work in the new industrial development or people living in the new housing development will at some point come through the village be it to avoid the main roads if congested or to take a short cut. Then there will be people that are visiting, deliveries, collections. More air pollution, more wear and tear of poorly maintained roads. Children, horse riders, cyclists, pedestrians all at risk by the increase of traffic these developments will bring. Just trying to pull out of our street on to Lady Gate is hazardous when people coming through the village using it as a rat run speed through cut corners never giving a thought for concealed drives or roads. Last year when Download was on we very nearly had a head on collision with some lad cutting the corner and over taking at speed as he came into Lady Gate. Video footage was sent to the police and he was prosecuted.

The Wildlife. I'm not expert on this but these developments are going to have a huge impacted on their habits. Trees gone, hedges gone earth gone. Blossoms, flowers and fruit all playing their part for our birds animals and insects that dwell and feed from the land. All play a part using up the rain water they all have to drink.

A VILLAGE IS A HUMAN SETTLEMENT OF A SMALL SIZE WHICH IS TYPICALLY SITUATED IN A RURAL LOCATION. We will no longer be a village if joined to an Industrial Estate.

Therefore I am asking NWLDC not to include the EMP90 site for potential development.

POLICY IW1

Losing so much agricultural land surely this can't be a good thing, no it's not. How much has been lost over the years to new developments either housing or industrial, also roads and rail all taking away vital land. The knock on effect of this on our environment especially as we are always being told about Global warming/ climate change. Take away open fields and trees and replace it with houses and such a large scale of houses what effect will that have on the environment. Then say those houses each have two cars! That land that was once working with nature and cleaning the air and soaking up the water won't be there anymore to help.

Wildlife. Killing off the Wildlife. Laws passed so pesticides, poisons, guns, traps can't be used but bring in the builders and do it on mass is ok! I don't think so.

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February - March 2024)

Flooding will increase as there's less ground to absorb it. Even if they include provisions in the plans for flooding this is no guarantee it will help or once plans passed they do it as I believe it is not the law and therefore a wasted exercise.

Air Pollution. Again this will be effected. Take away our green lungs and this will have an effect on our air quality.

Light pollution. With houses and streets comes lights, street lights on mass with the size of this development. We have recently had an example of this with the Airport when the had some lights renewed they were so bright they lit up the sky and some of the houses in our Village (Diseworth). I noticed them straight away as they were pointing towards us and the light reflected off our wardrobe which is white and lit up the bedroom. I did take pictures.

Traffic. Obviously this will increase along with all the potential problems that will bring. There's one way in and one way out of the proposed site which will all add to the traffic on a major road with heavy vehicle traffic combine that with the proposed Freeport development.

Therefore I do not support the new town development of Isley Woodhouse (Policy IW1).

3a.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed [redacted]

Date: 11TH March 2024.

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft Northwest Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mrs/Mr	N/A
First Name	Angela/Paul	N/A
Last Name	Shephard	N/A
Job Title (where relevant)	N/A	N/A
Organisation (where relevant)	N/A	N/A
House/Property Number or Name	[redacted]	N/A
Street	[redacted]	N/A
Town/Village	[redacted]	N/A
Postcode	[redacted]	N/A
Telephone	[redacted]	N/A
Email address	[redacted]	N/A

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? NWLDC. Application No: - 23/01697/EAS [Isley Woodhouse]		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Dear Sir/Madam, RE: Application 23/1697/EAS

The proposed new housing settlement at Isley Woodhouse (Policy IW1) to the West of Diseworth.

We **strongly** object to the proposed development adjacent to Isley Walton on the following grounds:

NOISE

NWLDC are already aware of the noise and air quality issues associated with the proposed location, as stated in the North West Leicestershire Local Plan (March 2021), specifically noise.

There are regular noise issues associated with transport, particularly at East Midlands Airport, as well as events at Donington Park.

Aircraft and airport operations at East Midlands Airport result in extremely high levels of noise disturbance, particularly at night.

Motorsport (at Donington Park) is a very noisy activity with 'no noise limit' track days, now several per month.

There are in the region of 500 HGV movements to and from East Midlands Airport on a typical weekday (24/7 operation).

The A453 is an extremely busy road, with HGV's, Breedon quarry lorries, cars and high-speed motorbikes associated with Donington Park. Motorbike noise has increased substantially since the super bike shop opened at Donington Park. 50 mph A453 speed limit is completely ignored!!

The road is busy 24 hours a day with significant noise pollution.

Noise pollution remains and continues to worsen in this area, with the transport sector being the

cause. Aircraft and road traffic noise is the dominant source.

Exposure is above the EU's threshold of 55 decibels (dB) for daily exposure and 50 dB for night exposure. Isley Walton is regularly exposed to road traffic noise above 55 dB and aircraft noise above 65dB.

Please Note: Noise from road traffic alone is the second most harmful environmental stressor in Europe, behind air pollution, according to the World Health Organization (WHO). The harmful effects of noise arise mainly from the stress reaction it causes in the human body, which can also occur during sleep. These can potentially lead to premature death, cardiovascular disease, cognitive impairment, sleep disturbance, hypertension and, at the least, annoyance.

We have all the above especially regular sleep disturbances from East Midlands Airport and DHL Cargo West.

The nearby quarry at Breedon-on-the Hill has planned expansion of their quarry workings in this direction on the opposite side of A453. This causes blasts, dust, noise, and transport disruption.

AIR QUALITY

"There are five Air Quality Management Areas (AQMA) in the district".

Two of the above areas are main settlements within the NWLDC area, Castle Donington & Kegworth, unsurprisingly both are adjacent to East Midlands Airport. The development of Isley Woodhouse is undoubtedly located within an area likely to suffer from similar Air Quality Issues. In addition, the extensive developments associated with the East Midlands, Freeport have the potential to substantially increase noise and air pollution.

Aircraft arriving at East Midlands Airport on the Westerly flight path regularly fuel dump directly over the land designated for the new Isley Woodhouse development.

Air quality here at Isley Walton has deteriorated significantly over the last 36 months since DHL Cargo West was built and additional aircraft departing and arriving. There are days especially when the cloud is low the air is potent with jet engine fuel smell. It's truly awful.

During the Winter months when there is a need for aircraft de-icer to be used, the smell from the airport holding ponds directly adjacent to the proposed development is absolutely disgusting.

Toxic glycols pollute the air, there are days when we cannot venture outside/have any doors or windows open as the air stings our eyes and noses.

"There are five Air Quality Management Areas (AQMA) in the district".

The NWLDC Local Plan requires…

"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".

"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 noise pollution".

NWLDC and the applicant shall therefore demonstrate why the proposed site, which is already known to be unsuitable, has been selected for development. Specifically, the report should not just assess the Environmental issues of the proposed site but must demonstrate why this location has been chosen over other potential alternatives.

The report must also cover how the proposed development complies with NWLDC Local Plan Policies and Objectives such as…

Policy Ec4 – East Midlands Airport

Incorporates measures that will **reduce** the number of residents affected by noise because of the airport's operation, as well as the impact of noise on the wider landscape.

A development on this scale breaches all the above!

<u>Objectives</u>

Objective 1 - Promote the health and wellbeing of the district's population.

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.

Although the proposed development of Isley Woodhouse is located within the NWLDC Planning Area, there are several adjacent planning areas which potentially could have developments associated and/or justified by the establishment of the East Midlands Freeport (EMF).

LIGHT POLLUTION

Isley Walton already suffers from significant light pollution from East Midlands Airport and DHL Cargo West which has worsened since their introduction of LED lighting leading to numerous complaints to Manchester Group (MAG). It is now at a record high. As measured by CRPE 2016 data, Isley Walton is already impacted by light pollution levels graded higher than E2 Rural designation.

TRAFFIC

With the current overdevelopment and associated heavy traffic from local businesses such as Donington Park, East Midlands Airport and Breedon Quarry already causing non insignificant peak time delays for residents, based on households generally having 2 cars, how would the area possibly cope with another 9,000+ cars seeking access and egress at these times.

We now have queuing traffic on the A453 everyday (increased pollution) between the hours of 7:00am-9:30am and 3.30pm-7:00pm along this section of road:

How can this possibly be a sensible solution to the inner-city housing shortage when it will have such a negative impact on the proposed area?

The A453, Walton Hill running through Isley Walton (particularly the Melbourne Road junction) will become even more of a death trap if this goes ahead. Even if a dual carriage way is proposed how much more disruption, noise, pollution will that create?

Race events and Download Festival that take place at Donington Park result in long delays and queues back to the M1 motorway; indeed, last year it took 4.5 hours to drive from Isley Walton to Kegworth during Download Festival. Imagine that with another 4,500 houses here, supporting around 9,000 cars. The roads here are not suitable for such a huge development; the main roads to the M1 and the A42, could not contain such vast quantities of traffic.

Unless all the inhabitants of the new housing development are employed within their living

location, they will need to travel to the site of their employment. In both instances, this would mean a substantial increase of vehicles and travelling. The location of the new town is an odd choice as it is at the far end of the County. People working in the city of Leicester would need to endure a fifty-minute commute from the site resulting in increasing pollution and congestion within the locality.

The HS2 rail line is due to run close to the area of proposed development. It will cause major disruption in its building. It will not stop for passengers, so will just cause extra noise and disruption as it passes through. Most unpleasant to live near to.

ISLEY WALTON VILLAGE - HERITAGE

Where does the name Isley Woodhouse come from? The Parish of Isley Walton have no wish that any part of Isley Walton be associated with this unwanted and unnecessary proposed development.

The prosed name 'Isley Woodhouse' is nonsensical name which should have no association or reference to the Parish of Isley Walton with its' strong heritage, including its association with the Worshipful Company of Bowyers who bequeathed housing here to the veterans returning from Agincourt? There is no mention of how Isley Walton would be shielded from this development- being sited on Walton Hill and **all** views would be destroyed.

Will residents be compensated for the huge devaluation in the value of property caused by this development?

No mention of the Manor House, All Saints Church (a knights Templar church) and the Toll House which are all Grade 2 listed and of historical importance. This seems extremely ill thought out with no real due diligence having been carried out.

Reliance on exponential figures is deeply flawed and should be null and void having been paid for by the landowner/developers who have no doubt never even visited the area.

The scale of the proposed development is absurdly large; 4,000+ houses would equate to a new population which is the same as the two market towns of Castle Donington and Kegworth and the villages of Breedon-on-the Hill, Belton, Diseworth and Long Whatton combined.

How are NWLDC proposing to ensure the accuracy and independence of the proposed assessment, given this is being prepared by the applicant and supported by specialists funded by the applicant? Not exactly fair and open, is it? Do you honestly believe Pegasus Group would produce a report containing any negatives in terms of the land and their desire to generate millions of pounds of profit....

ECOLOGY/FARMLAND

DESTRUCTION OF PRIME FARMLAND & ENVIRONMENT IMPACT Why when there are several brownfield sites available should vast amounts of farmland be eaten up by a development? Under government recommendations brownfield sites should be utilised first. We can only conclude this to be an easy option rather than the correct option.

The development would destroy 750 acres of agricultural land currently used by tenant farmers and miles of ancient hedges at a time when locally produced food in the UK is critical to the economy, health, and wellbeing of the country. A loss of prime agricultural land that currently produces 2,976 tonnes of wheat.

The local character of this area is undeniably rural small villages separated by farmed countryside, linked to larger market towns. This areas character will be lost entirely if this development proceeds at such a desperate profit-driven scale. 750 acres of farmland destroyed. It is inconceivable that the local parishes could lose such a vast natural amenity.

The site is outside the Limits of Development and is situated in designated countryside and at variance with LP Policy S3 in this regard [LP 5.25]. It is self-evident that the intrinsic character of local countryside will be permanently disfigured and lost.
There is no mitigation available, the only consequence will be the destruction of countryside and landscape. This needs to be properly addressed in the EIA.

WILDLIFE

Wildlife around Isley Walton on the designated land for development has a very healthy population of brown hares, badgers, bats, and barn owls to name but a few that can be found in and around the village, how will they be protected from the proposed development? They won't!! When DHL Cargo West was developed the foxes, brown hares and badgers became roadkill. It was so sad to see it, over a period of several months when their homes and habitats were destroyed by a large corporate who has zero integrity when it comes to local wildlife and residents.

BIODIVERSITY NET GAINS

Biodiversity net gain (BNG) is mandatory from 12 February 2024.

In England, BNG is mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development.

You must try to avoid loss of habitat when doing development work. Developers must deliver at least 10% BNG, either on-site or off-site, or as a last resort by buying statutory biodiversity credits.

How an earth can this development result in **more or better-quality habitat** and a reduction in carbon emissions when 750 acres of farmland and 7.5 miles of hedgerows will be destroyed? The answer is it absolutely cannot be achieved on the land identified for this development.

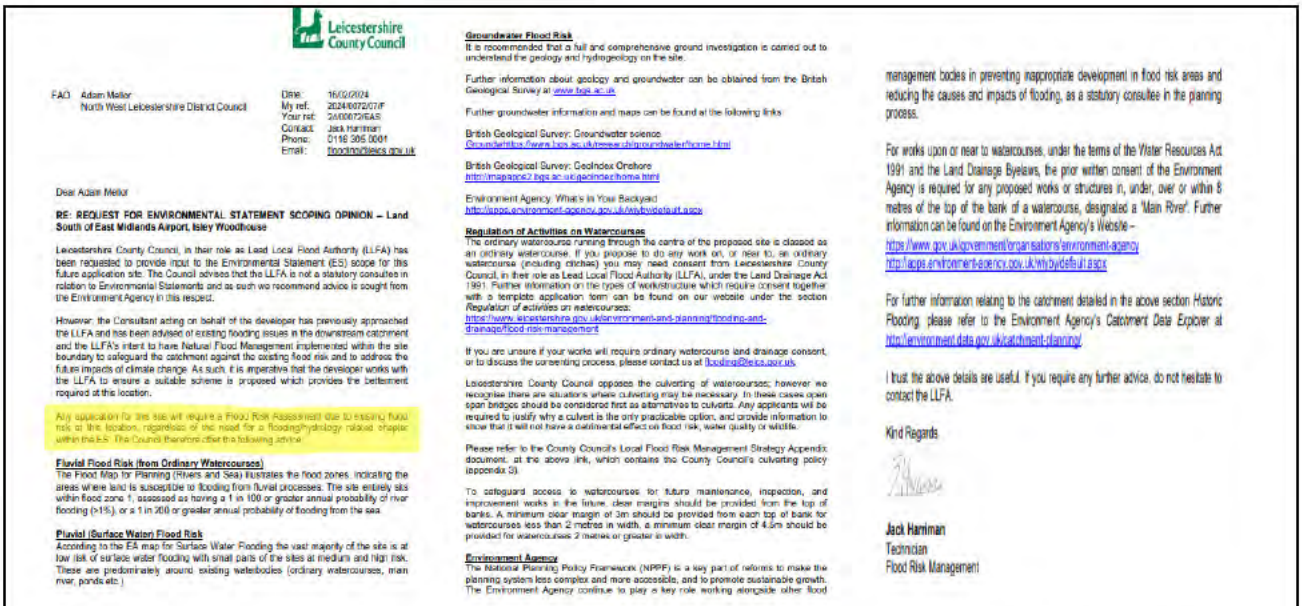
A new settlement near East Midlands Airport

Site boundary

- This proposal is a long-term development that will take more than 20 years to complete
- We have suggested some key principles to support the planning of the new village, including:
  - Ensuring builders follow specific design guidance
  - Focus on minimising carbon emissions
  - Making sustainable travel - walking cycling, public transport and the use of electric vehicles - a realistic option
- A masterplan for the development, providing a blueprint to guide the development, will be produced with the involvement of local people.
  - The masterplan will cover:
  - A mix of house sizes, tenures and types
  - Ensuring necessary infrastructure is planned and provided in a timely and coordinated way
  - Improvements in biodiversity
- Future planning applications will need to comply with the masterplan.

FLOODING

2023 and year to date 2024 has seen record flooding events on the land off Moor Lane and on the Melbourne Road near to Church View House, an ongoing issue with frequent road closures as noted below (LCC – Lead Flood Authority).



Leicestershire County Council

FAO: Adam Mellor
North West Leicestershire District Council

Date: 16/02/2024
My ref: 2024/0072/07/F
Your ref: 24/00072/EAS
Contact: Jack Hariman
Phone: 0116 305 0001
Email: flooding@leics.gov.uk

Dear Adam Mellor

RE: REQUEST FOR ENVIRONMENTAL STATEMENT SCOPING OPINION – Land South of East Midlands Airport, Isley Woodhouse

Leicestershire County Council, in their role as Lead Local Flood Authority (LLFA) has been requested to provide input to the Environmental Statement (ES) scope for this future application site. The Council advises that the LLFA is not a statutory consultee in relation to Environmental Statements and as such we recommend advice is sought from the Environment Agency in this respect.

However, the Consultant acting on behalf of the developer has previously approached the LLFA and has been advised of existing flooding issues in the downstream catchment and the LLFA's intent to have Natural Flood Management implemented within the site boundary to safeguard the catchment against the existing flood risk and to address the future impacts of climate change. As such, it is imperative that the developer works with the LLFA to ensure a suitable scheme is proposed which provides the betterment required at this location.

Any application for this site will require a Flood Risk Assessment due to existing flood risk at this location, regardless of the need for a flooding/hydrology related chapter within the ES. The Council therefore offer the following advice:

Fluvial Flood Risk (from Ordinary Watercourses)
The Flood Map for Planning (Rivers and Sea) illustrates the flood zones, indicating the areas where land is susceptible to flooding from fluvial processes. The site entirely sits within flood zone 1, assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea.

Pluvial (Surface Water) Flood Risk
According to the EA map for Surface Water Flooding the vast majority of the site is at low risk of surface water flooding with small parts of the sites at medium and high risk. These are predominately around existing waterbodies (ordinary watercourses, main river, ponds etc.)

Groundwater Flood Risk
It is recommended that a full and comprehensive ground investigation is carried out to understand the geology and hydrogeology on the site.

Further information about geology and groundwater can be obtained from the British Geological Survey at www.bgs.ac.uk

Further groundwater information and maps can be found at the following links:

British Geological Survey: Groundwater science
Groundwaterbgs.//www.bgs.ac.uk/research/groundwater/home.html

British Geological Survey: GeoIndex Onshore
http://mapapps2.bgs.ac.uk/geoindex/home.html

Environment Agency: What's in Your Backyard
http://apps.environment-agency.gov.uk/wiyby/default.aspx

Regulation of Activities on Watercourses
The ordinary watercourse running through the centre of the proposed site is classed as an ordinary watercourse. If you propose to do any work on, or near to, an ordinary watercourse (including culverts) you may need consent from Leicestershire County Council, in their role as Lead Local Flood Authority (LLFA), under the Land Drainage Act 1991. Further information on the types of work/structure which require consent together with a template application form can be found on our website under the section *Regulation of activities on watercourses*:
https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/flood-risk-management

If you are unsure if your works will require ordinary watercourse land drainage consent, or to discuss the consenting process, please contact us at flooding@leics.gov.uk

Leicestershire County Council opposes the culverting of watercourses; however we recognise there are situations where culverting may be necessary. In these cases open span bridges should be considered first as alternatives to culverts. Any applicants will be required to justify why a culvert is the only practicable option, and provide information to show that it will not have a detrimental effect on flood risk, water quality or wildlife.

Please refer to the County Council's Local Flood Risk Management Strategy Appendix document, at the above link, which contains the County Council's culverting policy (appendix D).

To safeguard access to watercourses for future maintenance, inspection, and improvement works in the future, clear margins should be provided from the top of banks. A minimum clear margin of 3m should be provided from each top of bank for watercourses less than 2 metres in width, a minimum clear margin of 4.5m should be provided for watercourses 2 metres or greater in width.

Environment Agency
The National Planning Policy Framework (NPPF) is a key part of reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The Environment Agency continue to play a key role working alongside other flood management bodies in preventing inappropriate development in flood risk areas and reducing the causes and impacts of flooding, as a statutory consultee in the planning process.

For works upon or near to watercourses, under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of a watercourse, designated a 'Main River'. Further information can be found on the Environment Agency's Website –
https://www.gov.uk/government/organisations/environment-agency
http://apps.environment-agency.gov.uk/wiyby/default.aspx

For further information relating to the catchment detailed in the above section *Historic Flooding*, please refer to the Environment Agency's *Catchment Data Explorer* at http://environment.data.gov.uk/catchment-planning/.

I trust the above details are useful. If you require any further advice, do not hesitate to contact the LLFA.

Kind Regards

Jack Hariman
Technician
Flood Risk Management

The villages of Diseworth, Long Whatton and Breedon on the Hill; also, now flooding on a regular basis. The cause? Natural amounts of water with not enough land for it to naturally soak away in to. The situation will be made indescribably worse should this development go ahead in its present form.

Brooklet Farm and Diseworth residents also suffer the ill effects of East Midlands Airport surface water run off directly in to Diseworth Brook with multiple pollution/contamination events being investigated by the Environment Agency.

SUMMARY

Why on earth have you chosen this plot in the middle of beautiful countryside with diverse nature and wildlife, when you have other options with much less of an environmental impact.

We would strongly urge that the council reject these proposals, on both environmental, economic grounds and amongst numerous amounts of other reasons.

Why is a housing development (new Town) on this scale even being considered is unexplainable with the location next to/close by to East Midlands Airport, Donington Park racetrack plus Download Festival, SEGRO, Breedon Quarry..... A complete re-think on the development is essential.

Lazy planning to put the whole of NWLDC housing needs in one place, there must be a reason for this [redacted]

The site has been chosen because the local farmer approached the council willing to sell the land. This is not how big planning projects should operate and the integrity of this land sale must be questioned.
The site is on undulating land visible for miles around. It is attractive rural land and provides a green buffer from the airport and industrialisation North of the airport. It should be preserved no matter what.

Isley Walton is an attractive historical tiny village that should not be encroached upon by such a large development.
Everybody in Isley Walton and surrounding areas, visitors and people passing through, benefit from the beautiful surrounding countryside and diverse nature that the area offers. Under this proposal this is going to be destroyed and filled with nothing more than a concrete LEGOLAND!

Years of disruption and noise, not only to the actual fields but to all access routes too. With the complete destruction of thousands of various wildlife and their habitats -, of which will not be protected at all from the development.

No thought has been given to the area impacted, the people who live here or the repercussions this build would cause for the area.

Other recent developments have had an impact on Isley Walton and Diseworth villages. The rail/freight interchange has generated a massive increase in HGV traffic and the development of the DHL and UPS air freight hubs at EMA has added to this. The residents of both villages endure unpleasant and increasing levels of noise from night flights at Europe's last unregulated airport. Additional developments will increase levels of congestion and pollution and continue the unwarranted destruction of our heritage. To conclude, the proposal flagrantly abuses NWLDC Local Plan which is totally unacceptable.

To permit this development to take place would be a betrayal of the people who trust in the authorities to make and uphold the policies giving us protection of our heritage and well-being. The development would have a devastating effect on the local community, the ecology, and the environment.

The proposal would be in variance of the defined limits which is unacceptable. The Local Plan states a need for 9,620 houses throughout the district between now and 2039. What is the rationale behind building nearly half of this total amount in one single location? This is even more nonsensical when considering the development of 860 houses in Castle Donington with a further 1,800 to follow. Furthermore, construction has begun on the development of 3,200 houses between Hathern and Loughborough. Building on the Isley Walton site would mean houses planned to be built over the coming 17 years throughout the district, would all be built within a five-mile radius!

The NPPF has a core principle that states planners should focus significant developments in areas which are or can be made sustainable. The proposed development cannot achieve this. Pollution and traffic congestion will ensue, and the carbon footprint will be unrecoverable. Building on farmland and countryside is not only undesirable, but also unsustainable.

The Local Plan asserts that new developments should not be affected by noise. Isley Walton development is adjacent to Castle Donington Racing Circuit and the EMA take-off and landing flight paths. The noise for the inhabitants of the new development would be exceedingly high and most unpleasant. We know!!!! EMA expansion is set to increase the already high noise levels impinging on the health and well-being of the residents. Traffic

A housing development at Isley Walton will generate an additional 10,000 residential vehicles as

well as the increased volume of service traffic. Loughborough will be the closest town to the site which will mean a huge increase of traffic passing through Diseworth resulting in a rat run access.

The EMA development does not comply with Planning Policy EC2 which states there should be "an immediate need for additional employment land". There is no evidence that there is an "immediate need". The Planning Policy also states the requirement of not being "detrimental to …. nearby residential properties". It's separated by a hedgerow!!!!

Should the development be approved (most likely already a 'done deal' with Pegasus Group), one less house will need to be constructed as [redacted] will be 'For Sale'.

Please acknowledge receipt of this objection.

Yours sincerely,

Angela and Paul Shephard

Declaration

We understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name.

We acknowledge that we have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 13th March 2024

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	Personal Details	Agent's Details (if applicable)
Title	Mrs/Mr	N/A
First Name	Angela/Paul	N/A
Last Name	Shephard	N/A
Job Title (where relevant)	N/A	N/A
Organisation (where relevant)	N/A	N/A
House/Property Number or Name	[redacted]	N/A
Street	[redacted]	N/A
Town/Village	[redacted]	N/A
Postcode	[redacted]	N/A
Telephone	[redacted]	N/A
Email address	[redacted]	N/A

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? NWLDC. Application No: - 23/01697/EAS [Isley Woodhouse]		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Dear Sir/Madam, RE: Application 23/1697/EAS

The proposed new housing settlement at Isley Woodhouse (Policy IW1) to the West of Diseworth.

We **strongly** object to the proposed development adjacent to Isley Walton on the following grounds:

NOISE

NWLDC are already aware of the noise and air quality issues associated with the proposed location, as stated in the North West Leicestershire Local Plan (March 2021), specifically noise.

There are regular noise issues associated with transport, particularly at East Midlands Airport, as well as events at Donington Park.

Aircraft and airport operations at East Midlands Airport result in extremely high levels of noise disturbance, particularly at night.

Motorsport (at Donington Park) is a very noisy activity with 'no noise limit' track days, now several per month.

There are in the region of 500 HGV movements to and from East Midlands Airport on a typical weekday (24/7 operation).

The A453 is an extremely busy road, with HGV's, Breedon quarry lorries, cars and high-speed motorbikes associated with Donington Park. Motorbike noise has increased substantially since the super bike shop opened at Donington Park. 50 mph A453 speed limit is completely ignored!!

The road is busy 24 hours a day with significant noise pollution.

Noise pollution remains and continues to worsen in this area, with the transport sector being the

cause. Aircraft and road traffic noise is the dominant source.

Exposure is above the EU's threshold of 55 decibels (dB) for daily exposure and 50 dB for night exposure. Isley Walton is regularly exposed to road traffic noise above 55 dB and aircraft noise above 65dB.

Please Note: Noise from road traffic alone is the second most harmful environmental stressor in Europe, behind air pollution, according to the World Health Organization (WHO). The harmful effects of noise arise mainly from the stress reaction it causes in the human body, which can also occur during sleep. These can potentially lead to premature death, cardiovascular disease, cognitive impairment, sleep disturbance, hypertension and, at the least, annoyance.

We have all the above especially regular sleep disturbances from East Midlands Airport and DHL Cargo West.

The nearby quarry at Breedon-on-the Hill has planned expansion of their quarry workings in this direction on the opposite side of A453. This causes blasts, dust, noise, and transport disruption.

AIR QUALITY

"There are five Air Quality Management Areas (AQMA) in the district".

Two of the above areas are main settlements within the NWLDC area, Castle Donington & Kegworth, unsurprisingly both are adjacent to East Midlands Airport. The development of Isley Woodhouse is undoubtedly located within an area likely to suffer from similar Air Quality Issues. In addition, the extensive developments associated with the East Midlands, Freeport have the potential to substantially increase noise and air pollution.

Aircraft arriving at East Midlands Airport on the Westerly flight path regularly fuel dump directly over the land designated for the new Isley Woodhouse development.

Air quality here at Isley Walton has deteriorated significantly over the last 36 months since DHL Cargo West was built and additional aircraft departing and arriving. There are days especially when the cloud is low the air is potent with jet engine fuel smell. It's truly awful.

During the Winter months when there is a need for aircraft de-icer to be used, the smell from the airport holding ponds directly adjacent to the proposed development is absolutely disgusting.

Toxic glycols pollute the air, there are days when we cannot venture outside/have any doors or windows open as the air stings our eyes and noses.

"There are five Air Quality Management Areas (AQMA) in the district".

The NWLDC Local Plan requires…

"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".

"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 noise pollution".

NWLDC and the applicant shall therefore demonstrate why the proposed site, which is already known to be unsuitable, has been selected for development. Specifically, the report should not just assess the Environmental issues of the proposed site but must demonstrate why this location has been chosen over other potential alternatives.

The report must also cover how the proposed development complies with NWLDC Local Plan Policies and Objectives such as…

Policy Ec4 – East Midlands Airport

Incorporates measures that will **reduce** the number of residents affected by noise because of the airport's operation, as well as the impact of noise on the wider landscape.

A development on this scale breaches all the above!

<u>Objectives</u>

Objective 1 - Promote the health and wellbeing of the district's population.

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.

Although the proposed development of Isley Woodhouse is located within the NWLDC Planning Area, there are several adjacent planning areas which potentially could have developments associated and/or justified by the establishment of the East Midlands Freeport (EMF).

LIGHT POLLUTION

Isley Walton already suffers from significant light pollution from East Midlands Airport and DHL Cargo West which has worsened since their introduction of LED lighting leading to numerous complaints to Manchester Group (MAG). It is now at a record high. As measured by CRPE 2016 data, Isley Walton is already impacted by light pollution levels graded higher than E2 Rural designation.

TRAFFIC

With the current overdevelopment and associated heavy traffic from local businesses such as Donington Park, East Midlands Airport and Breedon Quarry already causing non insignificant peak time delays for residents, based on households generally having 2 cars, how would the area possibly cope with another 9,000+ cars seeking access and egress at these times.

We now have queuing traffic on the A453 everyday (increased pollution) between the hours of 7:00am-9:30am and 3.30pm-7:00pm along this section of road:

How can this possibly be a sensible solution to the inner-city housing shortage when it will have such a negative impact on the proposed area?

The A453, Walton Hill running through Isley Walton (particularly the Melbourne Road junction) will become even more of a death trap if this goes ahead. Even if a dual carriage way is proposed how much more disruption, noise, pollution will that create?

Race events and Download Festival that take place at Donington Park result in long delays and queues back to the M1 motorway; indeed, last year it took 4.5 hours to drive from Isley Walton to Kegworth during Download Festival. Imagine that with another 4,500 houses here, supporting around 9,000 cars. The roads here are not suitable for such a huge development; the main roads to the M1 and the A42, could not contain such vast quantities of traffic.

Unless all the inhabitants of the new housing development are employed within their living

location, they will need to travel to the site of their employment. In both instances, this would mean a substantial increase of vehicles and travelling. The location of the new town is an odd choice as it is at the far end of the County. People working in the city of Leicester would need to endure a fifty-minute commute from the site resulting in increasing pollution and congestion within the locality.

The HS2 rail line is due to run close to the area of proposed development. It will cause major disruption in its building. It will not stop for passengers, so will just cause extra noise and disruption as it passes through. Most unpleasant to live near to.

ISLEY WALTON VILLAGE - HERITAGE

Where does the name Isley Woodhouse come from? The Parish of Isley Walton have no wish that any part of Isley Walton be associated with this unwanted and unnecessary proposed development.

The prosed name 'Isley Woodhouse' is nonsensical name which should have no association or reference to the Parish of Isley Walton with its' strong heritage, including its association with the Worshipful Company of Bowyers who bequeathed housing here to the veterans returning from Agincourt? There is no mention of how Isley Walton would be shielded from this development- being sited on Walton Hill and **all** views would be destroyed.

Will residents be compensated for the huge devaluation in the value of property caused by this development?

No mention of the Manor House, All Saints Church (a knights Templar church) and the Toll House which are all Grade 2 listed and of historical importance. This seems extremely ill thought out with no real due diligence having been carried out.

Reliance on exponential figures is deeply flawed and should be null and void having been paid for by the landowner/developers who have no doubt never even visited the area.

The scale of the proposed development is absurdly large; 4,000+ houses would equate to a new population which is the same as the two market towns of Castle Donington and Kegworth and the villages of Breedon-on-the Hill, Belton, Diseworth and Long Whatton combined.

How are NWLDC proposing to ensure the accuracy and independence of the proposed assessment, given this is being prepared by the applicant and supported by specialists funded by the applicant? Not exactly fair and open, is it? Do you honestly believe Pegasus Group would produce a report containing any negatives in terms of the land and their desire to generate millions of pounds of profit....

ECOLOGY/FARMLAND

DESTRUCTION OF PRIME FARMLAND & ENVIRONMENT IMPACT Why when there are several brownfield sites available should vast amounts of farmland be eaten up by a development? Under government recommendations brownfield sites should be utilised first. We can only conclude this to be an easy option rather than the correct option.

The development would destroy 750 acres of agricultural land currently used by tenant farmers and miles of ancient hedges at a time when locally produced food in the UK is critical to the economy, health, and wellbeing of the country. A loss of prime agricultural land that currently produces 2,976 tonnes of wheat.

The local character of this area is undeniably rural small villages separated by farmed countryside, linked to larger market towns. This areas character will be lost entirely if this development proceeds at such a desperate profit-driven scale. 750 acres of farmland destroyed. It is inconceivable that the local parishes could lose such a vast natural amenity.

The site is outside the Limits of Development and is situated in designated countryside and at variance with LP Policy S3 in this regard [LP 5.25]. It is self-evident that the intrinsic character of local countryside will be permanently disfigured and lost.
There is no mitigation available, the only consequence will be the destruction of countryside and landscape. This needs to be properly addressed in the EIA.

WILDLIFE

Wildlife around Isley Walton on the designated land for development has a very healthy population of brown hares, badgers, bats, and barn owls to name but a few that can be found in and around the village, how will they be protected from the proposed development? They won't!! When DHL Cargo West was developed the foxes, brown hares and badgers became roadkill. It was so sad to see it, over a period of several months when their homes and habitats were destroyed by a large corporate who has zero integrity when it comes to local wildlife and residents.

BIODIVERSITY NET GAINS

Biodiversity net gain (BNG) is mandatory from 12 February 2024.

In England, BNG is mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development.

You must try to avoid loss of habitat when doing development work. Developers must deliver at least 10% BNG, either on-site or off-site, or as a last resort by buying statutory biodiversity credits.

How an earth can this development result in **more or better-quality habitat** and a reduction in carbon emissions when 750 acres of farmland and 7.5 miles of hedgerows will be destroyed? The answer is it absolutely cannot be achieved on the land identified for this development.

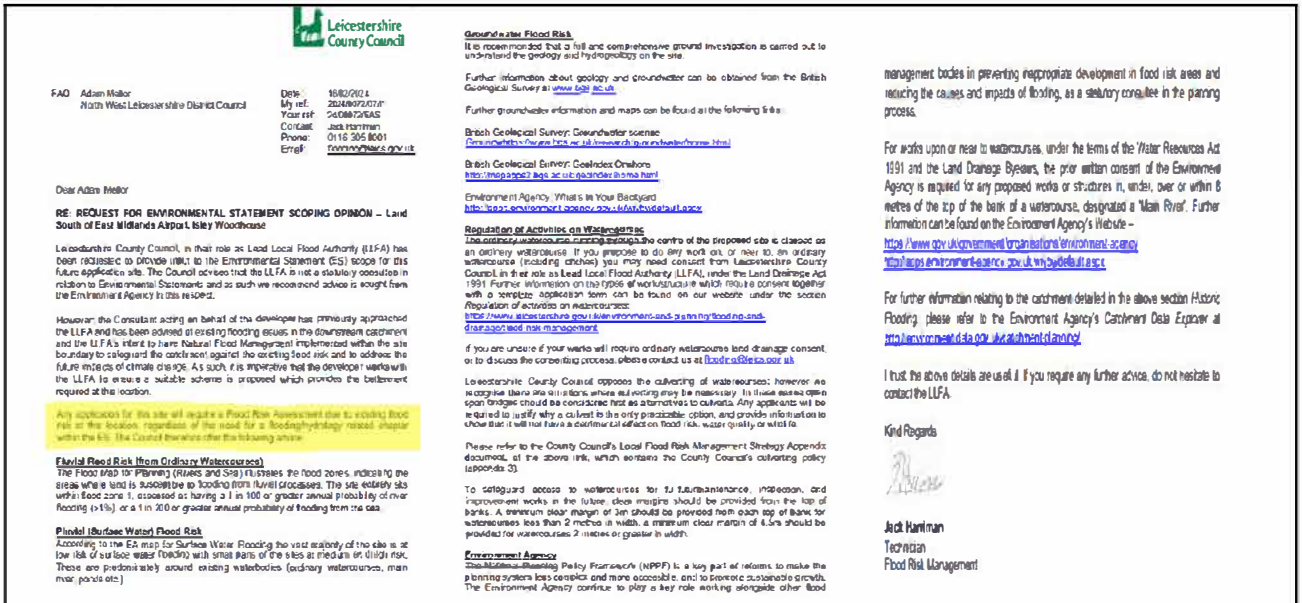
A new settlement near East Midlands Airport

Site boundary

- This proposal is a long-term development that will take more than 20 years to complete
- We have suggested some key principles to support the planning of the new village, including:
  - Ensuring builders follow specific design guidance
  - Focus on minimising carbon emissions
  - Making sustainable travel - walking cycling, public transport and the use of electric vehicles - a realistic option
- A masterplan for the development, providing a blueprint to guide the development, will be produced with the involvement of local people.
  - The masterplan will cover:
  - A mix of house sizes, tenures and types
  - Ensuring necessary infrastructure is planned and provided in a timely and coordinated way
  - Improvements in biodiversity
- Future planning applications will need to comply with the masterplan.

FLOODING

2023 and year to date 2024 has seen record flooding events on the land off Moor Lane and on the Melbourne Road near to Church View House, an ongoing issue with frequent road closures as noted below (LCC – Lead Flood Authority).



Leicestershire County Council

FAO Adam Mellor
North West Leicestershire District Council

Date: 16/02/2024
My ref: 20240207/SCR
Your ref: 24/00072/EAS
Contact: Jack Harriman
Phone: 0116 305 8001
Email: [redacted]

Dear Adam Mellor

RE: REQUEST FOR ENVIRONMENTAL STATEMENT SCOPING OPINION – Land South of East Midlands Airport, Isley Woodhouse

Leicestershire County Council, in their role as Lead Local Flood Authority (LLFA) has been requested to provide input to the Environmental Statement (ES) scope for this future application site. The Council advises that the LLFA is not a statutory consultee in relation to Environmental Statements and as such we recommend advice is sought from the Environment Agency in this respect.

However, the Consultant acting on behalf of the developer has previously approached the LLFA and has been advised of existing flooding issues in the downstream catchment and the LLFA's intent to have Natural Flood Management implemented within the site boundary to safeguard the catchment against the existing flood risk and to address the future impacts of climate change. As such, it is imperative that the developer works with the LLFA to ensure a suitable scheme is proposed which provides the betterment required at this location.

Any application for this site will require a Flood Risk Assessment due to existing flood risk at the location, regardless of the need for a flooding/hydrology related chapter within the ES. The Council therefore offer the following advice:

Fluvial Flood Risk (from Ordinary Watercourses)
The Flood Map for Planning (Rivers and Sea) illustrates the flood zones, indicating the areas where land is susceptible to flooding from fluvial processes. The site entirely sits within flood zone 1, assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea.

Pluvial (Surface Water) Flood Risk
According to the EA map for Surface Water Flooding the vast majority of the site is at low risk of surface water flooding with small parts of the sites at medium or high risk. These are predominately around existing waterbodies (ordinary watercourses, main river, ponds etc.)

Groundwater Flood Risk
It is recommended that a full and comprehensive ground investigation is carried out to understand the geology and hydrogeology on the site.

Further information about geology and groundwater can be obtained from the British Geological Survey at www.bgs.ac.uk

Further groundwater information and maps can be found at the following links:

British Geological Survey: Groundwater scenes
[redacted]

British Geological Survey: Geoindex Onshore
http://mapapps2.bgs.ac.uk/geoindex/home.html

Environment Agency: What's in Your Backyard
http://apps.environment-agency.gov.uk/wiyby/default.aspx

Regulation of Activities on Watercourses
The ordinary watercourse running through the centre of the proposed site is classed as an ordinary watercourse. If you propose to do any work on, or near to, an ordinary watercourse (including ditches) you may need consent from Leicestershire County Council in their role as Lead Local Flood Authority (LLFA), under the Land Drainage Act 1991. Further information on the types of work/structure which require a consent together with a template application form can be found on our website under the section Regulation of activities on watercourses:
https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/flood-risk-management

If you are unsure if your works will require ordinary watercourse land drainage consent, or to discuss the consenting process, please contact us at floodriskteam@leics.gov.uk

Leicestershire County Council opposes the culverting of watercourses; however we recognise there are situations where culverting may be necessary. In these cases open span bridges should be considered first as alternatives to culverts. Any applicants will be required to justify why a culvert is the only practicable option, and provide information to show that it will not have a detrimental effect on flood risk, water quality or wildlife.

Please refer to the County Council's Local Flood Risk Management Strategy Appendix document, at the above link, which contains the County Council's culverting policy (appendix 3).

To safeguard access to watercourses for its future maintenance, inspection, and improvement works in the future, clear margins should be provided from the top of banks. A minimum clear margin of 3m should be provided from each top of bank for watercourses less than 2 metres in width, a minimum clear margin of 6.0m should be provided for watercourses 2 metres or greater in width.

Environment Agency
The National Planning Policy Framework (NPPF) is a key part of reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The Environment Agency continue to play a key role working alongside other flood management bodies in preventing inappropriate development in flood risk areas and reducing the causes and impacts of flooding, as a statutory consultee in the planning process.

For works upon or near to watercourses, under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of a watercourse, designated a 'Main River'. Further information can be found on the Environment Agency's Website –
https://www.gov.uk/government/organisations/environment-agency
http://apps.environment-agency.gov.uk/wiyby/default.aspx

For further information relating to the catchment detailed in the above section Historic Flooding, please refer to the Environment Agency's Catchment Data Explorer at http://environment.data.gov.uk/catchment-planning/

I trust the above details are useful. If you require any further advice, do not hesitate to contact the LLFA.

Kind Regards

Jack Harriman
Technician
Flood Risk Management

The villages of Diseworth, Long Whatton and Breedon on the Hill; also, now flooding on a regular basis. The cause? Natural amounts of water with not enough land for it to naturally soak away in to. The situation will be made indescribably worse should this development go ahead in its present form.

Brooklet Farm and Diseworth residents also suffer the ill effects of East Midlands Airport surface water run off directly in to Diseworth Brook with multiple pollution/contamination events being investigated by the Environment Agency.

SUMMARY

Why on earth have you chosen this plot in the middle of beautiful countryside with diverse nature and wildlife, when you have other options with much less of an environmental impact.

We would strongly urge that the council reject these proposals, on both environmental, economic grounds and amongst numerous amounts of other reasons.

Why is a housing development (new Town) on this scale even being considered is unexplainable with the location next to/close by to East Midlands Airport, Donington Park racetrack plus Download Festival, SEGRO, Breedon Quarry…… A complete re-think on the development is essential. [Inappropriate comments redacted]

Lazy planning to put the whole of NWLDC housing needs in one place, there must be a reason for this [redacted]

The site has been chosen because the local farmer approached the council willing to sell the land. This is not how big planning projects should operate and the integrity of this land sale must be questioned.
The site is on undulating land visible for miles around. It is attractive rural land and provides a green buffer from the airport and industrialisation North of the airport. It should be preserved no matter what.

Isley Walton is an attractive historical tiny village that should not be encroached upon by such a large development.
Everybody in Isley Walton and surrounding areas, visitors and people passing through, benefit from the beautiful surrounding countryside and diverse nature that the area offers. Under this proposal this is going to be destroyed and filled with nothing more than a concrete LEGOLAND!

Years of disruption and noise, not only to the actual fields but to all access routes too. With the complete destruction of thousands of various wildlife and their habitats -, of which will not be protected at all from the development.

No thought has been given to the area impacted, the people who live here or the repercussions this build would cause for the area.

Other recent developments have had an impact on Isley Walton and Diseworth villages. The rail/freight interchange has generated a massive increase in HGV traffic and the development of the DHL and UPS air freight hubs at EMA has added to this. The residents of both villages endure unpleasant and increasing levels of noise from night flights at Europe's last unregulated airport. Additional developments will increase levels of congestion and pollution and continue the unwarranted destruction of our heritage. To conclude, the proposal flagrantly abuses NWLDC Local Plan which is totally unacceptable.

To permit this development to take place would be a betrayal of the people who trust in the authorities to make and uphold the policies giving us protection of our heritage and well-being. The development would have a devastating effect on the local community, the ecology, and the environment.

The proposal would be in variance of the defined limits which is unacceptable. The Local Plan states a need for 9,620 houses throughout the district between now and 2039. What is the rationale behind building nearly half of this total amount in one single location? This is even more nonsensical when considering the development of 860 houses in Castle Donington with a further 1,800 to follow. Furthermore, construction has begun on the development of 3,200 houses between Hathern and Loughborough. Building on the Isley Walton site would mean houses planned to be built over the coming 17 years throughout the district, would all be built within a five-mile radius!

The NPPF has a core principle that states planners should focus significant developments in areas which are or can be made sustainable. The proposed development cannot achieve this. Pollution and traffic congestion will ensue, and the carbon footprint will be unrecoverable. Building on farmland and countryside is not only undesirable, but also unsustainable.

The Local Plan asserts that new developments should not be affected by noise. Isley Walton development is adjacent to Castle Donington Racing Circuit and the EMA take-off and landing flight paths. The noise for the inhabitants of the new development would be exceedingly high and most unpleasant. We know!!!! EMA expansion is set to increase the already high noise levels impinging on the health and well-being of the residents. Traffic

A housing development at Isley Walton will generate an additional 10,000 residential vehicles as

well as the increased volume of service traffic. Loughborough will be the closest town to the site which will mean a huge increase of traffic passing through Diseworth resulting in a rat run access.

The EMA development does not comply with Planning Policy EC2 which states there should be "an immediate need for additional employment land". There is no evidence that there is an "immediate need". The Planning Policy also states the requirement of not being "detrimental to …. nearby residential properties". It's separated by a hedgerow!!!!

Should the development be approved (most likely already a 'done deal' with Pegasus Group), one less house will need to be constr[redacted] will be 'For Sale'.

[Personal Sensitive Information redacted]

Please acknowledge receipt of this objection.

Yours sincerely,

Angela and Paul Shephard

Declaration

We understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name.

We acknowledge that we have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 13th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	CLLR	
First Name	CAROL	
Last Name	SEWELL	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
Street		
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? **Proposed Housing and Employment Allocations [D2]**		
		Proposed policies
	/	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Pages: 73 - 76
Paras: 5.11 - 5.20

Land North of Derby Road (A6), Kegworth (EMP73 (part))

Land North of Remembrance Way (A453), Kegworth (EMP73 (part))

I object to the employment land allocations, above, as they are situated right at the entrance to Kegworth from the M1 J24 into the village of Kegworth.

Over 55% of the employment allocation falls within the enlarged Kegworth boundary. This land allocation is on green sites at the entrance to the village, and bearing in mind land to the SW of the village - the other side of the A6 - has already been allocated for housing, this will impact greatly on the setting of the village. The arrival into Kegworth will be a continuous sprawl of urban development from East Midlands Airport/Freeport, East Midlands Gateway, and development along the A50 and A453 into the adjoining Borough of Rushcliffe .

The identity of the village will be compromised:
Page 21 of Policy S4: 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."

The rapid development of land in the Borough of Rushcliffe, which borders the Kegworth Parish boundary is offering a 265-hectare site at the Ratcliffe-on-Soar Power Station site, and once fully occupied the redeveloped site claims the creation of between 7,000 and 8,000 jobs. The Fairham site North of Ratcliffe-on-Soar is providing an additional employment space. This would provide more than enough employment land for the immediate area. The proposed allocation EMP73 will therefore sprawl across boundaries and in effect be urban ribbon development.

The already stretched highway network would be further compromised, when a small accident anywhere around the J24 area already causes traffic chaos in nearby villages and on other main routes. The access to this proposed employment site will be opposite the new housing sites in Kegworth on the opposite side of Derby Road (former A6). The view from the new housing will be compromised by urban development, the air quality, already poor due to the proximity of EMA, the SEGRO site and the M1 would be further reduced, which represents reduction in the well-being of residents. The Derby Road access would present issues for road safety, parking and flow of traffic. Turning of HGVs from Sideley at the Refresco factory already cause problems as the lorries travel through a residential area of the village and have to turn sharp right at the traffic lights onto Derby Road. This would have further impact due to traffic volume.

The land north of Remembrance Way is on flood zone 3 and both sites spread across the Trent Valley Washlands and partly on the Lockington Marshes. Even with flood mitigation this could send flood waters towards the low lying areas of Kegworth village, and the changing climate has seen more adverse weather and flooding in the area. The access to the northern site, underneath the A453 could be flooded on a regular basis.
Also of note: underneath this land is the **Derwent Valley viaduct,** which provides 200ml/d of drinking water from N. Derbyshire to Hallgates Service Reservoir near Leicester. This viaduct which is over 100 year old would need to be fully protected from intense ground-works near its route.

PROPOSED HOUSING ALLOCATIONS:

Local Service Centre page 42

Policy H3d - Land south of Ashby Road, Kegworth (about 110 dwellings) 4.66.

• 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) •

As the land above has already been approved for housing it would be beneficial to see in the Local Plan that this land will be a sustainable and an integrated part of Kegworth.

- That it will benefit all age groups in this development with homes suited to the elderly and those who need care, ie bungalows. There is a lack of such housing and provision in Kegworth (Local Plan Policies H4 and H11).
- That there will be sports pitches allocated as in the original plans, allotments, cycling and walking links, and play areas.
- That there will be a mix of housing, including affordable homes and provision for first time buyers.

Proposed Existing Employment Areas Draft Policy [Ec5] - Computer Centre Site, Kegworth

I object to this land being ear-marked for ‘employment’, ie, another warehouse. This brownfield site between Pritchard Drive and the new housing allocation land would be an ideal opportunity to provide a supermarket and/or convenience store, and amenities, ie, leisure/community. It would contribute to the well-being of new residents, help to integrate the community, and enhance the Local Service Centre of Kegworth. The current centre of Kegworth would be too far to walk with young children, and for the elderly. This represents a ‘need’ for this new development.

Isley Woodhouse (Policy IW1) Pages 62 - 66

I have a strong objection to the positioning of this new town of more than 4,000 dwellings. The position of this new town is too close to the airport and Donington Park racetrack, this will greatly impact upon residents with noise, air and light pollution. It is too close to the conservation village of Diseworth affecting amenity and the rural setting of the village. This will be detrimental to the well-being of residents, and take away the identity of the village:

Page 21 of Policy S4: 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.”

7.5 miles of hedgerows would be destroyed. In the Current Local Plan adopted in March 2021 - Page 20 “Objectives”, “Objective 11 states - Protect and enhance the natural environment including the district’s biodiversity, geodiversity…”; national biodiversity net gain requirements as a minimum would would not be achievable by destroyed ancient hedgerows.

Flood risk to nearby villages would be increased if green land is built over to both sides of Diseworth. Flooding has increased dramatically in recent years and is not likely to decrease with climate changes bringing heavier rain and stormy weather in milder winters.

Page: 29-30 Policy AP2 Amenity

This proposal is to use good quality agricultural land Freeport Employment land proposal - (EMP90) to the east of Diseworth

I object to this employment land proposal as I think it is too close to the conservation village of Diseworth and will in effect swallow up the village into an employment site.

An already stretched transport network will not sustain another busy employment area right opposite the airport.

The pollution from this site will compromise the health and well-being of Diseworth residents - air quality, noise and light pollution.

Flooding issues would occur as per objection before on Policy IW1:

“Flood risk to nearby villages would be increased if green land is built over to both sides of Diseworth. Flooding has increased dramatically in recent years and is not likely to decrease with climate changes bringing heavier rain and stormy weather in milder winters.”

The biodiversity loss could not be maintained - see objection Policy IW1:

“In the Current Local Plan adopted in March 2021 - Page 20 “Objectives”, “Objective 11 states - Protect and enhance the natural environment including the district’s biodiversity, geodiversity…”

Buffers and screening will not protect the conservation of Diseworth from this development.

The imposition of yet more Freeport development in an already over-developed employment area is not acceptable.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Carol Ann Sewell

Date: March 2024

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	CLLR	
First Name	CAROL	
Last Name	SEWELL	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
PROPOSED LIMITS TO DEVELOPMENT REVIEW (D3) **Proposed Existing Employment Areas Draft Policy [Ec5] - Computer Centre Site, Kegworth** **Town Centre Topic Paper / Policy Paper Appendix A, 'Policy Maps'** **East Midlands Airport: Public Safety Zones (Draft Policy Ec10)**		Proposed policies
		Proposed housing and employment allocations
	/	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Proposed Limits to Development Review [D3]

I support the LtD/K/01 Refresco and LtD/K/02 New Brickyard Lane changes.

I am opposed to the limit of Development area to include the EMP73 proposed development land, and note the area north of the A453 is not included although this is to be accessed from Derby Road (former A6) and is in effect a continuous urban development entering the neighbouring parish boundary of Lockington cum Hemington, which will account for loss of green-space at the entrance to Kegworth and effectively be urban sprawl from the SEGRO site, Airport/Freeport and development along the A453 in the Borough of Rushcliffe.

Town Centre Topic Paper / Policy Paper Appendix A, 'Policy Maps'

I object to reducing the existing village centre boundary, and would prefer this to become larger to include former shops/businesses on High Street, should they ever be required to revert back from residential use to service the growing population of Kegworth, and the library.

I would like to see the centre boundary extended to include the commercial property at 3A Dragwell and the Doctor's Surgery. The shop at 3A Dragwell has operated as a shop/commercial property for circa 200+ years and requires protection from reverting to a domestic property if it is to become vacant.*

I would like to see the Parish Council Office a 1 London Road being included in this boundary.

Proposed Existing Employment Areas Draft Policy [Ec5] - Computer Centre Site, Kegworth

I object to this land being ear-marked for 'employment', ie another warehouse. This brownfield site between Pritchard Drive and the new housing allocation land would be an ideal opportunity to provide a supermarket and/or convenience store, and amenities, ie, leisure/community. It would contribute to the well-being of new residents, help to integrate the community, and enhance the Local Service Centre of Kegworth. The current centre of Kegworth would be too far to walk with young children, and for the elderly. This represents a 'need' for this new development.

*It is crucial to maintain brownfield sites within the village boundary to create a vibrant mix and prevent the village becoming a 'dormitory village'.

East Midlands Airport: Public Safety Zones (Draft Policy Ec10)

I am not in favour of the reduction of this safety zone. I remember the horrific air crash in Kegworth in 1989 and would support the maintaining of the current safety zone. This would give villagers confidence that further building won't be erected beneath the zone and allay fears of another disaster. The M1 will become busier, which is right beneath the flight path and this will become inevitably busier as will the Airport when the Freeport and other employment areas expand.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Carol Ann Sewell

Date: March 2024

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Last Name	SEWELL	
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House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
Houses in Multiple Occupation and Draft Policy H8 - Houses in Multiple Occupation in Kegworth **East Midlands Airport: Public Safety Zones (Draft Policy Ec10)** **Town Centre Topic Paper / Policy Paper Appendix A, 'Policy Maps'** **Proposed Existing Employment Areas Draft Policy [Ec5] - Computer Centre Site, Kegworth**	/	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Page 68:

Draft Policy H8: I Strongly support the introduction of this policy. It would be a welcome addition to help protect the village of Kegworth from a high level of HMOs, in particular student accommodation. Of note, these are not necessarily 'smaller' properties as indicated at 6.73, it also includes larger properties in the village. The estimate of HMOs in Kegworth at 14.0% I would judge to be an underestimate and an Additional Licensing Scheme which other areas have adopted would improve the accuracy of HMO data. This would be helpful to refer to in the planning process. A regular review of HMOs in Kegworth is necessary.

Car Parking Provision: I strongly support this section and the proposal at H8(c) for the provision of off-street parking of one space per occupant. This rule would be beneficial for self-contained apartments within Kegworth too, either in a separate policy or in an amendment to the Leicestershire Highway Design Guide.

It will be an advantage to protect residential properties not being sandwiched between two HMOs and a threshold created to prevent over-intensity of HMOs in areas of the village would be welcome.

When an HMO property is sold, then an additional policy that planning permission would be required for the property operate as an HMO should be introduced.

East Midlands Airport: Public Safety Zones (Draft Policy Ec10)

I oppose the reduction in size to this zone. I remember clearly the horrific air disaster in 1989, and the reduction of this zone will not give confidence to villagers who live in close proximity to the arrival/departure zone. Safeguarding of building directly beneath the current splay of the zone would be crucial to maintain and keep confidence high.

Air traffic movements are increasing all the time at the Airport and it will become far busier when the Freeport us up and running, as will the M1, which also needs protection from possible accidents involving aircraft.

Town Centre Topic Paper / Policy Paper Appendix A,

'Policy Maps'

I do not support a reduction in size of the ‘town’ centre boundary. A rapidly growing village would benefit from a larger town centre boundary which extends up the High Street to include former shops/restaurants, to give support should these ever revert back to retail, and the Library.

The boundary should include the shop on Dragwell, and the Doctor’s Surgery; and the Parish Council Office on 1 London Road (former shop) opposite the north end of the Market Place.

Proposed Existing Employment Areas Draft Policy [Ec5] - Computer Centre Site, Kegworth

I would not support this to remain as ‘Employment’ and would like to see this area ear-marked for retail, leisure and community use.

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Carol Ann Sewell

Date: March 2024

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	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Tim
Last Name		Coleby
Job Title (where relevant)		Senior Associate
Organisation (where relevant)	Barwood Development Securities Ltd.	Stantec UK Ltd.
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) See separate report. Our submission is made in support of the proposed allocation for housing of Broom Leys Farm, Coalville.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 14th March 2024.

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Response to North West Leicestershire Local Plan (2020-2040) Regulation 18 Consultation

Broom Leys Farm, Coalville (Site Ref: C46)

On behalf of **Barwood Development Securities Ltd**

Project Ref: 332611333 | Date: March 2024

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: 100 Barbirolli Square, Manchester, M2 3AB
T: 0161 245 8900 E: manchester@stantec.com

Document Control Sheet

Project Name: **Broom Leys Farm, Coalville**

Project Ref: **332611333**

Report Title: **Response to NW Leicestershire Local Plan Regulation 18 Consultation**

Date: **March 2024**

	Name	Position	Signature	Date
Prepared by:	Tim Coleby	Senior Associate	TC	March 2024
Reviewed by:	Bernard Greep	Director	BG	March 2024
Approved by:	Bernard Greep	Director	BG	March 2024
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1 Introduction 1

1.1 Purpose of this Submission 1

1.2 Broom Leys Farm, Coalville 1

2 Proposed Housing and Employment Allocations 3

2.1 Introduction 3

2.2 Broom Leys Farm, Coalville 3

2.3 Detailed Site Requirements 5

2.4 Conclusion 6

APPENDIX A: Broom Leys Farm Vision Document

1 Introduction

1.1 Purpose of this Submission

1.1.1 Stantec UK Ltd is appointed by Barwood Development Securities Ltd ('Barwood Land') to submit a response to the North West Leicestershire Local Plan (2020-2040) Regulation 18 Consultation.

1.1.2 Formed in 2009, Barwood Land has grown to be one of the UK's leading land promotion businesses, with an impressive track record of success throughout the country in promoting land with development potential and securing planning permission accordingly.

1.1.3 Our client controls 14.16 hectares of land at Broom Leys Farm, Coalville, which is proposed to be allocated for residential development of around 266 dwellings. We support this allocation and we show within our response how the Council's draft requirements for the development of the site are wholly consistent with Barwood Land's Vision Document, which is attached as Appendix A. The Vision Document contains a detailed analysis of the site's constraints and opportunities and describes our client's conceptual design proposals for the site.

1.1.4 Before commenting on the details of the proposed allocation, we provide a brief overview of the Broom Leys Farm site.

1.2 Broom Leys Farm, Coalville

1.2.1 Broom Leys Farm 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 bounded by Coalville Community Hospital and Sharpley Avenue recreation ground. A public right of way (O6) crosses the western part of the site.

1.2.2 The site is sustainably located close to Coalville town centre and other key services, including schools, a health centre, shops and both formal and informal recreation facilities. Public transport availability is excellent, with regular, frequent bus services running along Broom Leys Road, and there are also extensive opportunities for active travel (walking and cycling) in the form of pedestrian links and cycleways within and adjoining the site.

1.2.3 Barwood Land's vision for Broom Leys Farm, as described in the attached Vision Document, is as follows:

> *'To integrate an attractive residential development into the surrounding fabric of Coalville. This character led scheme – distinct from Whitwick – proposes to harness the best of the site, being sustainably located and visually contained.'*

1.2.4 The Vision Document also shows that the site is suitable for sustainable residential development, which is achievable and deliverable. The document explains:

- why the site is ideal for residential use, in view of its sustainable location, its close relationship with the approved Leicestershire County Council highway infrastructure improvements for the A511 growth corridor (due to commence in 2025/26) and its opportunities for environmental improvements in the form of significant additional landscape buffers and community open spaces;
- that there are no technical or environmental constraints to the proposed development which cannot be overcome through careful design; and

- how Barwood Land's illustrative masterplan will evolve in discussion with the local community and other stakeholders to ensure that the site delivers not only a high quality, distinctive development but significant social, economic and environmental benefits for Coalville as a whole.

2 Proposed Housing and Employment Allocations

2.1 Introduction

2.1.1 Within this section, we provide our response in support of the proposed housing allocation at Broom Leys Farm, Coalville.

2.2 Broom Leys Farm, Coalville

2.2.1 We fully support the allocation of this site which is described as follows in the consultation document titled 'Proposed Housing and Employment Allocations':

(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.'*

2.2.2 The consultation document 'Proposed Housing and Employment Allocations' also states as follows in respect of the proposed allocation:

> *'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.*

> *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. Whilst 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.*
>
> *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.*
>
> *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 or 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.'*

2.2.3 We support all of the provisions of the proposed allocation as set out above and we confirm that all of the Council's draft requirements for the development of the site can be satisfied, as we describe in section 2.3 below.

2.2.4 We also wish to highlight that the allocation of this site in the manner proposed accords with national policy in respect of sustainable development, having regard to the site's characteristics and the social, economic and environmental benefits that it can deliver. In this context, we note that the Council's own Sustainability Appraisal concludes as follows in respect of the site:

> *'This is one of the best scoring sites in terms of SA and is well located for access to services and facilities. The site is located within the Area of Separation but is identified as making a secondary contribution. A previous planning application was not determined, but was not objected to in highway terms, although this would need to be considered in the light of more up to date information. It is understood that the landowner is willing to make the site available for development, although there is no confirmed developer interest at this time. The Area of Separation study suggests that this site should be retained as such, although it also notes that development would have limited impact upon the rest of the Area of Separation.'*

2.2.5 In respect of the Area of Separation ('AoS'), it is clear from the above that the Council accepts that the site can be developed with limited impact on the rest of the AoS, and this finding is supported by Barwood Land's Vision Document which concludes that:

- *'the site is very well contained and enclosed by existing buildings, uses and natural features; it has very little functional or visual connection with the more open landscape to the north;*
- *development of the site as we propose would not result in coalescence between Coalville and Whitwick, nor would it harm the separate character or identity of those two settlements; and*
- *the site does not therefore make any significant contribution to the role, function or character of the Area of Separation, the boundary of which should be re-drawn to exclude the site.'*

2.2.6 The removal of the site from the AoS is also consistent with the comments of the Planning Inspector who conducted the Examination of the Council's adopted Local Plan and who concluded that *'there is scope for reconsideration of the detailed boundaries and land uses of the AoSs, 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'.*

2.2.7 The allocation is further supported by Barwood Land's Vision Document, which concludes that the site is well suited to residential development in view of:

- *'its highly sustainable location close to Coalville town centre with its wide range of employment, retail, community and leisure facilities;*
- *its high degree of accessibility to those facilities on foot, by cycle and by public transport;*
- *its ability to provide appropriate access to and from Broom Leys Road and Stephenson Way and through the site, thereby resulting in improved highway conditions and complementing Midlands Connect/Leicestershire County Council's proposed improvements to the nearby junction of those two roads;*
- *the excellent fit between our proposed masterplan and the Midlands Connect/Leicestershire County Council programme of enhancements to the A511 corridor as a whole, which will significantly improve the suitability, sustainability and attractiveness of the corridor for growth and investment;*
- *the absence of environmental or technical constraints to development of the site, in the form of landscape, ecology, heritage and drainage considerations; and*
- *the positive contribution it can make to meeting housing needs whilst also delivering a high quality residential environment, retaining important natural features, enhancing them with new National Forest planting and enabling greater public access to the site's network of open spaces.'*

2.2.8 Barwood Land, the appointed development partner for the delivery of the site, has an excellent track record in delivering successful residential developments across the region. The site is therefore available and suitable for residential development, which is achievable within the early part of the forthcoming Local Plan period.

2.2.9 Allocation of this site also helps to support the Council's proposed overall strategy which seeks to concentrate a significant proportion (35%) of all new housing development in the district's Principal Town of Coalville, which has the district's largest population and the greatest concentration of jobs, shops, services and facilities. This strategy also accords with national planning policy in the NPPF to meet housing needs whilst at the same time promoting the most sustainable forms of development in the most sustainable locations.

2.2.10 Having regard to the Council's overall strategy described above, the critical importance of allocating Broom Leys Farm for housing development is further underlined by the fact that the Housing and Employment Allocations consultation document currently shows a shortfall in allocations of some 300 dwellings in Coalville, such that further sites within or adjoining the town will have to be identified and allocated before the emerging Local Plan can be formally submitted for examination.

2.3 Detailed Site Requirements

2.3.1 Barwood Land's proposed form of development can meet all of the Council's draft detailed requirements for the site, namely those already set out in full in paragraph 2.2.1 above. The attached Vision Document, including the illustrative masterplan shown on page 23, demonstrates that:

- provision can be made for around 290 dwellings in total, with affordable housing in accordance with draft Policy H5 and self-build or custom housebuilding in accordance with draft Policy H7;

- public open space can be located along the northern, north-eastern and western boundaries of the site, thereby maintaining a sense of openness when viewed from the footpath adjoining the site's northern boundary;
- sustainable surface water drainage (SuDS) can be accommodated within the site;
- safe and suitable access can be provided from Broom Leys Road and/or the A511;
- active travel pedestrian and cycle routes can be provided through the site, with a link provided to the former railway line adjoining the site's northern boundary;
- the existing public right of way O6 can be retained and enhanced;
- biodiversity net gain in accordance with national requirements can be secured;
- significant additional tree planting and landscaping can be provided, in accordance with draft Policy En3 (The National Forest);
- suitable design and layout features can ensure that the amenities of adjoining residential properties and the Coalville Community Hospital are fully respected; and
- subject to being CIL compliant, appropriate financial contributions can be secured, by means of a Section 106 planning obligation, towards improvements to provision of education, healthcare, walking and cycling, off-site highways and public transport.

2.4 Conclusion

2.4.1 For all of the reasons described above, on behalf of Barwood Land, we fully support the proposed housing allocation of Broom Leys Farm and we confirm that the Council's draft detailed requirements for development of the site can be met and indeed they are consistent with our client's vision and conceptual design proposals as set out in the attached Vision Document.

Appendix A Broom Leys Farm Vision Document (submitted under separate cover)

Vision Document

Land at Broom Leys Farm, Coalville

Prepared by BHB Architects on behalf of Barwood Land
October 2020

BARWOOD LAND

Prepared for Barwood Land
by Brownhill Hayward Brown Ltd.

Document Title : Land at Broom Leys Farm, Coalville,
Vision Document

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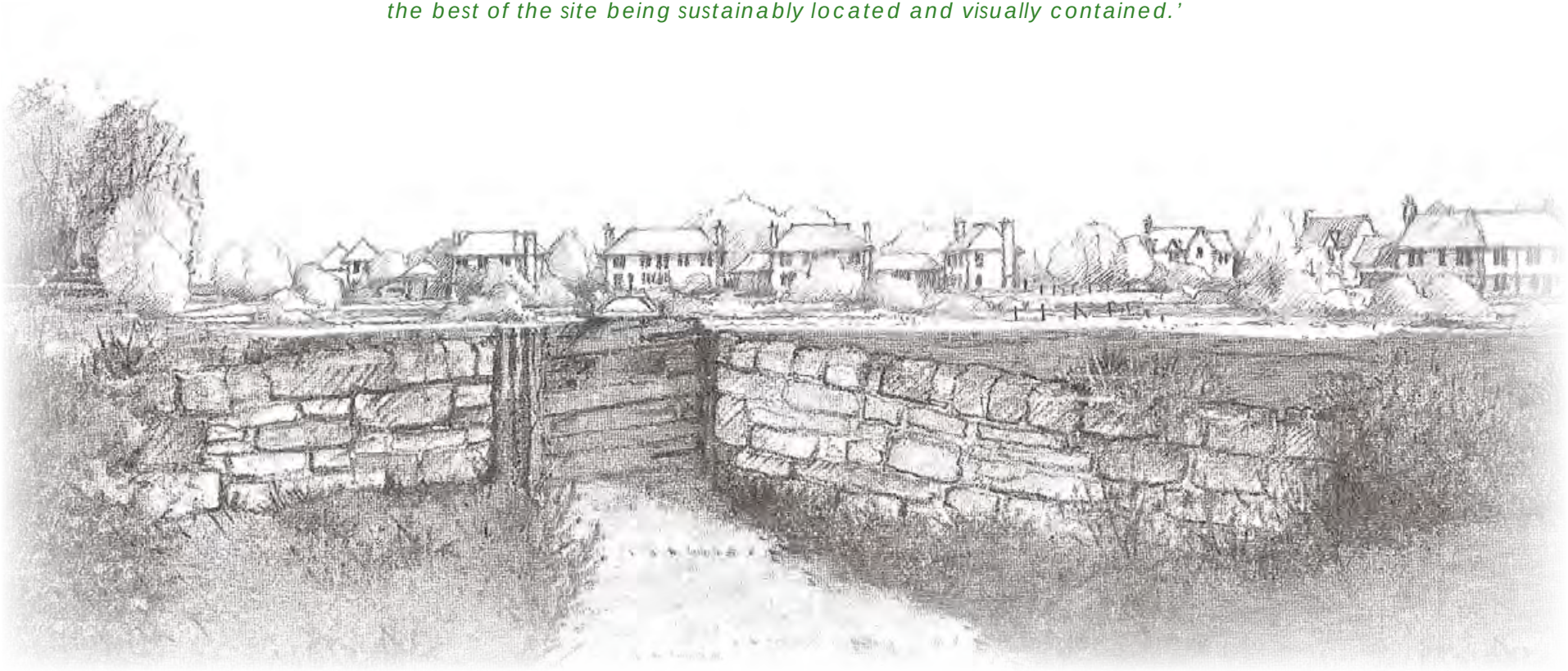
THE VISION...

'To integrate an attractive residential development into the surrounding fabric of Coalville. This character led scheme – distinct from Whitwick – proposes to harness the best of the site being sustainably located and visually contained.'



Site Location Plan

PLANNING CONTEXT

This Vision Document has been prepared to support the promotion of this site by Barwood Land and has regard to the following planning context:

- The Council's 2019 Strategic Housing and Employment Land Availability Assessment (SHELAA) found that the site was potentially suitable, available and achievable for housing development; and

- The SHELAA is shortly to be updated by the Council, in order to inform a Substantial Review of its adopted Local Plan in 2021.

ADOPTED LOCAL PLAN 2017

The site is shown in the adopted Local Plan within the Limits to Development and at the very southern end of a much larger Area of Separation between Coalville and Whitwick, to which Policy En5 applies, allowing development only for agriculture, forestry, nature conservation and leisure/sport/recreation and stating that:

- any other uses will need to demonstrate why they cannot be accommodated elsewhere in the District; and

- development will not be permitted which, either individually or cumulatively, would demonstrably adversely affect or diminish the present open, undeveloped character of the area.

SITE ANALYSIS AND OPPORTUNITIES

Landscape and Visual Context

Designatory Context

In terms of statutory and non-statutory protection, the site is not covered by any landscape designation that would suggest an increased sensitivity to change, or designation that would inherently prohibit development. For example, the site is not within an AONB or National Park, nor is it within any of the Areas of Particularly Attractive Countryside (APAC) defined in the Local Plan.

The site is however located within the defined Area of Separation (AoS) protected by Policy EN5 which extends between Whitwick and Coalville. The AoS is not a landscape designation and does not seek to protect land of particular landscape quality or value. Such designations are a spatial planning tool principally concerned with maintaining the separate character and identity of separate settlements.

Settlement Context

In general terms, the site is located within the central confines of the settlement of Coalville, to the east of the town centre, and on the northern edge of the suburb known as Greenhill. The site forms part of the Broom Leys Farm land holding, and is contained to the north by the now disused railway, to the south by residential properties along Broom Leys Road, to the west by the A511 and to the east the Coalville Community Hospital. The site is accessed from Broom Leys Road, where a break in the residential frontage provides access to the farm and the PRoW network. This area is shown on **Photograph A.**

The Site therefore has a good and close relationship with the existing settlement, and with noise from surrounding uses (particularly the A511 and Broom Leys Road) feels particularly semi-urban in character in many places, although the further north and central within the site, the less this urban influence pervades. The site is therefore very much 'hemmed in' and well contained by the existing settlement, and there is very little functional or visual connection with the more open landscape to the north.

The surrounding land uses and facilities – which includes the Broom Leys Primary School (to the south-east), the Coalville Community Hospital (immediately to the east) and the Coalville Rugby Football Club to the north – ensures there is a vibrancy to the local area, with which the site feels intrinsically connected.

Photograph A - The break in residential frontage to Broom Leys Road providing access

Image A - Aerial Photo of the SIte

Photograph B - View from PRoW on former railway, across the site, towards Broom Leys Road

Photograph C - View from near Broom Leys farmhouse towards the A511

Photograph D - Area of brownfield land near to the farm complex

Site Character and Visual Context

The site comprises agricultural land which is currently set aside for the grazing of horses. There are three principal areas of the site in character terms – the large expanse of agricultural fields to the east, which are separated by post and rail fencing, the central 'triangle' of land between the two main north-south hedgerows, and the western triangle, adjacent to the A511. These areas are separated by two mature hedgerows (with hedgerow trees), which offer visual diversity and biodiversity corridors connecting the southern parts of the site with the heavily vegetated former railway line to the north.

There is a permanently wet area broadly central within the site, which is demarcated by the darker areas on **Image A** (shopage 6). This area appears permanently wet, and is therefore likely to be a spring rather than seasonal flooding.

The site boundaries vary, with the northern boundary formed of a belt of woodland some 10-15m wide (and occasionally wider), which is consistent with the disused railway line. This feature provides a prominent physical barrier with the land to the north, and even in winter conditions – due to the depth of planting – forms a visual barrier as well. There is a PRoW and cycle route which runs along this feature, and good views are available across the site towards the farm complex and the existing settlement edge. **Photograph B** shows a typical view from the PRoW.

The western boundary to the A511 comprises a tree belt/hedgerow which provides good visual containment from the west (as **Photograph C** shows). The noise of the road can still be heard, given there is no specific noise mitigation along this boundary, and only a single line of trees/hedgerow.

The southern boundary follows the back gardens to the properties along Broom Leys Road, whilst the eastern boundary is open to the Hospital, and more enclosed to the north-west where the woodland along the former railway line extends south-eastwards.

Whilst the site is predominantly grazing land, there are areas of land of brownfield character in proximity to the farmhouse, as shown by **Photograph D**.

In a visual sense, the site is well contained, having dense vegetated boundaries on two sides (north and west), and built development on the other two (south and east). This restricts visibility from many of the surrounding areas, however

there will be views from the PRoW which runs north-south through the site and the route along the disused railway line along the northern boundary. Development within the site would be visible from these routes, however largely in the context of existing settlement or built form, or other detractors (such as the road).

Longer range views are not readily available due to the prevailing landform and surrounding settlement, although as discussed subsequently there are some potential views from higher ground to the east. The background documents, including evidence based documents (reviewed below), confirm that there are no particularly sensitive views within or across the site.

THE LANDSCAPE RESOURCE

Published Landscape Character Assessment

The landscape character context is relatively complex, with a large number of assessments relevant to the site. At a National level the site is located within the Area 73 Charnwood Character Area. These assessments tend to be too high level to accurately portray local character, therefore the more detailed assessments are reviewed below.

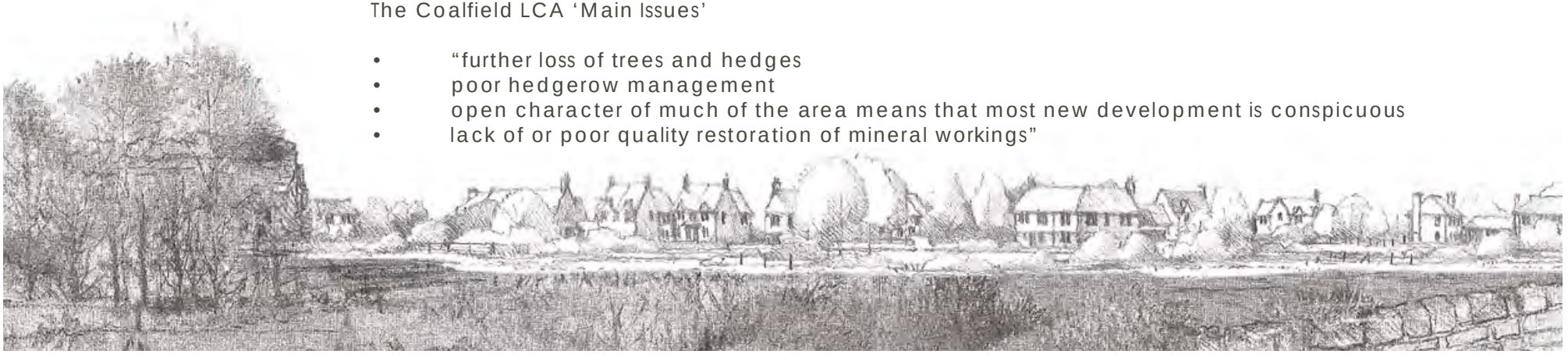
At a County level the site borders the Coalfield and Charnwood Forest landscape character areas, with the majority of the site within the Coalfield LCA. Upon review it is also the case that the site much more closely represents the Coalfield LCA. The 'Distinctive Features' and 'Main Issues' of this LCA are provided below:

The Coalfield LCA 'Distinctive Features'

- "gently undulating landform
- effects of past and present coal and clay working
- relatively dense settlement pattern of former mining towns and villages
- mixed farmland with generally low woodland cover
- most of area within the National Forest
- distinctive landscape character around Coleorton"

The Coalfield LCA 'Main Issues'

- "further loss of trees and hedges
- poor hedgerow management
- open character of much of the area means that most new development is conspicuous
- lack of or poor quality restoration of mineral workings"



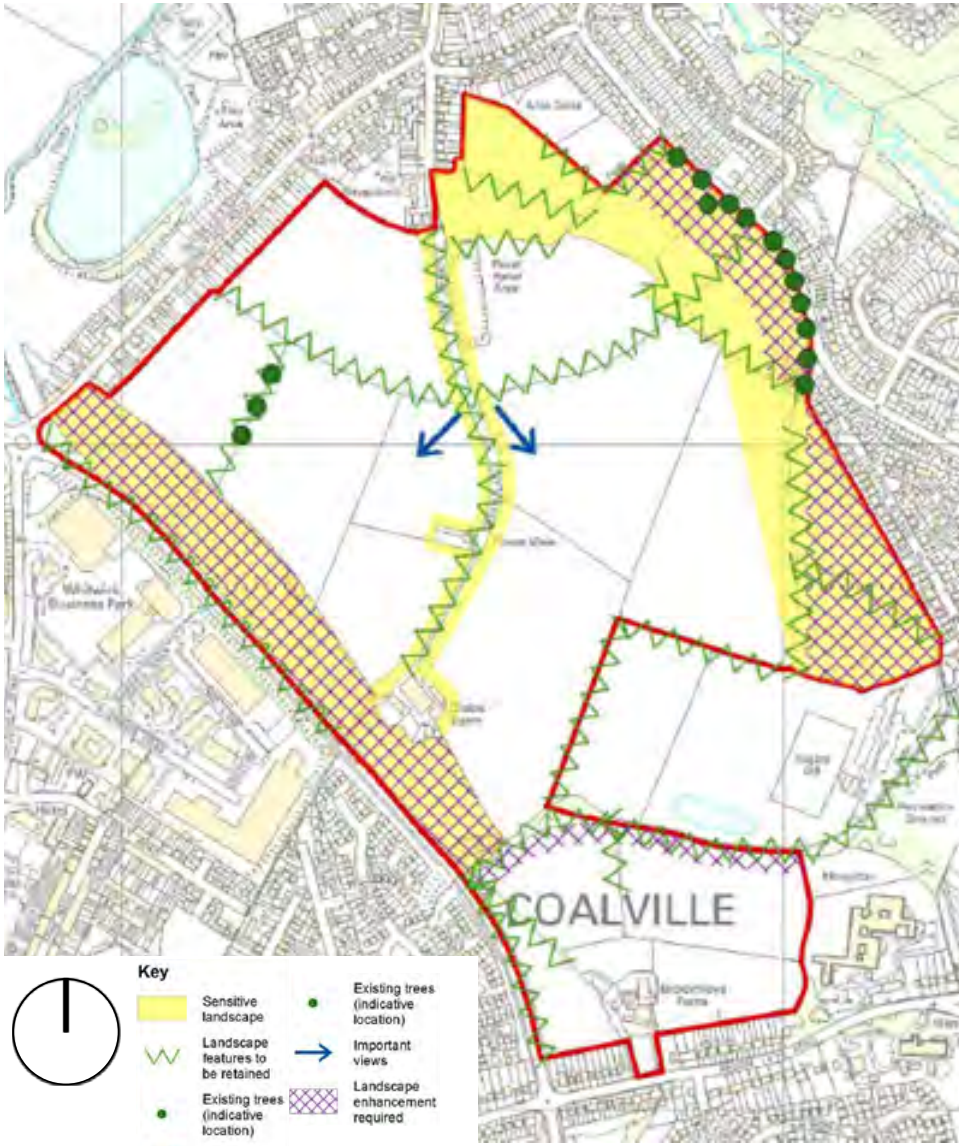


Image B - Extract from Settlement Fringe Assessment

The site is only largely consistent with the key characteristics, being farmland with occasional woodland cover, and with gently undulating topography. There is no evidence of historic coal or clay mining, although the former railway line is likely to have served these industries. The settlement influence is also a characteristic feature.

There are no further, more detailed, character assessments covering the site; however it is considered as part of the Settlement Fringe Assessment which provides an Evidence Base for the adopted Local Plan as part of a larger land parcel extending north into the AoS. The site is described under the 'Urban Fringe 3' area, which concludes in relation to the site:

"Development should avoid the highest land on the northern edge of the fringe and retain wooded features such as along the dismantled railway. Land on this southern fringe could be accommodated with less alteration to the character as the existing woodland would provide some screening."

Furthermore, the area of Urban Fringe containing the site is appraised as part of Area 1 'Fringe between Hermitage Road, Broom Leys Road and Whitwick (Hall Lane)'. This undertook a spatial appraisal, and assessed the parcels in terms of whether parts of them were particularly sensitive, or whether there were any key views or vegetation that should be retained. It also considered potential mitigation were development proposed here.

As shown on **Image B**, whilst the site's central hedgerows and the vegetation along the former railway line were identified as worthy of retention, there were no particularly sensitive areas or key views in proximity or covering the site. Some landscape enhancement was identified along the south of the railway line, and the proposed masterplan allows for this.

In terms of the potential to mitigate proposed development within this parcel, the appraisal concludes in respect of the site that:

"Development on land to the south of the railway would be relatively easy to integrate without altering the character of the land or sense of separation."

Finally, the eastern parts of the site fall within the Charnwood Forest, and specifically within the 'Area 6: Thringstone/Markfield Quarries and Settlement' character area. The proportion of the site within this LCA is very small, and upon review of the Key Characteristics and Management Recommendations, they are largely relevant to the area to the east, rather than the part of the site that falls within this LCA.

In summary, the landscape character context confirms that the site and local context isn't particularly sensitive, despite being within the designated Area of Separation (not completely surprising given this is a spatial tool rather than a landscape quality designation). Furthermore, existing evidence base studies confirm that development could be easily accommodated here without undue harm to landscape character if appropriate mitigation is pursued and incorporated into development designs.

The National Forest

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. The site falls within the National Forest, and is protected under policy EN3 as a result.

The policy is far reaching, and rather generic in its content, but does specify a number of requirements for new development. Of relevance to the site is Policy EN3 (2) which states:

"(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."

The aspirations of this policy have been considered in the Illustrative Masterplan, particularly through the new area of woodland in the site's north-eastern corner, and other areas of open space and retained vegetation corridors.

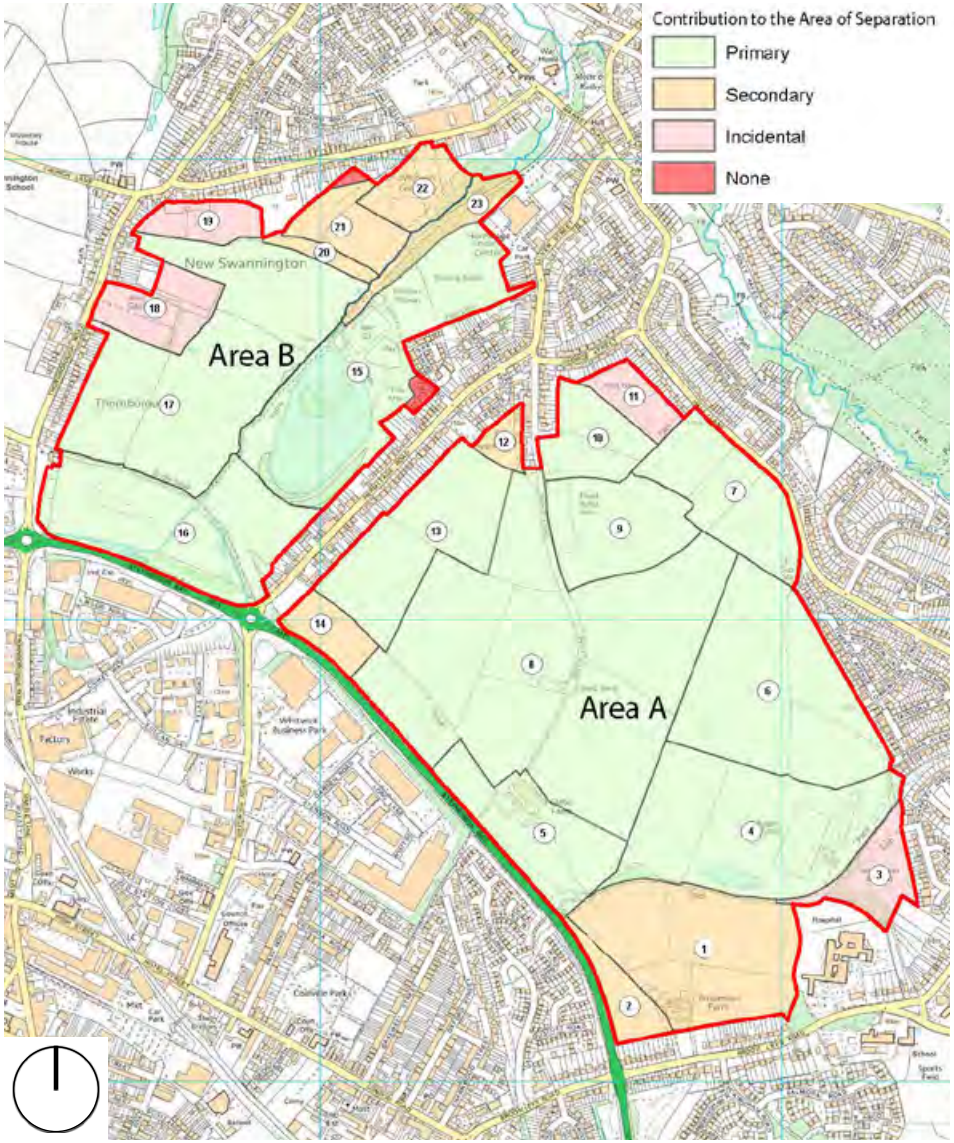


Image C - Extract from Figure 12 of the AoS Study

The Area of Separation

The site is located within the AoS as protected by Policy EN5. The context for these areas is defined concisely within the supporting text as follows, but the key text in relation to the acceptability of development in the Coalville-Whitwick AoS is covered under points (1) and (2):

"(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."

The Inspectors Report of the Examination in Public of the North West Leicestershire Local Plan covered the Area of Separation (AoS) and suggested that a reconsideration of both the detailed boundaries and land uses of the AoS was appropriate. As a result, The Landscape Partnership were commissioned by the LPA to undertake the 'Area of Separation Study' in 2019. This study sought to appraise the AoSs and consider the role and functionality of coherent areas of common character within them. Specifically, the study evaluated how land units contribute to the AoS by:

- **maintaining the openness of the land,**
- **protecting the identity and distinctiveness of the settlements and**
- **preventing coalescence.**

The site formed part of Study Area A. Within this, the site was defined as units 1 and 2, although part of the site (refer to Figure 12 of the study) was erroneously included as part of the Hospital. The findings of the study are also illustrated on Figure 12, an extract of which is provided on **Image C**. The green colouring represents areas which are Primary contributors to the AoS, orange areas are Secondary contributors, with the Pink and Red being Incidental and None respectively. Units 1 and 2 are both defined as Secondary as shown.

Whilst the study didn't suggest either land units 1 or 2 should be removed from the AoS, a number of important observations were made in defining the units as Secondary contributors to the AoS

- The units are generally self-contained, and have little or no physical or perceptual connection to the wider AoS to the north;
- The units have no connection to Whitwick, and therefore only serve to protect the open setting of Coalville, rather than preventing any sense of coalescence between the two conurbations; a key part of the reason for the AoS designation; and
- Whilst there are views available from the former railway line south towards Broom Leys Road, there are very few, if any, views from the public realm along Broom Leys road, limiting the extent to which the units are perceptually functioning as an AoS as experienced from this direction.

Photographs E, F and **G** show some comparative views across the northern part of the AoS and the southern part (which contains the site). These clearly show that whilst the northern parts are very open and expansive, with only distant views of settlement areas, the southern part is far more visually contained, and related to the settlement edge when considered as a whole.

There are a number of other observations which are questionable within the assessment, such as the lack of identification of detracting brownfield land (on the border of unit 1), and the peri-urban visual influence of the farm complex, which also appears to contain areas of vehicle maintenance and storage. **Photographs H** and **I** (opposite) illustrate this context.

Paragraph 5 (i) concludes in respect of units 1 and 2 as follows (emphasis added):

"i. Unit 1 makes an important contribution to the southern part of the AoS. ***However, this separation is essentially between different parts of the settlement of Coalville, including that fronting Broom Leys Road, A511 and Coalville Community Hospital rather than separating Coalville from Whitwick****. The dense vegetation north of the cycleway screens the unit from the majority of the AoS to the north and from any direct connections with Whitwick. Unit 2 is a relatively small area and is visually contained by vegetation but there is a functional link with Unit 1 being part of the same farm. Built development within Units 1 and 2 is likely to have a significant effect on the open character of this part of the AoS and the contribution the land makes to the undeveloped edge of Coalville and most notably as perceived from*

Photograph E - View across the northern AoS from Hall Lane looking South-West

Photograph F - View from Green Lane looking North-East

Photograph G - View from PRoW looking South-East across unit 1 and 2 boundary

Photograph H - Hardstanding in Unit 2

Photograph I - View of Broom Leys Farm complex from the disused railway line

Photograph J - View from Warren Hills towards the AoS. The site is identified as red (largely not visible) and the wider AoS in blue

the recreational route to the north. ***However. development would have a relatively limited effect on the remainder of the AoS to the north due to the level topography and intervening vegetation in Units 3, 4 and 5.***"

Whilst there is a suggestion that the units play an important role in the context of the AoS, it is very clear that when considering the AoS as a whole – which has as one if its primary purposes the avoidance of coalescence between Whitwick and Coalville – units 1 and 2 do not perform particularly well. In addition, the prominent feature of the disused railway line provides an excellent long-term defensible boundary to protect the remainder of the AoS from development which would undermine this primary purpose.

Areas such as AoS designations also play a role in providing separation within more distant views. One such view in relation to the site is from Warren Hills, an area of high ground to the east. From here, the site plays little or no contribution to settlement separation, either in the context of Coalville alone, or Whitwick or Coalville together. **Photograph J** demonstrates this, with the site and wider AoS identified.

With the Settlement Fringe Assessment concluding that development would be "relatively easy to integrate without altering the character of the land or sense of separation", there is demonstrable evidence to suggest that developing the site would have only limited impact upon both the settlement or landscape character of the locale.

This analysis of the AoS in summary concludes that this designation boundary should be revised to exclude this site (or units 1 and 2) to more accurately reflect its purpose and strengthen the Policy itself.

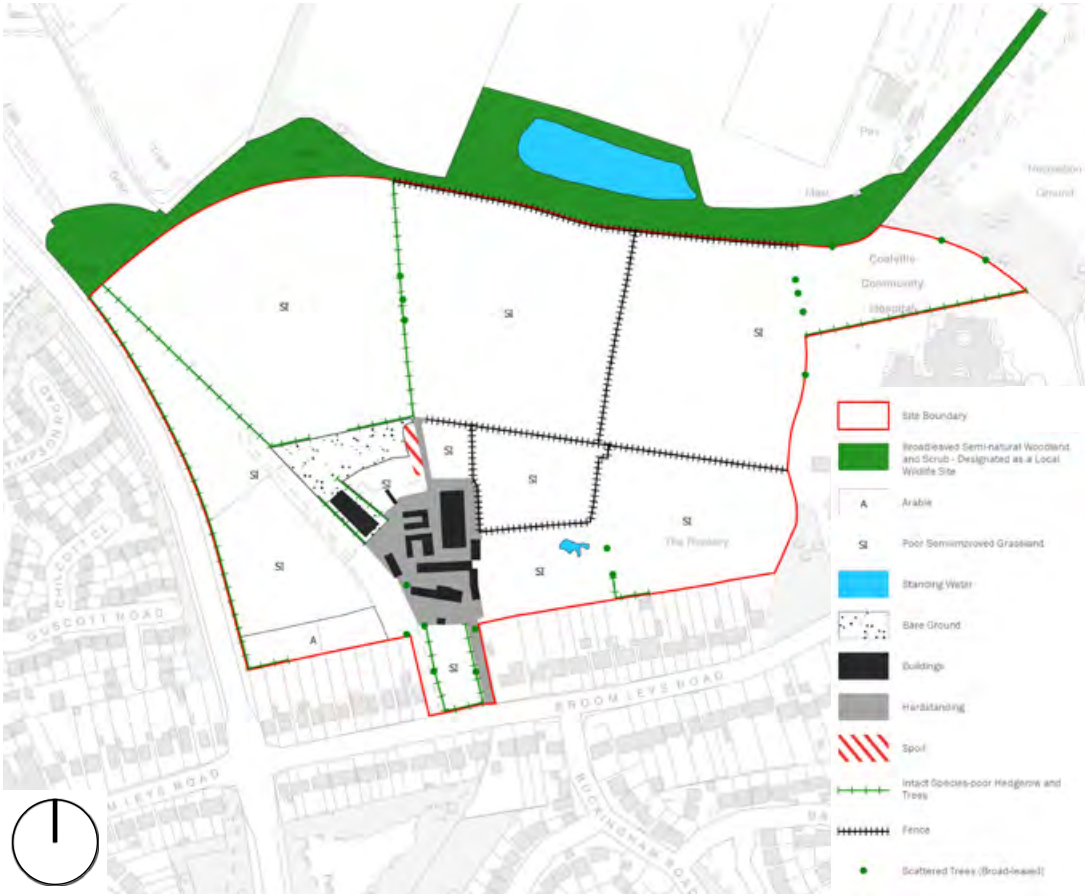
Addressing the key conflict with the AoS as detailed within the study, it would be possible, with careful masterplanning as undertaken in the preparation of the Illustrative Masterplan, to retain a sense of open character on the new settlement edge of Coalville. This would be through the provision of open space along the disused railway line, and generous open space on the higher ground in the north-east of the site, near the hospital and new woodland.

There would of course be some loss of openness were the site to be developed (as there would be with any development of greenfield land) but the overall pattern of settlement, and the more sensitive landscapes and views within the AoS and immediately surrounding the site, would be protected, assuming the principles set out in this document and illustrated on the masterplan were adopted.

ECOLOGY

There are several nationally designated sites including Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNRs) present within 5 km of the site, the closest being Coalville Meadow Charnwood SSSI, located approximately 0.8 km north east and Holly Rock Fields SSSI, located approximately 1.8 km east. All nationally designated sites within 5 km are separated from the Site by roads and residential properties, such that development at the Site is unlikely to have a direct significant impact on these designated sites. Development at the Site will potentially lead to increased recreational pressure on these designated sites, although this pressure is unlikely to be significant owing to the existing urban development with the area and that management of some of these sites is already in place to limit recreational pressure. There are no internationally designated sites within 10 km of the Site.

Running parallel to the northern boundary is Coalville Rugby Club Hedge and Pond Local Wildlife Site (LWS) which is an area of woodland and scrub which has developed along a disused rail line. A large pond is also present within this LWS, located approximately 50 m north of the Site boundary. There are records from this pond of common amphibian species such as sooth newt but no records of great crested newts. This LWS could be safeguarded from development through the implementation of a suitable buffer zone separating the development from this LWS. This buffer zone can then be planted with trees and scrub to further strengthen the integrity of the LWS.



Plan A - Phase 1 Habitat Plan

Within the site itself are two trees, a mature ash on the eastern boundary and a mature oak to the south which are designated as LWS's. These LWS's could easily be safeguarded from development through the retention of the trees and adoption of appropriate root protections zones.

The Site itself comprises horse grazed pasture fields which support poor semi-improved grassland of limited ecological value, although they may support ground nesting farmland bird species such as skylarks. Some of the field parcels are bounded by hedgerows that are themselves a priority habitat and that contain a number of trees with bat roost potential. The hedgerows are also likely to support an assemblage of common and widespread breeding birds as well as a small assemblage of foraging and roosting bats. These hedgerows also form important links from the Site to the wider area, including the Coalville Rugby Club Hedge and Pond LWS. A small spring fed pond is present at the south of the Site, this contained clear but very shallow water (c. 100 mm deep). Aquatic plants were present suggesting it is a permanent water feature.

At the south west of the Site is the Broom Leys Farm complex which comprises a number of old farm building as well as more modern steel framed buildings and barns. The older farm buildings have previously been identified as supporting roosting bats, although no significant roost (such as a maternity roost) was recorded. These building are also likely to support breeding birds such as swallows.

A landscape and ecology led approach to masterplanning will enable the majority of the hedgerows and trees to be retained with additional planting of hedgerows and planting up of any gaps within the existing hedgerow network also undertaken. The spring fed pond is also to be retained and enhanced so it forms a more ecologically valuable pond. The buildings which support roosting bats are to be retained and renovated allowing them to continue to provide roosting opportunities for bats.

A suite of ecological surveys will be undertaken to determine the presence/absence and ecological value of the protected and/or notable species on the Site such that appropriate mitigation measures can be incorporated into the site design to safeguard any population of these species if present.

Given the above it is considered that there are no 'in principle' ecological constraints to development on this Site. Indeed, opportunities for any protected species potentially present, with the possible exception of ground nesting farmland birds, could be significantly enhanced in the long-term through the appropriate design of the future development proposals.

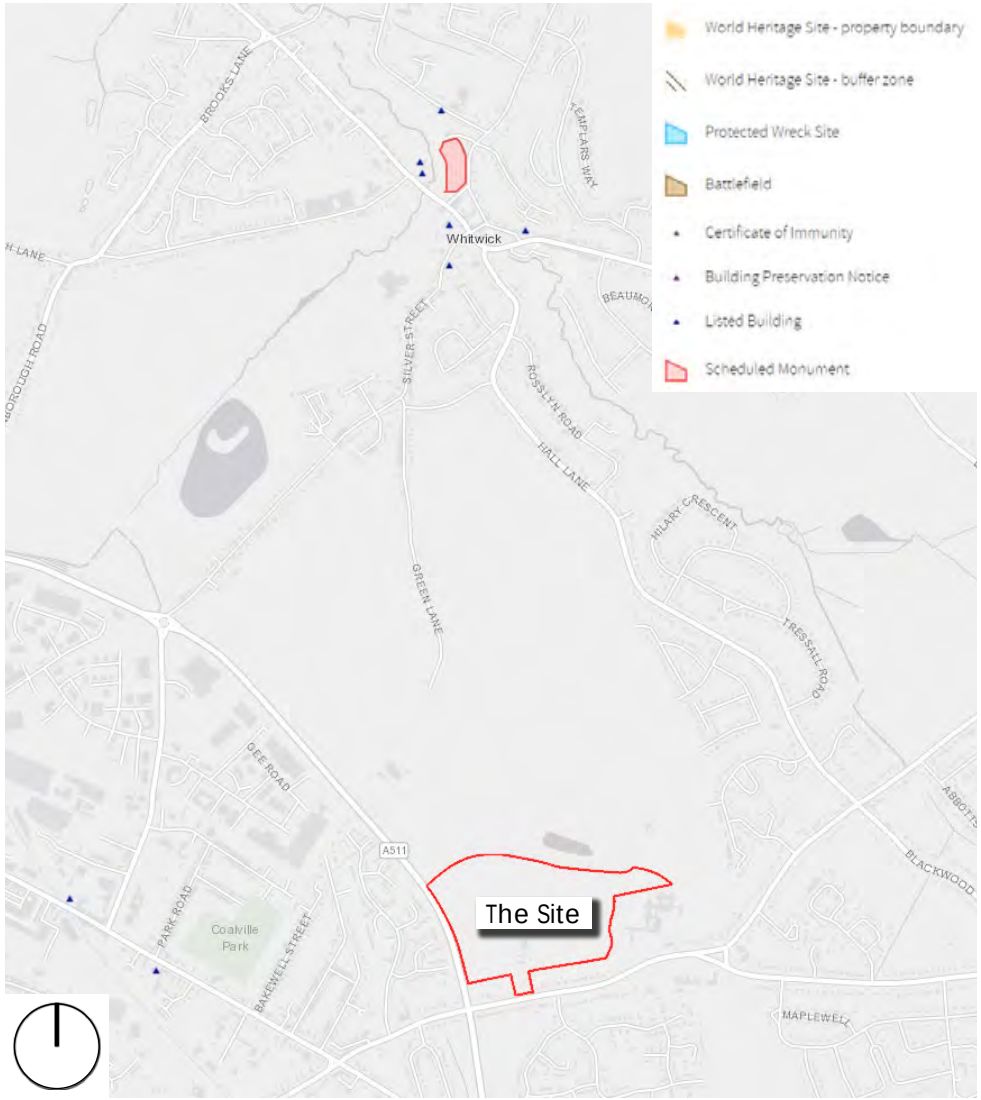
HERITAGE

Consultation of the National Heritage List (NHL) curated by Historic England has confirmed that the site does not contain any designated heritage assets and as such, is not constrained by any nationally important heritage assets within its boundaries.

Beyond its boundaries, the closest designated heritage assets comprise the Grade II listed Christ Church (1074360), c.775m to the west which is located to the immediate south east of the south eastern extent of the Coalville Conservation Area. Both of the these assets are separated from the site by: late 19th / early 20th century housing on the eastern side of the town; the line of the former Charnwood Forest Branch railway, now mostly built over; an area of late 20th century housing on the site of the former memorial ground and Stephenson Way also of the same date and which forms the western site boundary. As such, the site forms no part of the setting of either the listed building or the conservation area, due to its separation from the site and the form of the eastern side of the town that fully encloses its central heritage assets and which defines their setting.

More widely, there are designated heritage assets recorded by the NHL at Whitwick, 1.5km to the north and at Agar Nook 1.5km to the east. In both these areas dense modern housing between the location of the assets and the site, when combined with the distance means that the site forms no part of the setting of any of the designated heritage assets within these settlements, such that changes within it would have no effect on their significance.

With regard to non-designated heritage assets, the conservation area appraisal for Coalville does not identify any locally listed buildings within or adjacent to the site. The site has previously been subject to both an archaeological desk-based assessment and a partial geophysical survey.



Plan B - Heritage Assets in proximity of the Site

The desk-based assessment identified no non-designated heritage assets within the site and concluded that the site has low archaeological potential. This was borne out by the results of the geophysical survey which identified: a single ditch of unknown date; land drains: the remains of ploughed out ridge and furrow, which can still bee seen in the fields to the east, north and west and confirmed that the site had been used to dump mining waste.

Historic mapping identifies that the site has been in agricultural use form at least the mid-19th century, and that the northern boundary of the site is the alignment of a former mineral railway that joined with the Charnwood branch line to the west. Historically the farm was known as Constable Lane Farm, and the track or footpath to its immediate west is on the line of the historic parish boundary. By the 1920's the farm and the land have changes names to 'Broom Leys' and the housing that forms the southern site boundary had been constructed. Overtime former field boundaries have been removed within the site as evidenced by the historic mapping and geophysical survey. The western boundary of the site was created in the late 20th century.

In conclusion the development of the site would cause no harm to any designated heritage asset. Work undertaken to date within the site has confirmed that within the area covered by the geophysical survey, which accounts for just over half of the site, there is no archaeological potential. It is anticipated that the remainder of the site, based on the current evidence is equally of low or no potential. On this basis, the site's development would accord with historic environment legislation and both national and local planning policy, and there is no reason, in terms of archaeology and heritage, why it should not be allocated in the emerging North West Leicestershire Local Plan.

TRANSPORT ASSESSMENT

Vehicular Site Access

To access the site, it is likely that two points of access will be required in accordance with the Leicestershire Highway Design Guide. It is suggested that one access will be provided from Broom Leys Road with a second access from the A511 Stephenson Way.

The Broom Leys Road access will take the form of a priority ghost island right turn junction and will be located to the south of Broom Leys Farm. An initial desktop review established that sufficient land is available on Broom Leys Road, and between the site boundary and Broom Leys Farm, to provide a 7.3m wide access road with 2m footways on both sides.

The second access will be located on the A511 Stephenson Way, north of the extents of improvements to the Broom Leys Road signalised crossroads (discussed later in this section). There is potential to provide a link road through the application site to connect this access with the Broom Leys Road access. This would remove a significant number of vehicles from the constrained Broom Leys Road signalised crossroads, thereby reducing queuing and delay which is currently experienced by drivers. This link road and access onto the A511 Stephenson Way would not only provide a high quality and high capacity access to serve the application site but will also provide substantial betterment to the existing local road network.

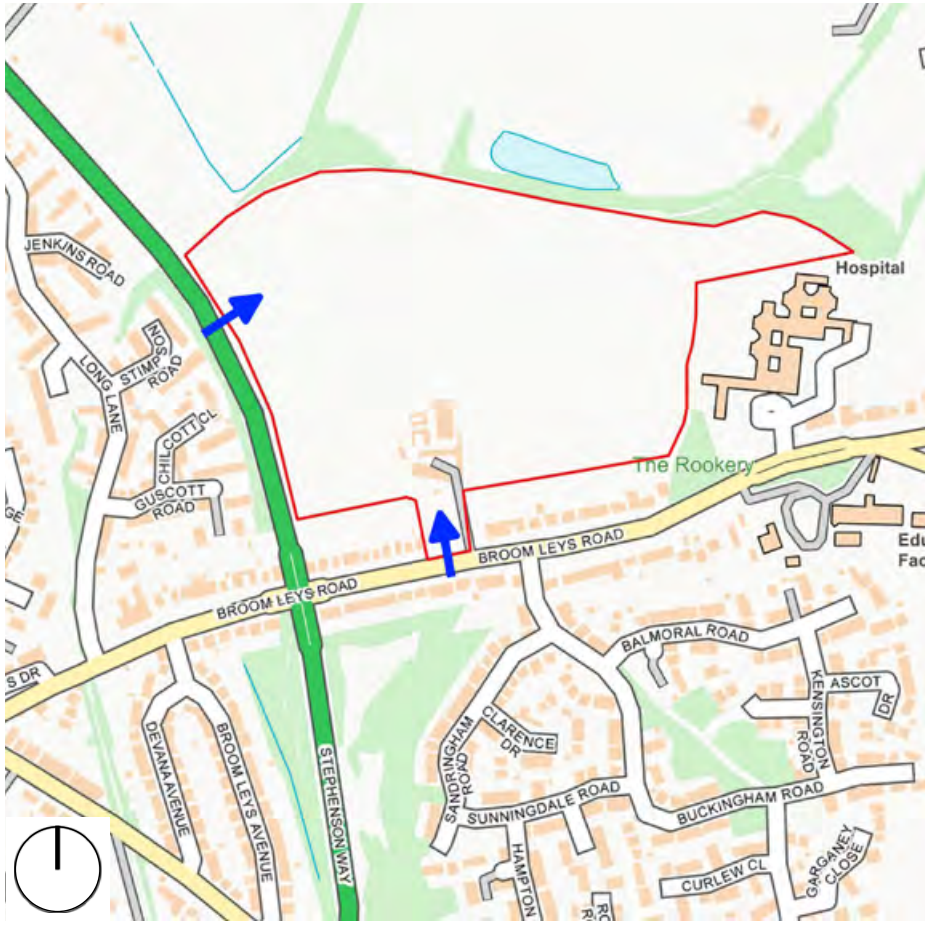
The approximate locations of these vehicular access points are presented in **Plan C**.

Sustainable Connectivity

Provision of a high-quality sustainable travel network will be vital to ensure residents of the development travel sustainably and achieve a modal shift away from the car to more sustainable modes like cycling, walking and public transport. The application site benefits from excellent connections to existing sustainable travel networks, which will be complimented by a permeable internal network of footways and cycle routes within the site.

The Public Right of Way (PRoW) running through the site will be preserved and incorporated into the development proposals, maintaining access to the north and towards the footway along the northern boundary and bridge over the A511 Stephenson Way. Cycling and walking connections through the site will maximise the opportunities for new and existing residents in the local area to access the new areas of open space which are proposed.

Table A shows the journey time by walk and cycle to a number of key destinations.



Plan C - Location of potential Site Access points

Destination	Walk	Cycle
Coalville Town Centre	15 minutes	5 minutes
Town Centre employment area	20 minutes	6 minutes
Broom Leys Primary School	5 minutes	2 minutes
Newbridge High School	15 minutes	5 minutes
Broom Leys Surgery	5 minutes	2 minutes

Table A - the journey time by walk and cycle to a number of key destinations

Cycling
For shorter journeys, cycling offers a cheap, sustainable and healthy alternative to using the car. **Plan D** shows a 5km cycling distance from the site, demonstrating that all of Coalville, Whitwick and part of Ibstock are within a 5km catchment.

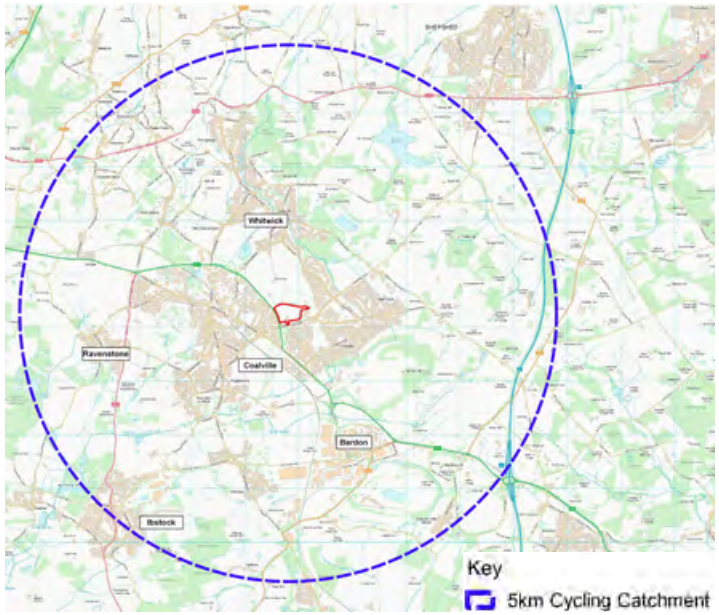
The site is well located in terms of access to local and national cycle routes. The Coalville Cycle Network comprises five signposted routes through Coalville; four of which can be accessed within 600m of the site. Routes 2 and 3 run along the site boundary, on Broom Leys Road and the A511 respectively, whilst Route 5 is located opposite the proposed Broom Leys Road access where it runs south through Greenhill and connects with Route 1 on Bardon Road. Additionally, National Cycle Network Route 52 runs north to south through Coalville on Whitwick Road, connecting with Coalville Cycle Routes 1, 3 and 4. These routes are shown on **Plan E**.

Walking
For journeys up to 2km, walking provides an appropriate alternative to the car for residents seeking to access the local amenities in Coalville town centre and the nearby suburbs. **Plan F** shows a 2km walking catchment and the range of amenities within the majority of Coalville that lie within this catchment. Local amenities include schools, supermarkets and GP surgeries, the main employment area and Coalville town centre with its retail and leisure facilities.

Footways on Broom Leys Road and the A511 Stephenson Way form part of a cohesive local pedestrian network which includes appropriate crossing points and signage to key destinations. A number of PRoWs are located close to the site (as shown in **Plan G**) including a public footpath through the application site from Broom Leys Road to the northwest boundary. A footpath is located immediately north of the site boundary, connecting Sharpley Avenue in the east to Long Lane in the west, via a footbridge across the A511 Stephenson Way.

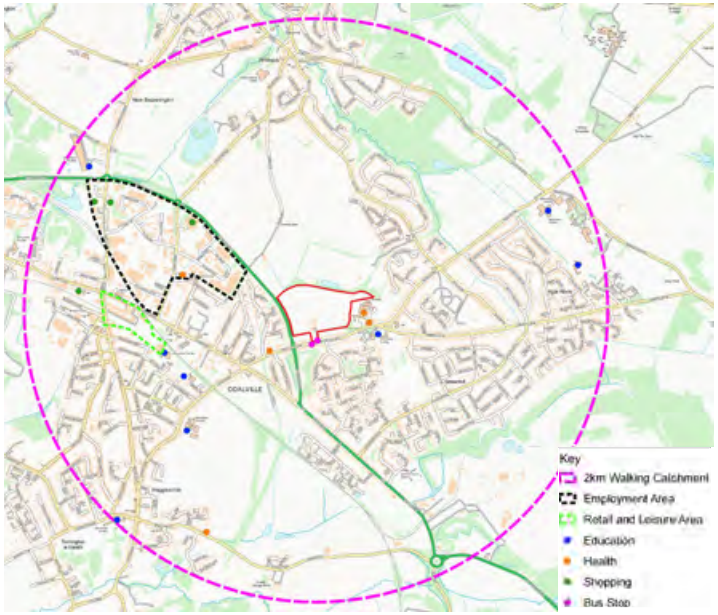
Bus Facilities
The closest bus stops to the site are located on Broom Leys Road, adjacent to the proposed vehicular access. These stops are served by the circular Arriva 11/11A bus from and to Coalville Memorial Square, via Agar Nook, with a half hourly frequency all day Monday to Saturday. These stops currently comprise of a flag and pole, although there are opportunities to improve the stops to cater for any additional demand.

The link road between Broom Leys Road and the A511 Stephenson Way could offer opportunities to route bus services through the site, subject to discussions with bus operators and the highway authority.

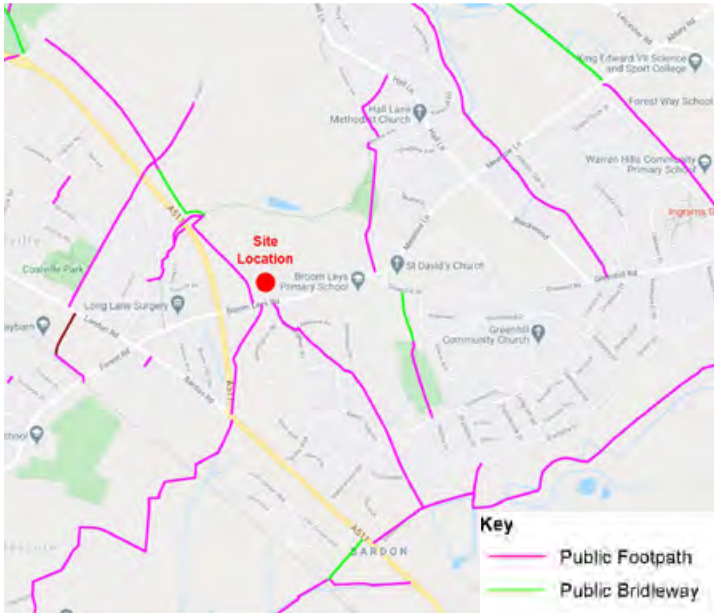


Plan D - Cycling Accessibility

Plan E - Cycle Routes



Plan F - Walking Accessibility



Plan G - Public Rights of Way

SURROUNDING ROAD NETWORK

The local road network is shown in **Plan H**.

A511 Stephenson Way

The A511 Stephenson Way forms the sites western boundary and is a key route between Ashby-de-le-Zouch and the A42 in the northwest and the M1 to the southeast. The single carriageway A511 is subject to a 50mph speed limit, reducing to 40mph on the approach to A511 Stephenson Way/ Broom Leys Road signalised crossroads. A good quality off-carriageway footway and cycle path (part of Local Route 3) runs alongside the carriageway on the western side.

A package of highway improvements is proposed along the A511 to deliver increased capacity at key congested junctions and unlock further housing and employment growth in the Coalville area. These improvements will enhance the sustainability and attractiveness of the A511 corridor for investment and growth.

The A511 Growth Corridor Scheme was one of several projects in the region submitted by Midlands Connect to the government for funding in July 2019. Funding was agreed in September 2019 and the scheme has an estimated completion date of 2025. Included in this package are improvements to the A511 Stephenson Way/ Broom Leys Road junction to provide two ahead lanes for traffic travelling on the A511 approaches. This will reduce queueing and delay across the junction and thus reduce pollution within the Air Quality Management Area (AQMA) within which the junction is located.

Broom Leys Road

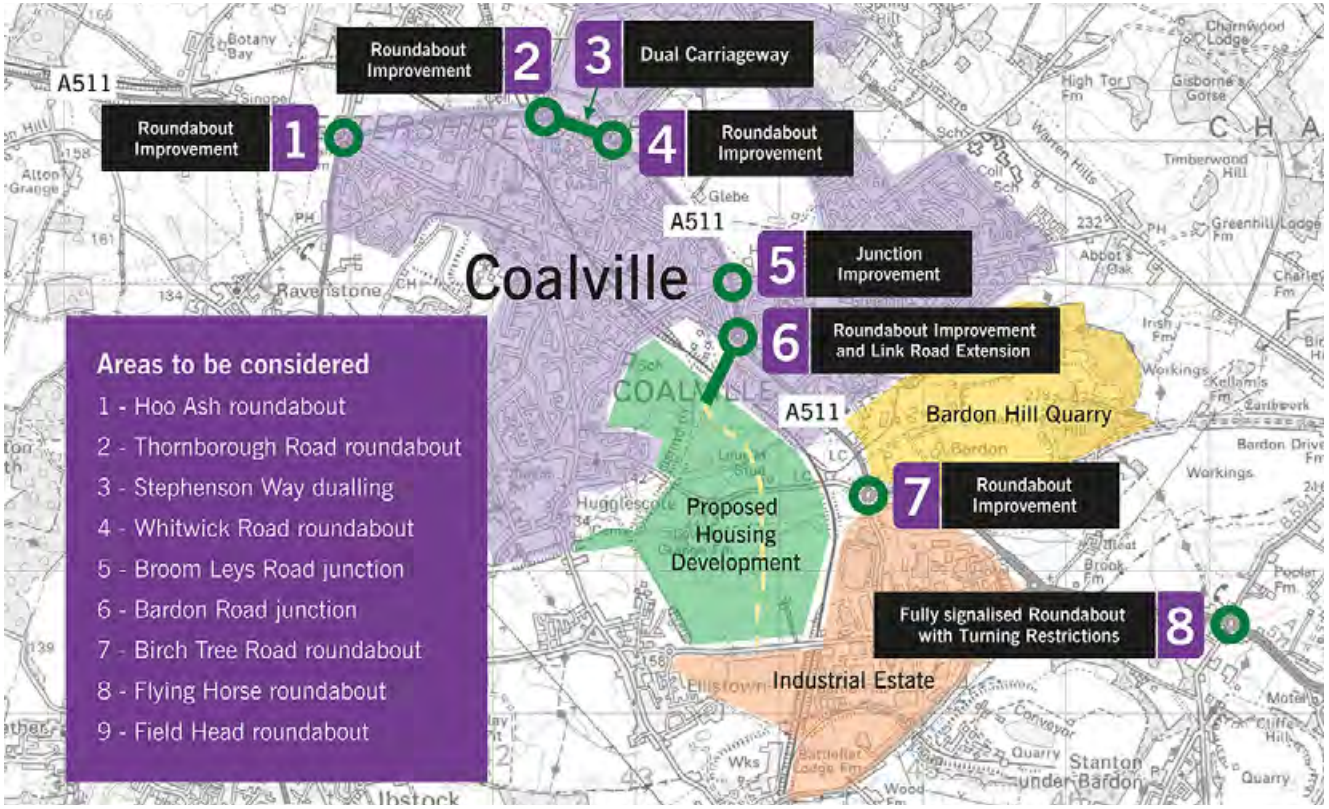
Located to the south of the site boundary, Broom Leys Road is a local link road, subject to a 30mph speed limit, which connects the residential suburbs of Agar Nook, in the east, and Hugglescote, in the southwest. Broom Leys Road is a 6.8m wide single carriageway with good quality 2m wide footways on both sides, separated from the carriageway by grass verges.

Bardon Road

To the southwest of the site, the A511 Stephenson Way connects with Bardon Road at a three-arm roundabout. Bardon Road provides access southwards to the Bardon Hill industrial area and the proposed South East Coalville Sustainable Urban Extension; which includes a new link road through the site between Bardon Road and Beveridge Lane. Improvements are proposed at the A511 Stephenson Way/ Bardon Road roundabout, as part of the A511 Growth Corridor Scheme, which involves upgrading the existing roundabout to allow for a new southern arm to connect to the Bardon Link Road.

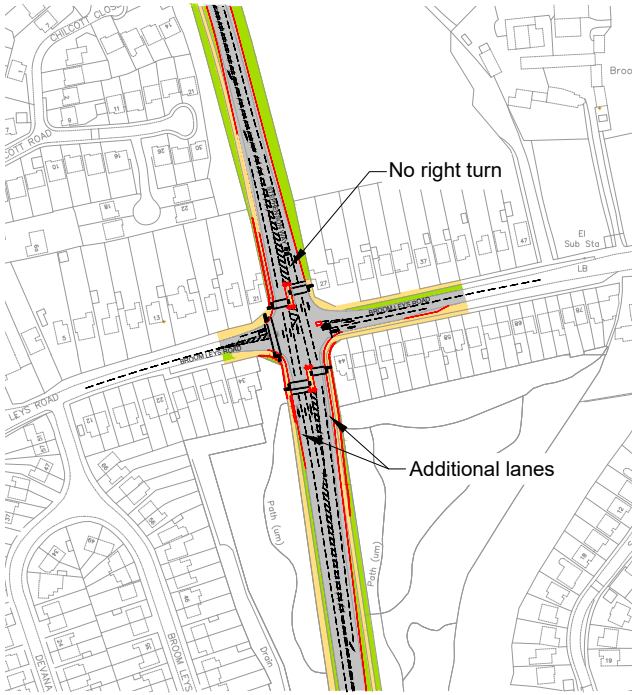
Summary

The development is very well located in terms of access to the existing local cycling, walking and highway networks. The walking isochrone plan demonstrates that a range of retail, education and health facilities are present within 2km as well as well as a large employment area to the northwest. Cycling opportunities are plentiful, with a number of local cycle routes close to the site which provide access to the entirety of Coalville, Whitwick and as far west as Ibstock within a 5km catchment. The bus stops immediately south of the site on Broom Leys Road provide a frequent and convenient link between the site, Coalville town centre and its suburbs.
The site will be accessed via two points of access, which would not only be of high quality and high capacity but will also provide substantial betterment to the existing local road network; a network that is well connected to neighbouring settlements and which will be subject to a suite of planned highway improvements under the A511 Growth Corridor Scheme which will enhance the attractiveness and sustainability of the corridor and help unlock land for new housing and employment growth.



Plan I - Planned improvements to Highways network in vicinity of Site

Plan H - Local Highway Network



Plan J - Planned junction improvements

Plan K - Opportunities and Constraints

Development Response

In light of the analysis carried out within this document, the appraisal within the various evidence based documents, and the requirements of the published landscape character assessment and the National Forest policy, the Illustrative Masterplan addresses the identified constraints relating to the Site in the following ways:

- The provision of public open space along the site's northern boundary with the disused railway line, which would provide landscape enhancement, and retaining the two north-south hedgerows in large part, addresses the findings of the Settlement Fringe Assessment;

- The woodland planting in the north-eastern corner of the site not only provides a valuable biodiversity asset, but provides planting in accordance with the requirements of the National Forest;

- This woodland, and retention of the dominant field pattern, the PRoW network and retention/enhancement of the vegetation along the disused railway line would also help achieve the recommendations within the Settlement Fringe Assessment; and

- The scale, layout, massing and provisions of the development help address some of the Main Issues set out in the LCA.

Plan L - Illustrative Masterplan

CONCLUSION

This Vision Document has been prepared to accompany a revised Call for Sites submission and to inform the Council's forthcoming Strategic Housing and Employment Land Availability Assessment (SHELAA) 2020, which will itself form a key part of the evidence base for the Substantial Review of the North West Leicestershire Local Plan in 2021.

Having assessed the site's constraints and opportunities in this Vision Document and proposed a masterplan design response accordingly, we have shown) in this Vision Document that:

by reference to the Council's own, up-to-date Area of Separation Study 2019 and supplemented by our own assessment and photographs:

- the site is very well contained and enclosed by existing buildings, uses and natural features;
- it has very little functional or visual connection with the more open landscape to the north;
- development of the site as we propose would not result in coalescence between Coalville and Whitwick, nor would it harm the separate character or identity of those two settlements; and
- the site does not therefore make any significant contribution to the role, function or character of the Area of Separation, the boundary of which should be re-drawn to exclude the site.

The site is highly suitable for allocation for housing development of up to 290 dwellings, in the form shown by our masterplan, in view of:

- its highly sustainable location close to Coalville town centre with its wide range of employment, retail, community and leisure facilities;
- its high degree of accessibility to those facilities on foot, by cycle and by public transport;
- its ability to provide appropriate access to and from Broom Leys Road and Stephenson Way and through the site, thereby resulting in improved highway conditions and complementing Midlands Connect/Leicestershire County Council's proposed improvements to the nearby junction of those two roads
- the excellent fit between our proposed masterplan and the Midlands Connect/Leicestershire County Council programme of enhancements to the A511 corridor as a whole, which will significantly improve the suitability, sustainability and attractiveness of the corridor for growth and investment;
- the absence of environmental or technical constraints to development of the site, in the form of landscape, ecology, heritage and drainage considerations; and
- the positive contribution it can make to meeting housing needs whilst also delivering a high quality residential environment, retaining important natural features, enhancing them with new National Forest planting and enabling greater public access to the site's network of open spaces.

The site is now controlled and promoted by Barwood Land which has an excellent track record in delivering successful housing developments across the region. It is therefore suitable, available and achievable for residential development in the earliest part of the forthcoming Local Plan period.

BARWOOD LAND

Formed in 2009 Barwood Land has grown to be one of the UK's leading land promotion businesses with an impressive track record of success. We identify, secure and promote land with future development potential adding value throughout the planning process.

We work very closely with landowners and partners, combining our strategic experienced approach in planning with significant analysis and insights on key policy and political factors. Our results are firmly focused on delivering value, quality and maximised returns.

Barwood Land operates across the length and breadth of the country; our active portfolio currently comprises of over 4,000 acres across more than 50 projects at various stages of the promotion process. Some examples of recent projects are set out on the following page.

In October 2017 Barwood Land, together with its sister business, Barwood Homes, completed a corporate restructuring led by the management team and the business now has a funding stream in excess of £100M available to deploy on land acquisition/ promotion and where appropriate, infrastructure delivery.

Norwood Farm, Northampton

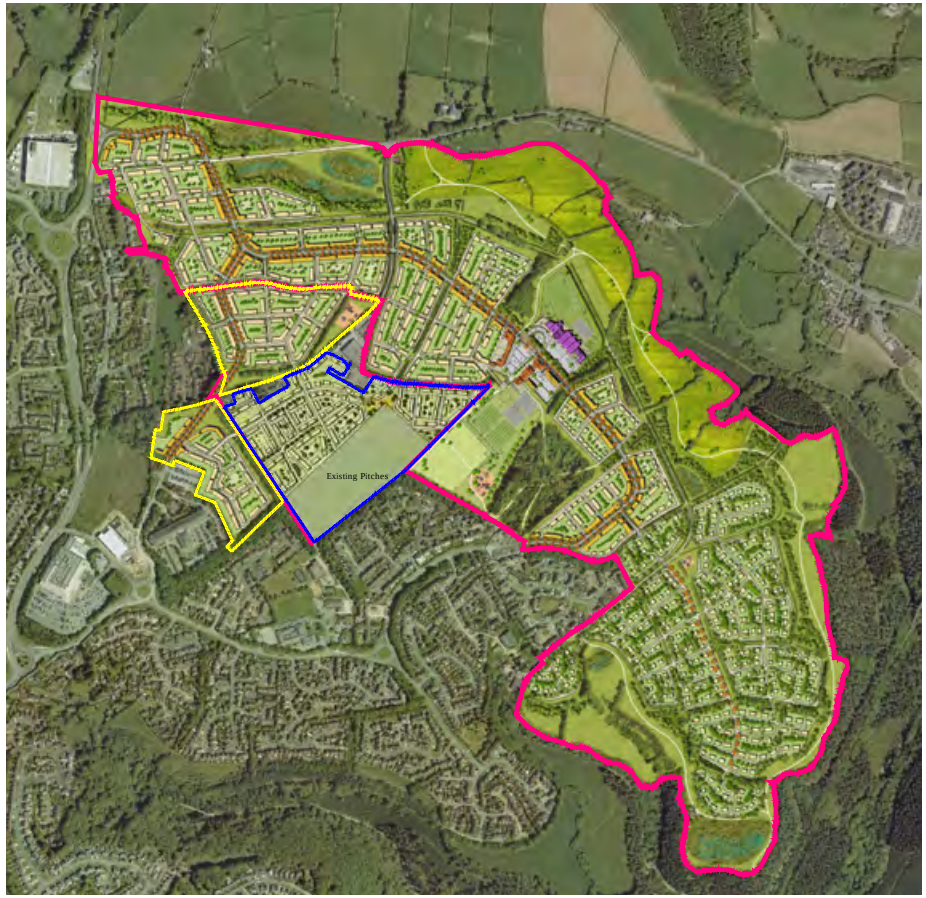
Project: a 260 acre site forming part of a major allocation. Barwood submitted an outline planning application in 2016 just nine months after entering into a joint promotion agreement with the landowners and a resolution to grant planning permission subject to a S.106 Agreement has now been achieved.

Proposal: 1,900 homes plus local centre, primary school, parks and green links. Features: mixed use; urban extension to large town; new strategic relief road splits site in two; phased delivery.

Wharf Farm, Rugby

Project: a 40 acre site that forms part of a wider urban extension granted consent in 2014. In 2015, Barwood Land entered into an agreement with the landowners and a hybrid planning application was submitted in January 2016 with permission in July 2017.

Proposal: 380 homes, local centre and infrastructure, including water balancing area and public open space. Features: edge of settlement; part of wider masterplan; gateway site.



Woolwell, Plymouth

Project: long-term partner of strategic site now allocated in emerging Local Plan. A planning application was submitted in December 2019 and registered in January.

Proposal: 2,000 homes, local centre, school, sports pitches and park.
Features: greenfield; edge of settlement; two authorities; sensitive landscape context near National Park; complex infrastructure and phasing; gateway to National Park.

The Asps, Warwick

Project: A 140 acre site secured in 2013 which has been successfully promoted to secure planning consent in 2016. Barwood Land is currently taking forward a Reserved Matters planning application for an initial phase of development.

Proposal: 900 new homes, 500 space park & ride facility, a new primary school and local centre.
Features: greenfield edge of settlement, delivery of key strategic infrastructure, sensitive historic landscape, phased delivery.

Winneycroft, Gloucester

Project: A 50 acre site which has been successfully promoted through the Cheltenham Gloucester Tewkesbury Joint Core Strategy through to emerging allocation, at which point a planning application was submitted for 420 dwellings in late 2014. Planning Permission was granted at appeal in December 2015.

Proposal: 420 new homes, 2.1 Hectares of public open space, an amenity bund, ecological areas and suds provision.

Unparalleled Experience

In addition to the limited selection shown here, Barwood Land has had recent planning successes for:-

- 2,500 dwellings at Barwell
- 107 dwellings at Kineton
- 495 dwellings at Banbury
- 135 dwellings at Coalville
- 250 dwellings at Burton upon Trent
- 70 dwellings at Tackley
- 380 dwellings at Rugby
- 166 dwellings at Didcot
- 170 dwellings at Sileby
- 1,000 dwellings at Tamworth

Most of these sites have either been sold or are in the process of being marketed.

In addition to these projects, planning applications or appeals are due to be lodged on sites at Redditch, Thornbury, Earl Shilton, Nottingham, Melton Mowbray, Shepshed and Sileby – together these sites are forecast to deliver over 5,000 dwellings.

Barwood Land has also secured several longer-term opportunities which are being promoted through the relevant Local Plan processes. You will appreciate, therefore, that Barwood Land is very active in the land promotion field; the Barwood team possesses an unparalleled level of experience and specialist knowledge in strategic land promotion

JAMIE GIBBINS
Managing Director

Jamie has been the instrumental figure behind the creation, growth and success of the Homes and Land businesses. His business acumen, vision and record in delivering planning approvals and high quality developments is exceptional, equating to tens of thousands of plots over his career across the Midlands and south of England.

Jamie is a qualified surveyor with over 25 years experience in the residential development industry and joined Barwood in June 2009 from Taylor Wimpey Strategic Developments where he was Director of the hugely successful Strategic Land Business.

SAM DORRIAN
Land and Operations Director

Sam graduated with an honours degree in Real Estate Management from Oxford Brookes University from where he was recruited by Taylor Wimpey to join their Strategic Developments division. Having 'cut his teeth' in the discipline of strategic land as a graduate, Sam rapidly progressed within the company securing a number of land deals and planning consents before joining Barwood in 2011.

At Barwood Sam's role includes the acquisition of new land opportunities, management of projects through the planning system, landowner liaison, land disposals and investor relations. Sam has overseen the completion of a number of projects from identifying the planning opportunity through to obtaining planning consent and selling the land.

JAMES CAUSER
Land Director

James joined Barwood as Land Director in 2015 following 10 years with Taylor Wimpey Strategic Land, where he was the Regional Strategic Land Director for its South West Division. Prior to that James worked as a land agent within Knight Frank's residential development team.

James is focussed on securing new business opportunities in quality locations and delivering valuable planning consents. He has developed extensive strategic land expertise dealing with a huge variety of projects ranging from edge of village sites for under 25 homes to new settlements of over 6,000 homes. James is a straightforward operator who is skilled at maximising value, resolving complex problems and delivering planning consents whether the land is held in a single ownership or multi-party consortium arrangements.

CHRIS CHIVERTON
Land Director

Chris joined Barwood in 2018 as Land Director for the newly established South West region. Prior to joining Barwood Chris held several senior land, planning and technical roles within strategic land companies and also regional and national house builders. Chris has also spent time as a development consultant and as a land agent with Savills.

Chris' primary focus is on the expansion of Barwood Land's presence within South West by adding to its existing portfolio of land under promotion. Having over twenty years' experience in the industry gives Chris an exceptional understanding and knowledge of identifying, acquiring and promoting strategic land opportunities from large consortium arrangements to smaller higher value edge of settlement sites. The experience Chris has gained working within the house building sector means he always has an eye on delivery and value engineering throughout the lifecycle of a project.

BETH ENTWISTLE

Senior Strategic Planning Manager

Beth joined Barwood in March 2014 and is a qualified town planner.

Prior to this Beth was a Planning Manager at Taylor Wimpey, where she was responsible for overseeing the promotion of sites within its strategic land portfolio. Beth has realised planning permissions for a number of large-scale and high-profile development schemes across the UK.

JULIE MORGAN

Strategic Land and Planning Manager

Julie is a Chartered Town Planner and Urban Designer and joined Barwood Land in March 2019 having previously held senior roles with both Miller Homes and Severn Trent.

Julie has a wealth of experience in managing Strategic Land portfolios, promoting sites and securing permissions successfully across the Midlands region and adds valuable planning expertise to the Barwood team.

Julie has served as a member of RTPI General Assembly, and is an appointed Design Council Built Environment Expert, advising on national Design Review Panels for major development schemes proposed in the UK.

REBECCA MITCHELL
Planning Director

Rebecca joined Barwood in September 2012 and is a qualified town planner.

Prior to this Rebecca was a Planning Manager at The Co-operative Estates, where she was responsible for overseeing the promotion of sites within its non-trading land and property portfolios and has realised planning permissions for a number of large-scale and high-profile development schemes across the UK.

Prior to this, Rebecca was employed by Nathaniel Lichfield and Partners, a leading UK planning consultancy.

KEVIN FREEGARD
Financial Controller

Kevin joined Barwood in January 2014 from Micros Systems, a NASDAQ listed company, where he held the role of Financial Controller for the Hospitality Division.

He is a qualified accountant and a member of the Chartered Institute of Management Accountants.

At Barwood, Kevin is responsible for all finance support for Barwood's strategic land businesses, and for financial planning and cash-flow forecasting across the group.

SAM WILKINSON

Strategic Land Executive

Sam joined our team from Shoosmiths LLP where he was a general practice property solicitor for 4 years after qualification. He has represented various clients during their development transactions, acquisition and disposals and therefore brings valuable experience to the team.

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North West Leicestershire Local Plan: Draft Local Plan Public Consultation

Land off Measham Road, Appleby Magna

Prepared by Fisher German LLP on behalf of Richborough

FISHER GERMAN

Project Title:

Land off Measham Road, Appleby Magna

Contact Details:

The Estates Office

Norman Court

Ashby de la Zouch

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01 Introduction

1.1 These representations have been prepared on behalf of Richborough in respect of their land interests at Measham Road, Appleby Magna, as illustrated on Figure 1 below. Richborough are a respected promoter who have a strong track record for developing high quality, new residential schemes across the country.

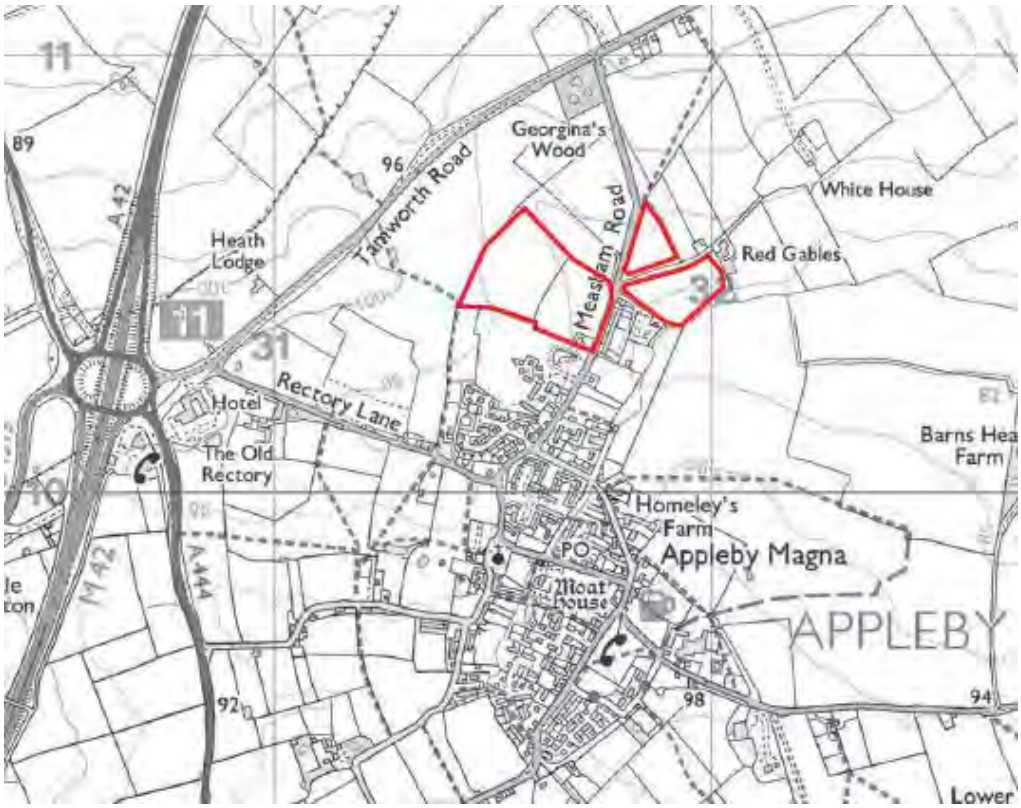

Figure 1: Site Location Plan

1.2 On the 19th December 2023, the Government published updates to the NPPF. The transitional arrangements which support the updated Framework confirm at Paragraph 230 that the policies within the updated Framework (December 2023) will apply where Plan's reach Regulation 19 after the 19th March 2024. This means that this Plan will be considered under the provisions of the new NPPF (and potentially any successor document).

1.3 For ease of reference these representations follow the order of the policies in the Consultation Documents. Where we have not commented we have no specific comments at this stage.

02 Representations

Proposed Policies For Consultation - Document

Draft Policy S1- Future Development Needs (Strategic Policy)

2.1 Richborough notes and supports the Council's approach and the Council's constructive engagement with the Leicester and Leicestershire Statement of Common Ground (SoCG), taking positive steps to ensure that housing needs across the housing market area (HMA) are met in full in accordance with Paragraph 62 of the NPPF. The increase in housing need both responds positively to employment growth opportunities associated with East Midlands Gateway, Freeport and East Midlands Airport and ensuring that Leicester City's unmet needs are met.

2.2 Regardless, whilst there is support for the pragmatic approach adopted in respect of the SoCG, that in itself does not absolve North West Leicestershire from thorough consideration if there are reasons to uplift their housing requirement, considered independently from the SoCG, which is a separate need. The PPG (Housing and Economic Needs Assessment Chapter) states that "*the government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth. The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area*"[1]. It continues "there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates". Importantly, the calculation of a robust housing requirement should be undertaken in isolation and in advance of any consideration of the ability of such need to be met within an area, this should be its own secondary process, to ensure discussions relating to housing need are not predetermined on the basis of supply, albeit clearly this is relevant when establishing the housing requirement for the Plan.

2.3 Paragraph 10 provides a list of situations wherein an increase from base Local Housing Need may be justified, albeit this list is not exhaustive. The examples provided include situations where previous assessments of need (such as a recently-produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method.

2.4 The 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) demonstrates that affordable housing need in the district equates to 382 affordable dwellings of all tenures per annum. This

[1] Paragraph: 010 Reference ID: 2a-010-20201216

is a significant quantum and would in isolation represent clear and compelling justification for the housing requirement to be increased. Whilst this might not be to a level which meets this affordable need in full (and given there remains unknowns in relation to the preferred affordable housing policy thus impossible to calculate theoretical delivery across the spatial hierarchy presently anyway), may at least begin to ameliorate this significant shortfall.

2.5 Again, logically such consideration needs to be undertaken in isolation from consideration of Leicester City's unmet need, as when such need is ported through the SoCG, that must include facets such as affordable housing need also. Thus, it cannot be the position that districts meet Leicester City's market need only and use the corresponding affordable delivery to meet only their own needs, as clearly that will leave a significant shortfall when considering the HMA as a whole.

2.6 Considering the above, it is considered that there is a justification for North West Leicestershire to increase its housing requirement to assist in meeting its affordable needs, prior to including the SoCG associated increase from Leicester City. This is a position advocated within the PPG. Finally in accordance with the PPG, this exercise needs to be done entirely independently of any consideration of actual supply, that is a secondary step.

2.7 Finally, the NPPF is clear at Paragraph 22 that where a Plan includes strategic policies, this should look ahead for a minimum of 15 years from adoption (i.e. not just the Plan period covering a period of 15 years, but 15 clear years post adoption). This is due to a need to "anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure". The wording adopted by the NPPF is clear and unequivocal, that the 15 year period is expressed specifically as a minimum, which indicates it should be exceeded only. The NPPF could have used more flexible language, but this requirement which has been present in all iterations of the Framework since 2018 is clear this is a minimum threshold. Indeed the NPPF did use more flexible language, however the change from the 2012 NPPF in 2018 was to remove more flexible terminology, with the 2012 document stating that Local Plans should be "be drawn up over an appropriate time scale, preferably a 15-year time horizon". This change should therefore be considered as deliberate sign of intent of what is expected by the NPPF in respect of a sound plan period, and to be sufficiently consistent with National Policy (Paragraph 35d).

2.8 The proposed Plan period is to 2040, with a current estimated adoption in 2026 in the most recent LDS. This provides only a 14-year Plan period post adoption, before factoring any potential delays prior to submission or at examination. Officers will be aware that the Charnwood Local Plan is already in its third

year of examination, thus highlighting the potential scope for delay. Given this requirement is a matter of clear soundness, and given there is already insufficient Plan period from the currently best assumed adoption, the Plan period should be extended until 2041/42 at the minimum.

Draft Policy S2 – Settlement Hierarchy (Strategic Policy)

2.9 The Settlement Hierarchy is considered to be inconsistent and we consider should be further amended to reflect the relationship of settlements with existing and proposed employment. This point is particularly pertinent when regard is had for the Council's proposed strategy of delivering a new free standing settlement to support employment growth at East Midlands Gateway, but other strategic employment sites are not afforded similar support in respect of aligning jobs and residential growth in a way which maximises opportunities for synergy and sustainable opportunities.

2.10 Appleby Magna is located in close proximity to extensive employment opportunities being developed at Mercia Park. Mercia Park is expected to create approximately 3,000 new jobs in the early years of the Plan period. Appleby Magna is the closest sustainable settlement to this strategic development, and thus is optimally located for future workers of Mercia Park. Whilst proximity to employment is afforded some weight in the settlement hierarchy, a somewhat contradictory approach has been adopted having regard for strategic developments such as Mercia Park (MP), which has had minimal impact in residential growth options, and the approach adopted at Leicestershire International Gateway (LIG) which has been used to justify a new settlement. Whilst we acknowledge LIG is a larger and more strategically important site that MP, the planning justification that aligning residential development close to areas creating new jobs is soundly based is equally applicable, albeit we acknowledge the scale of residential growth will need to be commensurate.

2.11 It is considered therefore that sustainable settlements such as Appleby Magna should be recognised for their location inherently close to such strategically important employment locations and latent ability to grow and provide accommodation close to such locations, enabling more sustainable modes of transport and encouraging a modal shift from long distance, singly occupancy commuting. Paragraph 109 of the Framework sets out that the planning system should manage patterns of growth. Significant development should be "*focused on locations which are or can be made sustainable*".

Figure 2: Appleby Magna Vision Document Page 4 extract (previously submitted)

2.12 Appleby Magna is identified in the proposed settlement hierarchy as a 'Sustainable Village', the fourth tier of settlements on the Spatial Hierarchy. This position, however, does not reflect its location as the closest sustainable settlement to Mercia Park. Appleby Magna lies less than a mile east of Mercia Park, adjacent to junction 11 of the A42/M42. New homes at Appleby Magna would support the services and facilities of the settlement itself as well as ensuring new homes are located within close proximity of jobs easily accessed by sustainable travel opportunities. The delivery of homes in settlements within the 'Sustainable Villages' would also ensure market choice in the delivery of homes across the authority.

2.13 Proportionate developments in sustainable locations such as Appleby Magna will not only contribute to the wider employment and economic strategies, but will also contribute positively to meeting the district's housing requirements in the initial years of the Plan period.

2.14 Having regard to the proximity of Appleby Magna to Mercia Park, and the services and facilities which already exist within the settlement, it is considered that Appleby Magna's role within the Spatial Hierarchy should reflect these factors. It's unique location as the closest sustainable settlement to Mercia Park

should be recognised and thus the role it can play in delivering new homes realised, in essence in a manner no different to that being adopted in respect of the proposed new settlement.

2.15 New homes in Appleby Magna would likely serve a different market to new housing delivery in larger urban centres like Coalville and Ashby, and can deliver more quickly than that proposed at the new settlement, thus ensuring a range of housing is provided for the differing markets that will continue to arise from the economic developments planned within the district. Owing to its proximity to the Mercia Park, Appleby Magna will be attractive to those moving into the area to fill jobs provided at Mercia Park, and also those who already reside in North West Leicestershire and may want to move closer to their new jobs.

2.16 Without sufficient housing growth, the existing residents of Appleby Magna may find themselves priced out of the local housing market due to increasing house prices and rent arising from increased demand to live close to the Mercia Park. It is noted that Appleby Magna has an aging population of 24.5%. This is well above the North West Leicestershire average of 20%. This aging population will reduce the level of housing stock becoming available for younger people, likely raising house prices and forcing them out of the village, having a knock-on effect on the overall sustainability of the settlement. e.g. surplus school spaces over time. Furthermore, Appleby Magna has one of the lowest levels of social rent accommodation in North West Leicestershire, with only 11% of properties being for social rent. These factors point to further house growth being necessary in the village to ensure a suitable range of housing stock is available and to ensure sufficient affordable housing is available.

2.17 North West Leicestershire's Local Housing Needs Assessment - Report 3 (June 2020) confirms that Appleby Magna has an annual net affordable need of 1 dwelling per annum. This equates to a net need up to 2039 of 22 dwellings. Notwithstanding the potential for an exception site, this will require allocations or sites delivering circa 73 dwellings, assuming 30% affordable housing.

2.18 North West Leicestershire's Local Housing Needs Assessment - Report 2 (June 2020) sets out that the housing need for Appleby Magna, based on demographic, policy-off need, is likely to be in the region of 113-134 dwellings up to 2039, which would require further allocations and permissions to satisfy in its own right. When regard is had for policy-on interventions, such as ensuring the working population is suitably located having regard for strategic employment growth and the impacts of migration associated with significant employment growth in the locality, demand in Appleby Magna is likely to be far in excess of that. It is considered vital therefore that the Council ensure that Appleby Magna is treated similarly to other settlements in close proximity to strategic employment growth, such as those within the

Leicestershire Internal Gateway (LIG), responding positively to increased housing needs and this should be reflected either within the Spatial Hierarchy or distribution of housing, preferably both for effectiveness and clarity.

2.19 As demonstrated by the Council's Settlement Study (2021) Appleby Magna contains a range of services and facilities and is thus considered to be a sustainable settlement entirely capable of serving an increase in population. Access to Mercia Park however is insufficiently weighted within the evidence document. As such the spatial role of Appleby Magna is unlikely to be commensurate with the need for housing in that locality. This approach therefore requires further refinement to ensure sustainable settlements located within an area of strategic regional importance are recognised for the vitally important role they can play in both meeting housing needs and ensuring new jobs have the requisite local labour force, without an over-reliance on long distance commuting. It is noted that North West Leicestershire is a net importer of labour, and without sufficient housing growth in settlements close to core job opportunities across the District, not just the LIG, this is a trend that is likely to continue and potentially worsen.

2.20 To be effective and justified we consider the settlement hierarchy should be amended to respond consistently in relation to access to employment opportunities, otherwise the identification of the new settlement has no real justification. If not, the Plan's approach is not logically coherent or justified.

Draft Policy H1 – Housing Strategy (Strategic Policy)

2.21 This policy contains a number of broad principles in relation to the annual housing requirement, overall housing requirement and approach to affordable housing. The Plan confirms an ambition to deliver the housing requirement plus 10% contingency.

2.22 It is difficult to comment on the appropriate level of contingency as we are firmly of the belief that this should be entirely interrelated with the spatial strategy adopted. Clearly if there is a strong reliance of delivery on un-commenced strategic sites, or other similarly difficult sites, for example reliant on infrastructure provision, remediation, etc, then risk of non-delivery increases, logically the level of contingency should increase. Whilst we would always advocate for a balanced strategy with a range of site typologies, we would generally assert a strategy consisting of a larger number, smaller sites, is generally 'safer' than a strategy which is highly reliant on a smaller number strategic sites.

2.23 Moreover, we note that the Council's currently proposed approach is to apply a 10% contingency only to the remaining supply, not the housing requirement as a whole. This means the contingency proposed

decreases to only 8.25% when considering the Plan's needs as a whole. This approach induces unnecessarily additional risk as it decreases the proposed contingency, the Council should instead be seeking to adopt contingency as per the housing requirement as a whole.

2.24 Recent changes to the NPPF (paragraph 76) which essentially removes the application of Paragraph 11 for the 5-years post adoption of the Plan where that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded. Having regard for both the implications of this new protection and the need for a satisfactory supply to be demonstrated, our anticipation is land supply will be examined far more stringently at Local Plan Examination to confirm this position. This protection should motivate the Council to ensure its land supply is robust as possible at Regulation 19 and Examination, to ensure it can benefit from the protections afforded by Paragraph 76. In that context the greater the level of contingency, the more likely it is that a Plan will be found sound as the risks in that 5-year period of non-delivery will be mitigated.

2.25 In the above context, whilst we reserve the right to comment fully, we consider a contingency of 20% to be applied across the housing requirement as a whole is likely to be beneficial and provide assurances to the Inspectorate that the Plan will be deliverable and not lead to shortfalls in the first 5-years. We believe that the removal of the threat of plan by appeal in the following 5-years following adoption should be viewed as significant comfort and help justify a higher level of contingency, particularly sites which will be deliverable in the first 5 years. In that context, and as discussed later in these representations, out client's land interests are capable of coming forward despite being within the River Mease Catchment due to deliverable on-site mitigation. As such, should the Council want to be confident in its position, sites such as our client's land interests are considered highly beneficial in demonstrating a supply.

Draft Policy H7 – Self-build and Custom Housebuilding

2.26 Any policy which advocates for a percentage of plots to be delivered on regular housing sites is not supported. Firstly, we do not see how there can be any evidential justification for creation of the threshold wherein self-build plots will be required. Ultimately any number adopted by any policy, proposed to be 30 in this case, will be largely arbitrary, essentially creating a hinderance to some sites, whilst not to others, with no real justification as to why, i.e. becomes a requirement for a scheme of 30 dwellings, but not 29, thus in marginal cases encouraging a lower number of units to be delivered to avoid the complications with such a policy.

2.27 There are issues with providing self-build plots within standard open market sites in terms of achieving a comprehensive design and issues with who is responsible for installing utilities (and to what point).

There is also the risk that plots will sit undeveloped for long periods of time if they are not sold. Whilst the Policy indicates a period of 12-months for marketing, after which they can revert to standard build housing, presumably this would require new planning permissions which come with their own cost and time implications.

2.28 Housebuilders have confirmed to us that they build at pace and with set routes through sites and thus it is incredibly difficult and impractical to bring independent builders or other organisations onto an operational building site safely. In reality, such requirements may impede development unnecessarily, adding to developer burden without even delivering additional housing units. It is not our understanding or experience that many budding self-builders wish to buy a serviced plot within or adjacent to a modern housing estate. Our experience is for the most part that they are instead looking for more bespoke opportunities.

2.29 While some housebuilders provide a custom build option as part of their product, this cannot be expected across all sites and the entire sector as it simply not within the business model of many housebuilders. Such requirements could therefore dissuade housebuilders from operating within the District and delay development whilst requirements are negotiated.

2.30 Whilst we appreciate the pressure of Council to fulfil the requirements of the Self-build and Custom Housebuilding Act (2015), we simply do not accept that this solution is in the interest of the majority of would be self- builders, nor housebuilders, who are actively hindered through no real fault of their own, with the end result being the delivery of no-additional dwellings, as the provision simply eats into supply which would be built out by a housebuilder anyway. Moreover, we do not consider the need as demonstrated at Table 1 relates to the number of plots likely delivered through the operation of this policy which has not been quantified (which it would need to do both justify the % of plots chosen and the number of units of the threshold). Our preference therefore is for an approach similar to that advocated in the rest of the policy, which seems like a compromise most readily available to meet the needs of self-builders without undue imposition on housebuilders, whilst also actively increasing supply, confirmed to be an aim of the Government in respect of its approach to self-build.

Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

2.31 We have no objection to this policy and understand the statutory instruments which underpin the necessity for this approach. However, given the limitations of the application of this policy, site specific requirements and the wider legislative background, it is apparent that additional weight should be

afforded to schemes which can be delivered prior to any work in creating capacity, or without use of any capacity that is available. Offsite works cannot be controlled or guaranteed, and could lead to delivery problems if there are delays in creation of additional headroom. In this context, our client's proposals which can deliver an on-site solution should be considered favourably both due to the assurances on delivery and it preserves capacity for schemes in locations where on-site solutions are not feasible.

Proposed Housing and Employment Consultation Document

Draft Housing Allocation - Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17)

2.32 The Proposed Housing and Employment Consultation Document and supporting Draft Policies Maps Document illustrate that the Council intend to allocate a single site in Appleby Magna, consisting of two sites, AP16 and AP17.

2.33 Our view, as set out in these representations, is that Appleby Magna is capable of delivering additional dwellings, and is spatially logical to do so to align new housing with jobs created at neighbouring Mercia Park. Moreover, as set out below, we have significant concerns in relation to the assumed delivery rates at the new settlement, which will likely require more housing sites to be found throughout the District. In that circumstance, we believe that the site currently selected by the Council, and our Client's land interests, could logically both be allocated. However, in the case of an either/or, we have concerns which suggest our client's land interests are favoured when the two are compared.

2.34 The evidence supporting the allocation of housing sites does not consider the River Mease Catchment and nutrient neutrality, particularly the ability of sites to be delivered with on-site solutions which do not require the creation of capacity off-site or utilisation of said capacity. Given the nature of the constraint, which is currently precluding any development within the catchment, the ability to deliver ahead of the creation of capacity and not utilise created capacity should be afforded significant weight. Within the catchment, this is a relevant criterion and the Plan should consider critically this ahead of any Regulation 19 version. This issue is so critical within the catchment we believe it should form an inherent part of the site selection process, rather than relying solely on Policy EN2 and links within the site specific policy.

2.35 On a similar note, there is now a requirement to deliver 10% BNG. This should be delivered on site where possible, and where not can be delivered through off-site provision or the purchase of credits. Whilst we note that the draft allocation site was a former Local Wildlife Site, but due to a deterioration in quality the designation no longer applies, that is not to say the site will not score highly in BNG terms. It is not clear

therefore whether there is sufficient room on the site for the proposals to deliver the necessary BNG improvements, or whether the scheme can fund the necessary credits.

2.36 With regards to access, the policy and site proforma are not clear whether the site is to utilise a single point of access (through AP15 and the existing access) or whether multiple points of access are proposed having regard for the land ownerships. For the latter, we are not clear whether a suitable access can be delivered without conflict with Steeple View Lane opposite, as well as the access to the north which serves the Scout hut and the rear of the properties to the north. The Council will need to be assured that a workable solution is available for the whole site, secured through an appropriate agreement, to ensure no issues of ransom which may effect delivery.

2.37 In a similar vein, whilst forming a single allocation, it is not clear whether it will be delivered in such a way, given the different land ownerships, and it may be delivered as essentially two individual neighbouring schemes.

2.38 The site is cited to be part brownfield, which whilst may be technically true, gives an impression of utilising non-useful land, however the brownfield element appears to consist of a substantial single dwelling. Whilst there is an opportunity to intensify the use, there is a net loss of an attractive dwelling which is not considered to be a benefit given the associated material and energy losses with the demolition and rebuild.

2.39 The site is located adjacent to the Conservation Area. The field immediately adjacent (AP15) formed part of planning application 14/00595/OUT which confirmed the principle of the four large dwellings built adjacent to Measham Road as can be seen on the approved site Plan below (2990-01).

Figure 3: 14/00595/OUT Layout Plan Extract

2.40 When this application was approved, the fourth condition of the development was that "*The area coloured light green and annotated as 'Pony Paddock' on Drawing No. 2990-01 Revision A (Proposed Site Plan) shall be used solely as a paddock for agricultural use or the keeping of horses only and no part of the four dwellings or their associated development shall be erected within this area*". The stated reason for the need for this condition is that it is "*in the interests of the character and visual amenities of the area*".

2.41 The Committee Report confirmed that the proposed scheme would not have an unacceptable impact on the neighbouring dwellings on Old End, which whilst not listed are important non-listed buildings within Ashby Magna's Conservation Area. This is a point of note within the Planning Statement which supported application 14/00595/OUT, which states at paragraph 5.17 that "*from within the Conservation Area (Old End), the visible part of the site, the proposed paddock, would not have significant impact on the historic character. In fact the site at present is overgrown and unkempt, so the re-use and formalisation as a Pony Paddock would enhance the appearance of the site and therefore result in a positive impact in terms of heritage and conservation*". It is not however clear that the same conclusion can be definitively reached in respect of housing, and it is not clear whether an agreement exists between the landowners to enable a suitable design which would not have unacceptable impacts on this part of the Conservation Area through the provision of suitable public open space or BNG provision.

2.42 The Council needs to be confident that the allocated quantum of dwellings can be broadly delivered on site, having regard for:

- The land ownerships of the site.
- The site access/es as well as access through the site
- Delivery of on site BNG (or be viable to provide offsite)
- The ability to deliver a workable solution in terms of nutrient neutrality (or be marked down compared to alternatives which can deliver this due to inherent issues of deliverability)
- Impact on heritage assets
- Flood Risk and Drainage (having regard for the brook that runs east of the site)

2.43 We are concerned that when the above matters are taken into account the site may prove unable to deliver the 32 dwellings allocated or may be unviable due to the issues above effecting land take and off-site requirements.

2.44 Whilst we believe the allocation of both sites is feasible and could be appropriate, the provision of onsite nutrient neutrality should be afforded significant weight in the context of sites within the River Mease catchment. Sites such as that promoted by our client which can deliver without the need for headroom creation (nor utilisation of capacity once/if created) should be viewed as preferable to those which cannot deliver such benefits, subject to not being outweighed by other matters which we do not believe is applicable here. In this instance, due to the uncertainties set out above, we consider the allocation of our clients land is preferable, due to the assurances which can be provided, and demonstrated through evidence, in relation to matters such as BNG and nutrient neutrality.

New Settlement (Isley Woodhouse) (IW1)

2.45 The key new allocation is the identification of Isley Woodhouse, which is a significant strategic allocation located south of East Midlands Airport. The Allocation is for a total of 4,500 new dwellings, with circa 1,900 dwellings considered deliverable within the Plan Period. We have no objection to the identification of a strategic site, and as set out earlier within representations the alignment of homes and jobs is an eminently sensible planning solution. We do however have concerns with the quantum of dwellings assumed deliverable by the Council within the Plan period.

2.46 Whilst the Council may point to the delivery of the strategic allocations in Ashby (Money Hill) and Coalville (South East Coalville) (paragraph 4.102 of the Proposed Housing and Employment Allocations Document), we consider this to be somewhat of a false equivalency in respect of the site typology.

Moreover, when regard is had for the actual time for the sites referenced above to be delivered, it points to a less optimistic position.

2.47 Whilst we agree that those allocations are strategic in nature, and of a broadly similar scale to that approved at Isley Woodhouse, as a matter of principle it is always going to be more difficult to deliver new settlement, as opposed to what in essence equates to a sustainable urban extension (Money Hill and SE Coalville), as there will be existing infrastructure to serve new residents in initial phases of development, including utilities, education, etc. In this context, the complexities of planning a new free standing settlement are always likely to take more time in planning and site preparatory stages than SUEs.

2.48 Turning to the two examples and their respective development times, notwithstanding these are considered easier sites to deliver due to their existing relationship with a major host settlement. South East Coalville was first partially allocated in the Local Plan 1991-2006 (adopted 2002), with planning applications submitted in the years 2012, 2013 and 2014 for different parts of the site. However construction was only commenced in 2018/19, some 16 years post adoption of the Plan. In the 22 years since adoption, there have been only 670 completions (Proposed Housing and Employment Allocations Document Appendix 1). Whilst the Council may now be able to point to increasing delivery, which will clearly benefit the emerging Plan through commitments, this does not change the fact that development took significant time to commence, which is our primary concern in relation to the assumptions made in this Plan.

2.49 Turning to Money Hill, Ashby, this was adopted in the extent Local Plan, now as amended by the Partial Review, but in principle first allocated in November 2017. In the 7 years since there has been only 162 completions (Proposed Housing and Employment Allocations Document Appendix 1). There was an expectation in the Local Plan that the full allocation of 2,050 homes were to be delivered within the Plan period – to 2031, some 7 years away from now. To deliver this would require 266 units per annum delivery for the remainder of the Plan period but given only 66 units are under construction currently this does not seem deliverable. Examination document Ex19 Housing Trajectory, which was a trajectory submitted as part of the Examination of the Local Plan considered that Money Hill would have at this point delivered circa 560 homes. Therefore, whilst the Council does have some experience with similar, albeit not directly comparable sites, that does not in itself provide the assurances necessary that the delivery rates assumed are deliverable. It is clear in both cases that there has been significant lead in for development to be brought forward and this has been underappreciated by the Council.

2.50 Whilst there is not a trajectory available with assumed lead in times or annual delivery, utilising the proposed 2040 Plan period end date (which may need to be extended to accord with Paragraph 22 of the NPPF which requires a 15-year period post adoption which would appear somewhat optimistic given it would need to be adopted within 2 years), the necessary build out rates based on commencement year would be as follows.

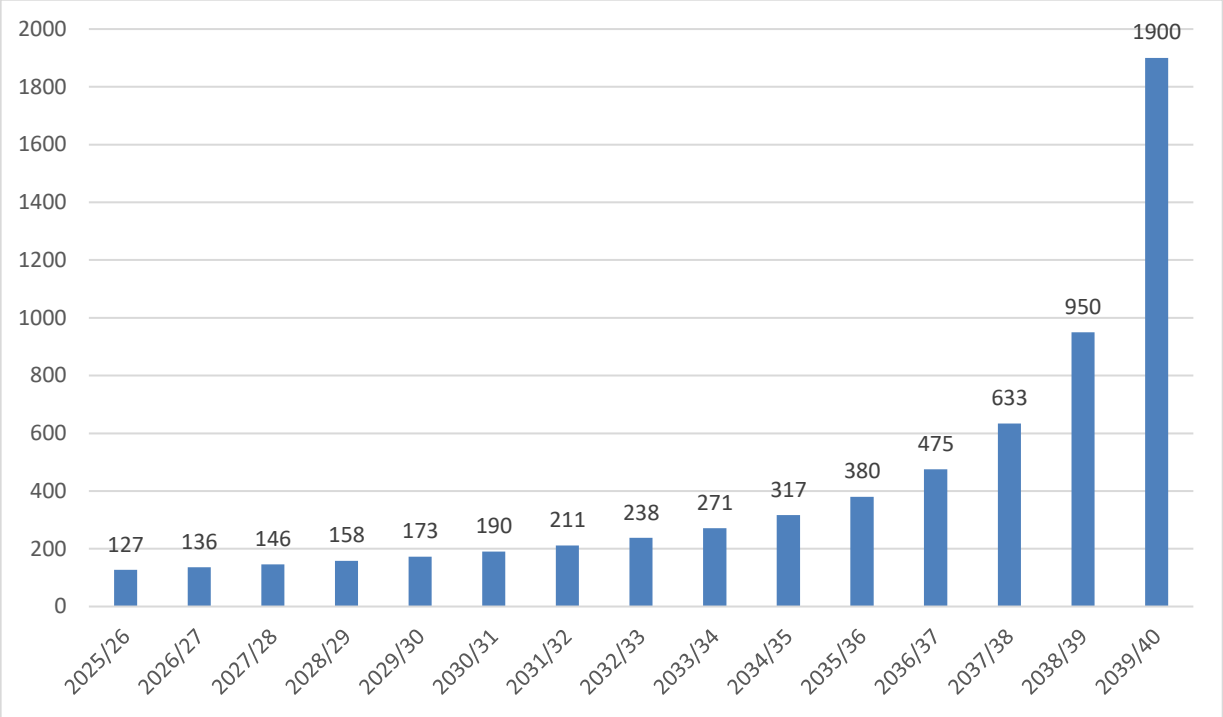

Figure 4: Annual Build Out Rates by Commencement Year Necessary to Deliver Assumed Isley Woodhouse Allocation (1,900 dwellings)

2.51 As can be seen from the above, to deliver the Council's supply assumption of 1,900 dwellings is significantly more difficult the later in the Plan period delivery commences. From experience, and evidence such as the Letwin Review, Planning and Housing Delivery (Savills 2019) and Start to Finish: Second Edition (Lichfields 2020) indicate that for a site of this size, average delivery is likely to be in the region of 145-160 dwellings per annum.

2.52 The Planning and Housing Delivery (Savills 2019) report shows clearly at Page 2 that delivery of higher than that level, even for sites of this size, is rare (see below).

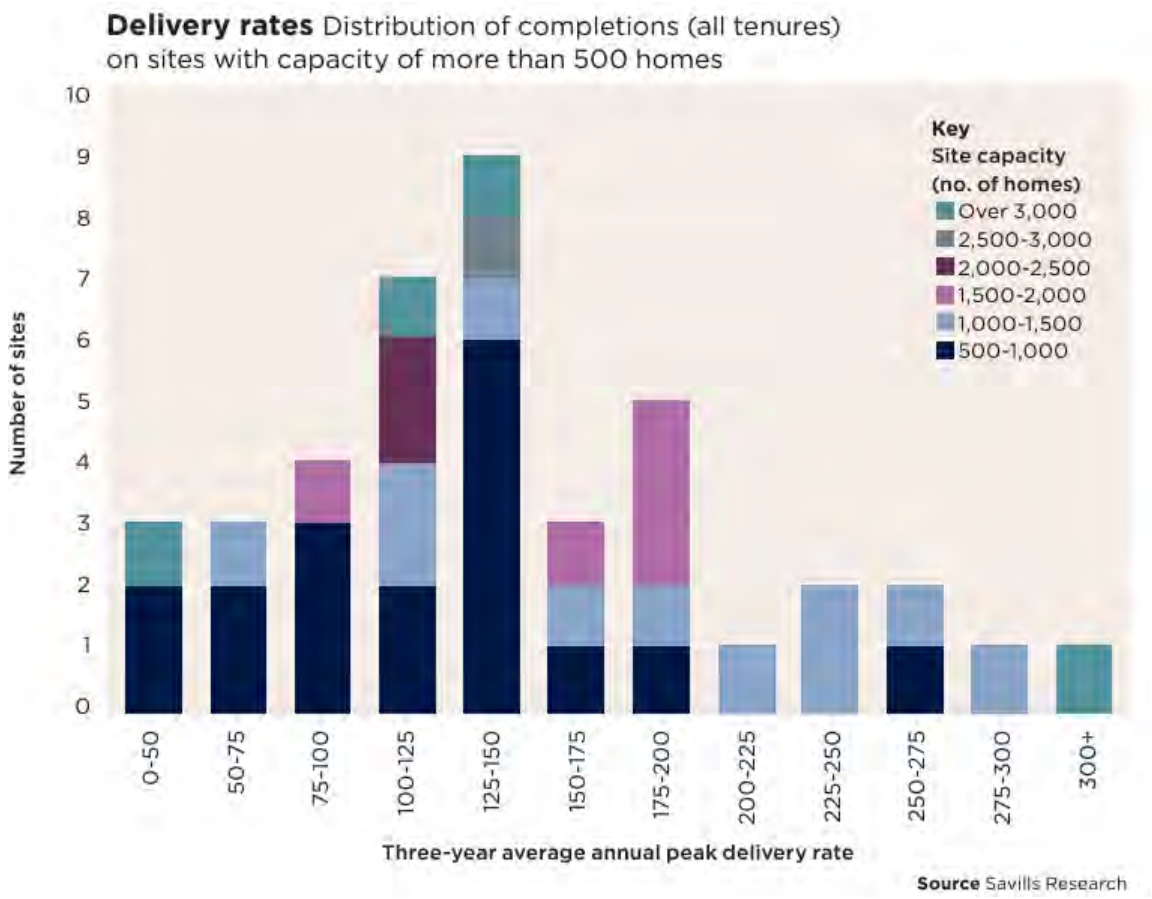

Figure 5: Planning and Housing Delivery Extract (Savills 2019)
(https://pdf.euro.savills.co.uk/uk/spotlight-on/planning-and-housing-delivery---2019.pdf)

2.53 It is noted that the above shows that whilst some sites delivered a higher quantum, peak average delivery was 125-150 dwellings per annum, similar to the 145-160 dpa as per the Start to Finish document. Having regard for Figure 4, to deliver the 1,900 dwellings would require delivery to commence 2028/29 at the latest for there to be a realistic opportunity of the site delivering this. Having regard for the history of other strategic sites in North West Leicestershire, this simply is not realistic, particularly given there is no planning application and no clear indication of what evidence is available to support the development of the site at this stage.

2.54 Your attention is also drawn to recent correspondence of the Bedford Local Plan Examination wherein inspections concluded recently strongly that the build out rates assumed by the Council on the two proposed strategic sites where wholly unrealistic and that they agreed with the Council that there was very little flexibility in the remainder of the Plan. The result being the Council now need to find additional sites to give the Inspector's some assurances that the housing requirements can reasonably be met.

2.55 The Inspector's letter of the 27 November 2023 sets out these fundamental concerns. Paragraph 53 states *"the delivery rate for larger sites is also naturally constrained by traditional factors that would exist regardless, such as master planning and arriving at an acceptable scheme, opening up, providing infrastructure, and resource availability. As such, attaching a high level of premium to delivery rates due to Corridor growth is not a justified approach. It is instead more logical to take a cautious attitude to this issue".* Paragraph 54 continues *"Overall, I am not satisfied that the assumed build out rates for either Little Barford or Kempston Hardwick are based on justified assumptions that are soundly based. This is the case before factoring in the uncertainty around infrastructure delivery timings discussed above and is a view that only hardens once the two issues are considered alongside each other".*

2.56 With regards for implications, paragraph 55 states *"As discussed above, the soundness of the spatial strategy (and therefore the Plan) is fundamentally linked to the deliverability of strategic infrastructure and the reasonableness of the assumptions on alignment with anticipated growth".* It continues *"In addition, the assumed build out rates for the two new settlements on which so much of the Plan's growth relies upon are not based on justified assumptions".*

2.57 Paragraph 56 states *"By the Council's own acceptance, the Plan has very little flexibility built in that may assist with managing either of these issues"*, concluding that *"From the evidence presented, I am not satisfied that housing needs after 2030 would be addressed as anticipated, leaving an overall gap in provision against assessed needs within the Borough across the entire plan period (including affordable housing)".*

2.58 Taking all relevant factors into consideration, the Inspector's letter concludes at paragraph 57 and 58 *that "From the evidence presented, I am not satisfied that housing needs after 2030 would be addressed as anticipated, leaving an overall gap in provision against assessed needs within the Borough across the entire plan period (including affordable housing)… Taking the three issues of assumptions around infrastructure delivery, build out rates, and the reliance on a stepped trajectory together, I am unable to conclude that the Plan meets the tests of soundness at paragraph 35 of the NPPF".*

2.59 Returning to Isley Woodhouse there is no planning application as yet and unless evidence can be provided otherwise, it is assumed matters remain at a relative stage of infancy. If the Council are to rely on any delivery in the Plan period then significant evidence would be required on matters such as infrastructure availability, highways impacts, service provision and phasing, site specific evidence, etc. At this stage it is not clear if there is anything yet available beyond the ARUP Leicestershire International Gateway: Potential Strategic Sites Infrastructure Study, which was a comparative exercise rather than

supporting evidence. The ARUP report in respect of the allocation concluded the following works will be necessary, albeit is not definitive of how much can be delivered in advance of works.

- Improvements to gas supply in the vicinity of the site, to alleviate capacity issues;
- The provision of a new primary electricity substation;
- Enhancement works to existing Wastewater Treatment Works;
- Provision of new onsite primary and secondary education provision;
- The provision of a new onsite GP surgery;
- Appropriate measures to mitigate flood risk;

2.60 There would also need to be significant highways works as it would be a clearly unacceptable position for this development to impact such critically important roads providing access to the airport, the M1 and employment associated with the East Midlands Gateway. Where development has the potential to impact the National Highway Network then National Highways need to be fully satisfied that there will not be any harm to the operation of the M1 and A42.

2.61 This necessary supporting evidence would be needed for any Regulation 19 publication, as it would not be appropriate or procedurally fair for evidence to be provided following. On the basis of the evidence published to date in respect of this Local Plan, there is not sufficient evidence to justify either the allocation or the contribution towards the housing supply. Strong evidence in relation to phasing and delivery is required to support any assumptions made in a housing trajectory in respect of site assumptions. Unless such evidence is already well advanced, it is difficult to see how this could be gained quickly and not impact the onward progression of the Local Plan.

2.62 Having regard for realistic assumptions on commencement and build out rates, a shortfall of dwellings is in our opinion inevitable. We assume as an absolute best case scenario the site could commence work in 2032 and delivery of units in 2034, leaving only 6 years of delivery in the plan Period. This is considered to be highly optimistic, and would leave a shortfall of circa 1300 dwellings (based on Years 1-2 starting at 50 dpa, Years 3-4 at 100 dpa, and Years 5-6 at 150 dpa with totalling 600 dwellings over the 6 year period) from this site alone. As noted, this is a very best case scenario, and we consider that in actual fact that no delivery is likely with in the Plan period, leaving a 1900 dwelling shortfall. Our client's land is however available to assist in mitigating such shortfalls whilst supporting employment growth at the other side of the District from East Midlands Gateway.

2.63 Having regard for the above, we consider that there is a clear need to increase housing delivery in North West Leicestershire. Matters such as delivery of a stepped trajectory will not assist, as ultimately it is delivery over the Plan period that is the issue, not just issues of delivery in the beginning of the Plan period. Having regard for the likely shortfall our client's land would likely not be sufficient in itself to mitigate this, however could make a useful contribution. Importantly, due to the ability of the site to deliver an on-site nutrient neutrality solution, the site is not reliant on capacity being created at water treatment works and thus can make a useful contribution earlier in the Plan period, including the first 5-years which may still assist the Council in meeting its wider requirements and to ensure the Council can benefit from the protections of NPPF paragraph 76, which we assume most authorities will seek to engage.

2.64 We consider in this regard that our client's land interests to the north of the village (Figure 1) is optimally located to deliver housing growth in Appleby Magna. It relates well to existing services and facilities within Appleby Magna. A vision document has been created and appended to these representations, which include an illustrative masterplan to show how a high-quality development can be delivered on the site, as informed by technical evidence and environmental studies which have been undertaken to support the promotion of the site and demonstrate the lack of technical constraints to the site's development. Work undertaken to date includes ecology, landscape and visual, transport, design and flood risk and drainage.

2.65 It is noted that the Council's adopted landscape evidence (Landscape Sensitivity Study Part 2) assesses the site as part of a larger parcel of land to the north of the village (08APP-A). This sets out that parts of the 03APP-A parcel have a relationship with the Appleby Magna Conservation Area. The landscape sensitivity is however deemed to be affected by the scale of enclosure and presence of the M42 to the western edge of the parcel. This combined with the flat topography mean that the overall landscape sensitivity for residential development is Medium-Low. In terms of visual sensitivity, the parcel is acknowledged to provide some views of scenic quality towards the Conservation Area. There is however limited access across the parcel, constrained to minor roads and public right of ways. This, combined with the open and flat landscape resulted in the report concluding that the parcel had only a medium visual sensitivity in respect of residential development.

2.66 The promoted land has been assessed as part of the most recent SHELAA (2021), under reference Ap13 (Parcels A, B and C). The SHELAA assessment for the site acknowledges that the site is outside the current defined limits to development as set out on the adopted Local Plan's policies map. All parcels

are acknowledged to consist of Grade 2 agricultural land quality (natural England regional records), albeit this is true for many parcels in Appleby Magma. Part of Parcel b is acknowledged to be within a Coal Development Low Risk area. The site is also acknowledged to be located within the River Mease catchment area. In respect of highways, on the basis of an initial assessment it is confirmed that there is no known reason to preclude further consideration of the site on highways grounds, albeit more detailed assessments will be undertaken in the future. With regards to ecology, whilst the site has some potential for protected species, subject to further assessment and mitigation the site is considered acceptable.

2.67 In conclusion the SHELAA assessment considers the site as potentially suitable, subject to a redrawing of the limits to development and evidence to show the development would not unduly impact the River Mease. The site is acknowledged to be available, being promoted by a respected and experienced land promotor. There are no known viability issues and thus the site is considered potentially achievable. The capacity of the site is considered to be circa 180 dwellings, however as noted below parcels Ap13b and Ap13c are not promoted for residential built form, therefore the capacity of the proposed scheme (Ap13a is circa 70-85 dwellings).

2.68 The site is further assessed through the Sustainability Appraisal site assessment proformas. The site is acknowledged to score as an amber and green for all criteria, save for Townscape, Landscape and Visual Sensitivity which is scored a red for the assessments for Ap13b and Ap13c. However, these parcels form part of the site's open space strategy and thus will not lead to the landscape harms identified through the assessment. The landscape assessment for Ap13a scores an amber, which is similar to the assessment of Ap17 which forms part of the allocated site. When comparing all factors, the sites score relatively similarly, albeit we are not clear whether the allocated site can deliver the benefits of our client's site.

Criteria	Ap17 Assessment	Ap13a Assessment
Green Infrastructure	Amber	Amber
Townscape, Landscape and Visual Sensitivity	Amber	Amber
Historic and Cultural Assets	Green	Green
Land and Water Contamination	Green	Green
Environmental Quality	Green	Green
Ecology	Amber	Amber
Highway Safety	Amber	Amber

2.69 As a note it is not clear where the assessment of Ap15 is located, but it does not appear in the SA assessment document and thus the justification for its inclusion appears to be missing.

2.70 We again confirm that the site is being actively promoted by a respected land promotor who consider the site to be available and achievable. As set out preliminary work has been undertaken on a number of matters and these have been brought together in the Vision Document. Whilst your attention is drawn to this document, a summary of the conclusions reached on the basis of work undertaken to date are provided below. It is of particular note that on the basis of work undertaken to date, there are no issues which would preclude the allocation or subsequent development of the site.

2.71 An initial preliminary ecological assessment has been undertaken. This concludes that the ecological value of the site is limited due to its current agricultural use, which results in limited habitat and species diversity. The higher value habitat, the hedgerow and the stream are to be retained and enhanced through the proposals for the site. The illustrative proposals, inclusive of the green infrastructure strategy, results in a BIA score of 65% gain in habitat units and 44% gain in hedgerow units. These benefits are significant. The ecological assessment sets out that there is some scope for protected species, and this will be explored through further specific surveys and set out any necessary mitigation. Regard has been had for the River Mease SAC, with special regard in the site design to avoid direct habitat impacts, and further assessment will be undertaken regarding the indirect impacts from sewage to ensure any scheme delivered does not result in unacceptable impacts.

2.72 The site has also been considered by landscape experts. Whilst further work will be undertaken, the initial work completed sets out that the key characteristics of the site are the hedgerows and hedgerow trees found chiefly along the site's boundaries. These can be readily retained, enhanced and incorporated into the design proposals. In visual terms the site is perceived as settlement edge and there is limited inter-visibility with the wider countryside to the east and west. It is noted that the site sits lower than the recently completed Mulberry Homes scheme, as such future development would seem to 'nestle' into the existing settlement edge and enhancing the existing landscape fabric. The scheme will be supported by landscaping proposals which will reinforce the boundaries of the site and enhance the visual enclosure. Regard will however be had to retain the existing field pattern of hedgerows and small coverts, to maintain the character of the site.

2.73 In conclusion there is no reason to suggest that the site couldn't be developed in a manner without undermining the overall character of the host landscape character, given the site's settlement edge location, limited contribution to the host landscape and limited inter-visibility with the wider countryside.

As such, the site's development is not inherently reliant on the provision of landscaped mitigation measures. Such measures are however provided for arboricultural continuation, landscape amenity as well as ecological enhancements providing biodiversity net gains. Such provision is considered to provide betterment having regard for the Mulberry scheme to the south, which affords the settlement a relatively raw urban edge at its northern edge. Regard has also been had to maintain views to the church steeple of St Michael and All Angels church. The development of the site would not be seen as incongruous across the wider setting and can be delivered in accordance with current national and local landscape planning policies.

2.74 The site is not at significant flood risk and development can be made acceptable through usual on-site mitigation measures such as SuDS. The site can proceed without being subject to significant flood risk in accordance with the NPPF. Moreover, the development will not result in flood risks to the wider area subject to the usual management of surface water run off discharging from the site.

2.75 In terms of access, access to the proposed development is available from Measham Road through the provision of a priority T-junction. The access proposals will include the provision of a footway to the west of Measham Road to facilitate pedestrian access to/from the existing local facilities within Appleby Magna. The formalisation of the existing on-street parking is also proposed along Measham Road along the site frontage to enable more easy two-way movements in the vicinity of the site, resulting in significant betterment on the current position. Measham Road provides ready access to the M42 via Junction 11 and thus the wider highway network. The development proposed will generate modest level of vehicular trips and thus is unlikely to result in a material impact on the local highway network. A full transport assessment will be undertaken in due course to fully understand and assess any impacts on the highway network. A travel plan will also be undertaken to promote sustainable travel to and from the site. Whilst further work will be undertaken, it is evident on the basis of the work to date that safe and suitable access can be provided and the residual cumulative impacts would not be severe. The development therefore can be delivered in accordance with national policy requirements.

2.76 The site is within walking distance of services and facilities in the village, including a primary school and two public houses. An existing bus service passes the site and provides access to Measham and Atherstone. Further services such as supermarkets are located within Measham, only 2.5km from the site and are within easy cycling distance. As referred to within these representations, the site is located only 1.6km Mercia Park employment development, which when fully occupied has the capacity to deliver over 3,000 jobs to the area. As such spatially Appleby Magna is optimally located to deliver further

housing growth to help meet growing labour demand and reduce the distance future employees will need to travel to reach such new jobs.

2.77 An initial illustrative masterplan has been provided below and sets out an early indication as to how the site may be developed. The proposals will continue to be developed, informed by the continued collation of evidence. The masterplan shows the provision of significant new areas of public open space providing significant amenity and biodiversity benefits. The masterplan shows how the site can deliver 70-85 dwellings on Parcel A west of Measham Road, with the remaining parcels providing public open space and biodiversity net gains. In total 70% of the site could be provided as publicly accessible open space comprising a LEAP, natural areas of play for young children, outdoor gym or fitness trail, circular recreational walks, semi-natural green space with wildflower planting, community orchards, wildlife corridors, sustainable drainage, and a dedicated biodiversity offsetting and enhancement zone. Dwellings have been orientated to overlook open spaces, providing natural surveillance. A range of street designs have been provided which prioritise pedestrian movements, featuring street trees in accordance with latest government policy. A range of house types are provided, but with a bias towards 2-3 bedroom homes. It is also proposed that the scheme makes provision for 30% affordable housing.

Figure 6: Emerging Illustrative Masterplan

2.78 For the reasons set out in these representations, this site should be considered favourably as an allocation as part of the emerging North West Leicestershire Local Plan. We hope to work collaboratively with the Council to ensure the speedy development of the Local Plan and that a high-quality development can be brought forward in accordance with the above.

ELLISTOWN & BATTLEFLAT PARISH COUNCIL

11th March 2024

Dear Sir/Madam

Please find attached the response to the NWLDC Local Plan consultation, from Ellistown and Battleflat Parish Council.

Yours faithfully

K Hill

Karen Hill
Clerk
Ellistown & Battleflat Parish Council

Parish Clerk: Ms Karen Hill

[redacted]

Ellistown & Battleflat Parish Council Consultation on NWLDC Local Plan review

Reference A – Ellistown Housing Assessment Document

Reference B – Ellistown Employment site Assessment Document

Reference C – LCC Highways Traffic Safety report dated Oct 2019

This letter is a collective response from all the Parish Councillors and is in relation to:

Proposed Housing Allocation E7 and

Proposed Employment allocation EMP 24

There are many issues which we think need further clarification and or consultation.

Highway Safety:

One of the major concerns for residents is highway safety as the double mini roundabout in the village centre is a recognised "pinch-point". It is stated in Reference A and B that the capacity issues would need to be resolved at the double mini roundabout. The Parish Council cannot see how this can be addressed as there appears to be no land available to do any improvements.

The double mini-roundabout pinch-point issues were due to be addressed as part of the Mount Park Amazon development, but the 106 monies were instead allocated to the wider Coalville Strategic Traffic study as no solution to the pinch-point issues could be found.

Midland Road has been mentioned as a potential access point for both E7 and EMP24 by installing a roundabout.

Midland Road is part of the wider weight restriction network in the village and any HGVs being allowed to use Midland Road for access or egress to and from EMP24 would be totally unacceptable. The potential routing of additional HGV traffic through Ellistown could have an adverse effect on the amenity of those living in houses fronting Midland Road.

The Parish Council commissioned LCC Highways to conduct a Traffic Safety Report in Oct 2019 (attached as Reference C) to advise the Parish Council on possible solutions to address the many traffic safety issues. Paragraph 33 in the report highlights the traffic safety issues on Midland Road.

EMP 24 Visual Impact, Biodiversity and Land Use Efficiency:

The Parish Council are currently conducting a review of their Neighbourhood Plan and as part of this review they are looking to allocate the land at EMP24 and E7 as "an area of separation". This is to maintain a distinct separation between Ellistown and Hugglescote.

All following quotes in italics are taken directly from **Reference B** and need to be addressed further as the Parish Council are concerned, they may be ignored.

The site is in the National Forest and is adjacent to a Local Wildlife Site which generates a significant negative score for SA12 (biodiversity and nature conservation). As a large greenfield site is also registers a significant negative score for SA14 (efficient land use).

The site is generally not well related to the built-up area of Ellistown, and development here would have a significant visual impact, interrupting the views westwards over fields towards the Sense Valley.

Development here would also reduce the actual and perceived separation between the discrete settlements of Ellistown and Hugglescote as currently experienced from Midland Road.

The Ellistown and Battleflat Neighbourhood Plan (2019) aims to focus new development within the existing built-up area. The development of this site would conflict with Policy S1 of the plan.

The allotments and recreation area to the south are more sensitive uses which would need to be fully considered in the layout and design of any development.

This greenfield site serves as a valuable visual and physical gap between Ellistown and Hugglescote and helps to maintain the two settlements' separate identities.

EMP 24 Flooding

The land drains towards the river Sence and recent heavy rains have caused flooding in the bordering village of Hugglescote.

Following recent rain, the Cemetery and Station Road were yet again under water from flooding see the video links below:

Sunday 18 Feb 2024

https://www.dropbox.com/scl/fi/oco833t8mdy9db5zqyvyq/Hugglescote-Cemetery-Flood-18-02-2024.mp4?rlkey=a88sq72nf6wlkvotudi11yu3t&dl=0

Wednesday 21 Feb 2024

https://www.dropbox.com/scl/fi/17vtgrs4izddg8k6lpfw1/Hugglescote-Cemetery-Flood_21-02-2024.mp4?rlkey=edv759f38lyd35fntd8p0467s&dl=0

The problems seem to be either volume of water or blocked culverts behind Buildbase or maybe further up the line and /or balancing ponds in Ellistown.

Interestingly if the culverts cannot take the current volume of water development of EMP24 could make this situation worse unless managed.

E7 General concerns

All following quotes in italics are taken directly from **Reference A** and need to be addressed further as the Parish Council are concerned they may be ignored.

It is uncertain whether the site will provide the opportunity to improve the Green Infrastructure network.

The site may have an impact on sensitive landscape or townscape characteristics.

The site may have the potential to affect a heritage asset(s).

At the previous application, concern was raised over the potential risk to highway safety. Satisfactory capacity of the local road network, traffic speeds and junctions would need to be demonstrated as part of any application and assessed by the Highway Authority. There are localised capacity issues within Ellistown at the double mini roundabouts, which would need to be resolved as part of any new development.

Following a public meeting in Hugglescote to discuss the launch of the SHELAA I submitted questions to NWLDC Planning department - one of which is shown below:

What percentage of new housing is in the wards of Hugglescote (2 wards) and Ellistown?

The answer received is shown below in Italics.

The total number of dwellings projected to be built in the three wards (Hugglescote 2 wards and Ellistown) for the period 2011-31 is 2,755 dwellings. This equates to 28.6% of the Local Plan requirement set out above. However, it is projected that over the same period the number of dwellings that will be built is 12,250 and so the number of dwellings in the three wards equates to 22.5% of all dwellings in Northwest Leicestershire.

We think that these 3 small village settlements have taken more than their fair share of housing development.

COUNTY COUNCIL

OCTOBER 2019

REPORT REGARDING PARISH COUNCILS CONCERNS OVER TRAFFIC IN THE VILLAGE OF ELLISTOWN

Purpose of Report

1. The purpose of this report is to advise on the outcome of investigations following the presentation of a traffic safety survey request from Ellistown & Battleflat Parish Council.

Concerns raised by Parish in the report Ellistown & Battleflat Traffic Safety Survey – Background information

The village conducted a Speed watch programme in August and September last year and a small number of volunteers checking traffic twice a day recorded over 400 vehicles exceeding the speed limit. The main areas of concern are: Beveridge Lane (*Vehicles are travelling well in excess of the 30mph limit and we have had RTI's at the Rushby road roundabout) Leicester Road and Midland Road.*

2. *The village is surrounded by B8 industrial development and the parish council are constantly monitoring HGV vehicles travelling through the village and disregarding the HGV weight restrictions. This is from all approaches into the village. Rushby Road constantly gets HGV vehicles entering the street looking for Pallex. Most often the vehicles get stuck and residents have to move their vehicles.*

3. *Pedestrian crossing on Whitehill Road. There have been several near misses reported when drivers appear to not see that it's a school crossing point. Also, vehicles park close to the crossing point obscuring everyone's view.*

4. *Like many old villages there is a lack of parking for residents' vehicles outside their houses. It is particularly bad at access / egress points which causes visibility issues for drivers trying to get out and some residents choose to park their vehicles on the footpaths. Issues to be reviewed at the following locations:*

    - *Sherwood Close - Residents park vans and cars on the footway blocking them for pedestrians on the right as you leave Sherwood Close and obscuring a clear line of sight for drivers leaving Sherwood Close.*
    - *St Christopher's Road - Residents and visitors park on the corners of the junction blocking viewing for drivers exiting St Christopher's.*
    - *Leicester Road - There are very large grass verges along this road which could be turned into street parking and thereby alleviate the need to park on the road.*

- *Kendal Road - Residents park on the very wide footpath on the junction of Kendal and Ibstock road.*

5. *The footfall of pedestrians using the Beveridge Lane humpback bridge to get to and from the Amazon Distribution Centre has increased since it opened.*

6. *A group of volunteers surveyed all the footpaths in the village and identified lots of slip, trip and fall hazards.*

7. *The lining has not been refreshed on the double mini roundabout.*

8. *Arriva and Roberts coaches regularly stop outside the entrance way to the Roberts Coaches yard/facility on Midland Road to change drivers or pick-up and drop-off drivers. In some cases, they park on the pavement.*

Parish solutions as contained in the report Ellistown & Battleflat Traffic Safety Survey

9. Speeding vehicles on approach to the village

   Can measures be implemented to slow down the traffic. Surrounding villages all have physical traffic calming measures in place?

10. HGV's contravening the HGV ban through the village

    There is insufficient signage directing traffic towards Pallex at the approaching roundabouts of the M1, A447 and A511. Some of the vehicles that flout the HGV ban appear to come via Ibstock and the A447. Need to cast the net wider regarding signage.

11. Pedestrian crossing opposite Ellistown Primary School on Whitehill Road

    A controlled crossing point installed with appropriate lights to stop all traffic.

12. Parking issues throughout the village

    Can the large grass verges on Leicester Road and the wide footpath on Kendal and Ibstock Road be turned into parking areas and thereby alleviate the need to park on the road?

13. Lack of pedestrian footpath over humpback bridge on Beveridge Lane

    Like all humpback bridges it has limited space to install a footpath and maintain 2-way traffic flow. Can the traffic flow be reduced to single lane controlled by traffic lights?

Speeding vehicles on approach to the village

14. Ellistown has 4 entry and exit points to the village these are Beveridge Lane, Ibstock Road, Midland Road and Ellistown Terrace Road, all are very different in character but with the exception of Ellistown Terrace Road, have similar levels of speeding vehicles.

Beveridge Lane

15. On approach to the village, Beveridge Lane speed limit is 60mph which is the correct limit for the rural location. The speed limit is reduced prior to the roundabout with Rushby Road to 30mph. The roundabout significantly reduces speed on approach to the village.

16. A speed information survey was taken from 6th March to 14th March 2019 between Moore Road junction and the Rushby Road roundabout (survey location shown on Figure 1 below). This showed the following data within the 30mph speed limit:- (nb: 85th percentile speeds show the speed at which 85% of drivers are travelling at or below)

All traffic (Both directions)	Mean = 33.1mph	85th% = 38.8mph
Eastbound	Mean = 34.0mph	85th% = 39.6mph
Westbound	Mean = 32.1mph	85th% = 37.8mph

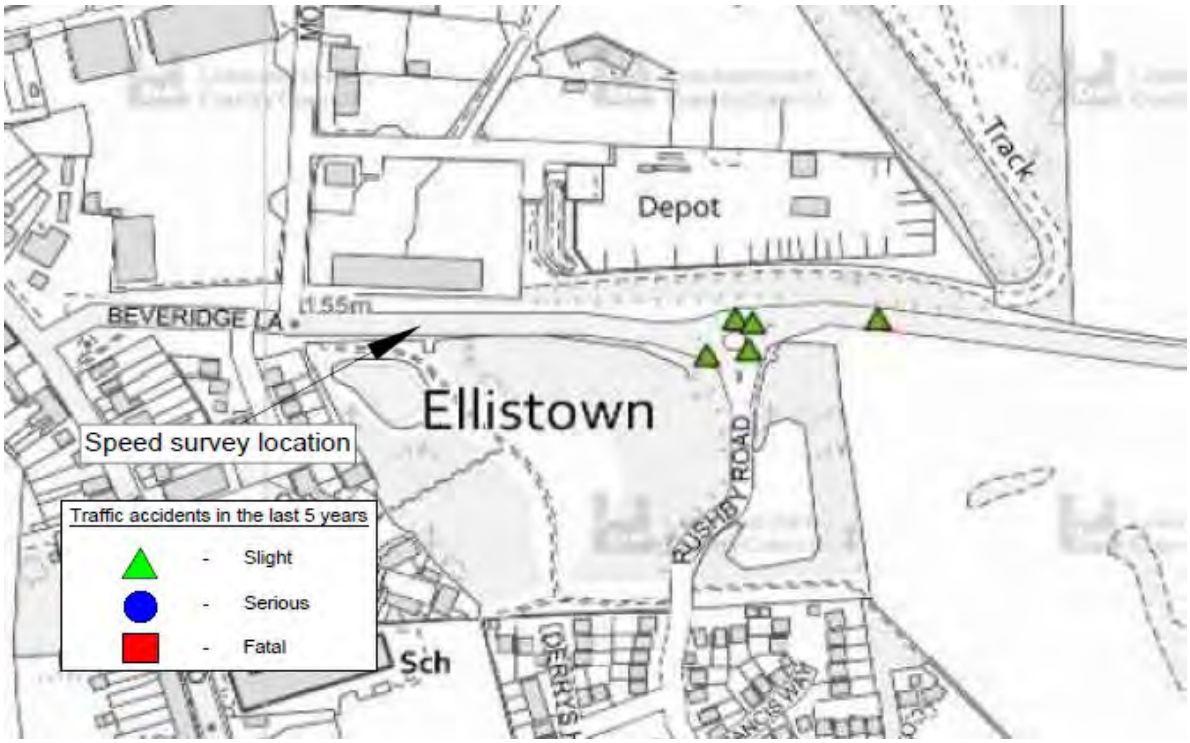

Figure 1 - Beveridge Lane accident data

17. Figure 1 above shows all personal accident data recorded by the Police on Beveridge Lane in the last 5 years.

18. There have been five slight injury collisions within the area of the Beveridge Lane/Rushby Road roundabout:
    - Where a motorcycle collides with rear of vehicle in front on roundabout
    - Where a vehicle ignores road closed sign and collides with road worker
    - Where a driver turning right on roundabout collides with motorcycle overtaking on o/s
    - Where a vehicle fails to negotiate roundabout and collides with lamp post
    - Where a vehicle enters roundabout and collides with cycle.

Ibstock Road

19. On approach to the village, Ibstock Road speed limit is 40mph which is the correct limit for the location; acting as a "buffer between Ibstock and Ellistown. The speed limit is reduced to 30mph at the start of the urban environment. This is indicated by a gateway treatment which includes "dragons teeth" road markings and a 30mph roundel on the road.

20. A speed information survey was taken from 6th March to 14th March 2019 adjacent to the Vehicle Activated Sign on Ibstock Road (survey location shown on Figure 2 below). This showed the following data within the 30mph speed limit:- (nb: 85th percentile speeds show the speed at which 85% of drivers are travelling at or below)

All traffic (Both directions)	Mean = 30.0mph	85th% = 34.8mph
Eastbound	Mean = 29.6mph	85th% = 34.4mph
Westbound	Mean = 30.4mph	85th% = 35.2mph

21. Figure 2 below shows all personal accident data recorded by the Police on Ibstock Road in the last 5 years.

22. There have been two slight injury collisions on Ibstock Road
    - Where a vehicle dazzled by the sun collides with rear of vehicle waiting to travel ahead
    - Where a vehicle collides with rear of vehicle parked in carriageway

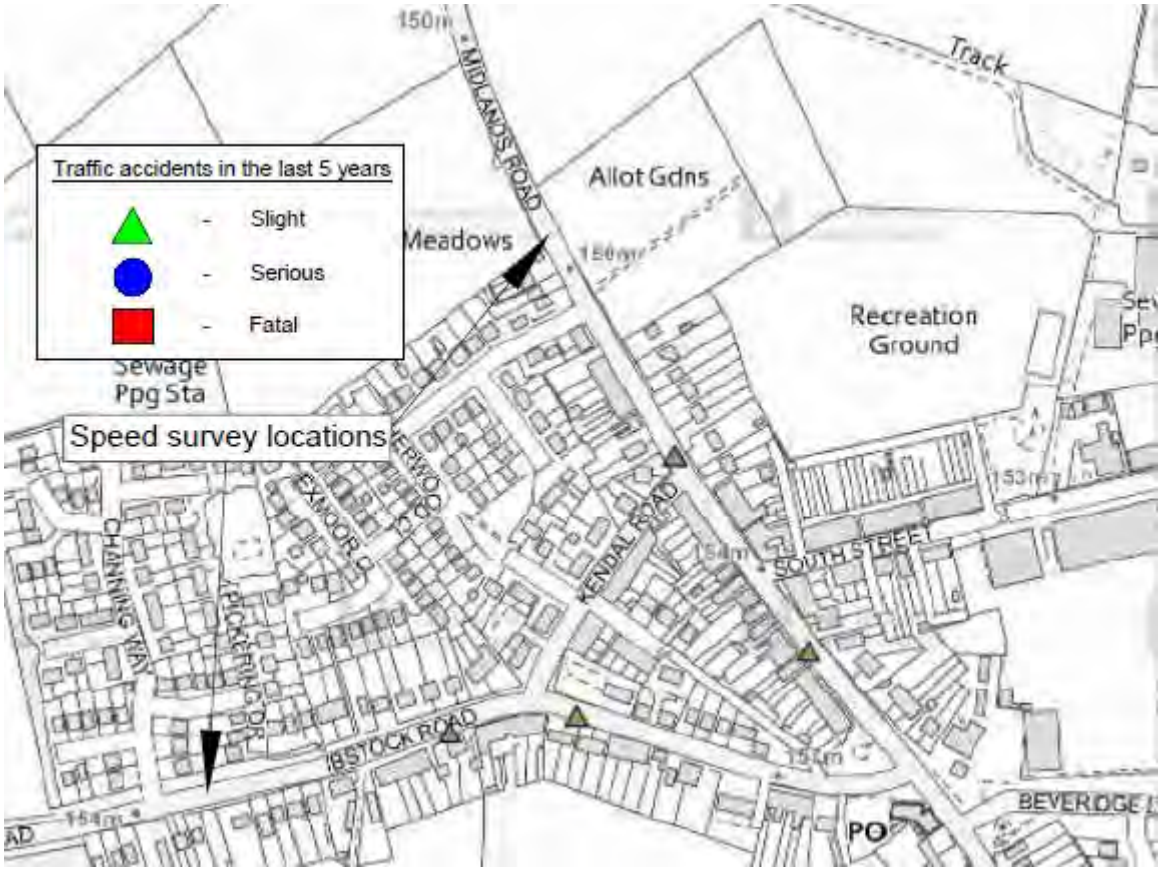

Figure 2 – Ibstock Road & Midland Road accident data

Midland Road

23. On approach to the village, Midland Road speed limit is 30mph which may not correct limit for the location. There is no distinction between the urban village environment of Ellistown and Hugglescote. The area between the two villages is semi-rural and not reflective of an urban environment usually associated with a 30mph speed limit.

24. A speed information survey was taken from 14th March to 25th March 2019 close to Sherwood Close junction (survey location shown on Figure 2 above). This showed the following data within the 30mph speed limit: - (nb: 85th percentile speeds show the speed at which 85% of drivers are travelling at or below)

All traffic (Both directions)	Mean = 35.4mph	85th% = 40.3mph
Eastbound	Mean = 34.7mph	85th% = 39.6mph
Westbound	Mean = 36.0mph	85th% = 40.9mph

25. Figure 2 above shows all personal accident data recorded by the Police on Midland Road in the last 5 years.

26. There have been two slight injury collisions on Midland Road:

- Where a pedestrian crosses the road in front of vehicle, vehicle collides with pedestrian
- Where a speeding vehicle collides with vehicle travelling in opposite direction, speeding vehicle fails to stop

Ellistown Terrace Road / Whitehill Road

27. On approach to the village, Ellistown Terrace Road speed limit is 40mph.

28. A speed information survey was taken from 26nd February 2016 to the 29th February 2016 at near the junction of Clay Lane on Whitehill Road. This showed the following data within the 30mph speed limit: - (nb: 85th percentile speeds show the speed at which 85% of drivers are travelling at or below)

All traffic (Both directions)	Mean = 20.2mph	85th% = 26.0mph
Northwest bound	Mean = 19.1mph	85th% = 24.0mph
Southeast bound	Mean = 21.2mph	85th% = 27.0mph

Figure 3 – Whitehill Road accident data

29. Figure 3 above shows all personal accident data recorded by the Police on Ellistown Terrace Road in the last 5 years.

30. There have been 1 serious and 2 slight injury collisions on Whitehill Road:

- 1 slight injury has no information supplied, the second injury collision a car hit a parked which leaves the carriageway
- The serious injury collision a vehicle collided with a stationary vehicle and a cyclist collided with the stopping vehicle

Speed Limit and Survey Assessment

Beveridge Lane

31. Whilst the speed of vehicles entering and leaving the village on Beveridge Lane are shown to be higher than anticipated, it is understandable in this location. There is very little to indicate to motorists that they are in an urban environment, there is an open grass area to the left as you enter the village and the local residential/industrial developments are screened by bushes and trees. The road also dips on both approaches from and to the village. Speeds will naturally slow as they approach the double mini-roundabouts of Whitehill Road. However, the current location of the 30mph speed limit zone does make a logical approach to managing speeds in the village.

Ibstock Road

32. The County Council appreciate the speed survey shows that the speed of vehicles entering the village on Ibstock Road are above the set limit of 30mph, they are however below the threshold used by the National Police Chiefs Council (NPCC) speed limit + 10% + 2, and thus show compliance.

Midland Road

33. The speed of vehicles entering and leaving the village on Midland Road are shown to be higher than anticipated. The speeds of vehicles may be high due to there being no distinction in the speed limit you enter or exit the village. If a scheme were to be introduced here the County Council would prefer to increase the speed limit between Ellistown and Hugglescote to create a buffer zone (likely to be 40mph) between the villages. This would then allow for the creation of a gateway effect at the entrances to both villages which has been shown to decrease the speed of vehicles, as drivers recognise the change in the environment.

Ellistown Terrace Road / Whitehill Road

34. The County Council speed survey shows that the speed of vehicles entering the village on Ellistown Terrace Road are below the set limit of 30mph and thus show compliance. For clarity, the road name changes from Ellistown Terrace Road to Whitehill Road as you enter the 30mph zone.

Speed Limit Enforcement

35. The County Council has no legal powers to take enforcement action against drivers who exceed the speed limit. Leicestershire Police are the only authority who can take action against motorist who drive above the speed limit.

Funding

36. The financial reality associated with public sector funding is that difficult decisions have been made regarding budgets. The County Council's current policy is to maintain the condition of our highway network and consider essential safety improvements only, with these being limited to areas with a proven casualty history higher than national average or higher than otherwise would be expected. As none of the above concerns or requests meet this criteria the County Council is unable to allocate funding for these locations.

Potential Traffic Calming Measures

37. Community Speed Watch is a scheme to help local residents reduce speeding traffic though their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally and is a partnership initiative supported by the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRSP). Further information on this initiative is available at http://www.communityspeedwatch.org.uk/

38. Leicestershire Police supported by Leicester, Leicestershire and Rutland Road Safety Partnership and the Local Authorities, is promoting a 'Bin Sticker' campaign across the force area as a reminder to drivers to keep to the posted speed limit. We can provide stickers to the parish to distribute to residents.

39. Village entry gateways whereby the village name plate and speed limit are located together on a "gate" to give motorists the visual impact that they are entering an urban environment. Associated lining including "dragons teeth" and speed limit roundels are also included. This type of scheme costs in the region of £3,000 to £5,000 each. The parish could purchase these direct and apply for permission to place on the highway. An example is given in Figure 4 below.

Figure 4 Village gateway signing

40. In order for the Parish Council to make an informed decision, we have considered the options for traffic calming measures on Midland Road and Whitehill Road. As a result of this assessment it is suggested that speed cushions would be the most appropriate option as they are the least intrusive and will not spoil or considerably change the look of the village.

41. Vertical traffic calming features would not be appropriate on Beveridge Lane or Ibstock Road due to high number of Heavy Goods Vehicles using this road to access the South Leicester Industrial Estate and Ibstock Brick.

42. In order to achieve the Parishes objectives consideration should be given to a minimum of 3 locations for the installation of speed cushions. The estimated cost for a pair of speed cushions is approximately £15,000. Therefore, the full cost of the scheme would be approximately £45,000. In addition, other costs would be incurred as part of the scheme including but not limited to Design Fees, Detailed Design Fees, Consultation and Traffic Management Costs.

43. Therefore, it is estimated that the cost of a potential scheme would be in excess of £60,000. There would also be additional costs for the maintenance of the asset and public liability would be required by the Parish for the life of the scheme. Costs would be confirmed following detailed design.

44. The Parish may want to consider Vehicle Activated Signs (VAS). A summary of the types of signs and their respective costs and is shown in Figure 5 below:

	Mains Powered – Permanent VAS	Solar Powered – Permanent VAS	Battery Powered "moveable" VAS (can be moved to different positions in the village according to requirements)
Cost if installed & managed by the Council	£10,000 - £15,000 all in dependent on sign and locations chose – also includes 10 years maintenance, insurance and running costs.	£10,000 - £15,000 all in dependent on sign and locations chose – also includes 10 years maintenance, insurance and running costs, so maybe slightly less as solar.	N/A
Cost if installed and managed by Parish	£2,000 - £6,000 for the sign, plus design, engineering solution, fees and ongoing maintenance (including public liability insurance) many need to install new column and arrange electrical connection with suppliers etc.	£2,000 - £6,000 for the sign, plus design, engineering solution, fees and ongoing maintenance (including public liability insurance) many need to install new column	£1,000 - £5,000 for sign and additional structural survey for lamp posts that you want to put it on.* The structural testing can costs anything for £50 – £1,000 dependent on the post, timescales etc. If you would like additional Council advice on locations and maintenance this would cost £500.

Figure 5 – VAS costings

45. It should also be noted that as these measures do not meet with our criteria for funding, any further works including officers' time further to this report will need to be funded by the Parish.

Speeding Conclusion

46. The above data shows that the locations investigated do not meet current funding criteria and therefore the County Council could not allocate funding for measures in these locations. However, we do recognise the concerns of the

parish, and as such the County Council will support the parish to facilitate the provision of measures if it was able to provide necessary funding.

47. Should the Parish wish to fund measures in Ellistown & Battleflat options include appointing a consultant to act on the Parish's behalf to propose a scheme for approval or, appointing the Council to prepare a scheme which can then be consulted upon. The County Council can facilitate the appointment of a consultant if required. All costs would have to be met by the third-party including County Council resource.

HGV Vehicles within village

48. Heavy Goods Vehicles (HGV's) travelling on inappropriate roads is a concern shared by many communities across the County. However, it is important to note that many of the HGV movements within weight restricted areas are legitimate. Weight restrictions are put in place to prevent through movement of HGVs and not prevent access businesses and for deliveries within the restricted area. Ellistown will always have a number of HGV's travelling through the village to access businesses in the area.

49. Figure 6 below shows the Weight Restrictions around Ellistown. The County Council completed a HGV signage update on Beveridge Lane, which is not weight restricted, in September 2018. This signage clearly shows Rushby Road is a no through road and should not be entered by HGVs. HGV drivers do have a responsibility to plan their route before embarking on their journey. Unfortunately there is nothing the County Council can do to prevent drivers from deviating from the required route. Businesses also have a responsibility to ensure their drivers are briefed and educated on the recommended approach roads to their sites.

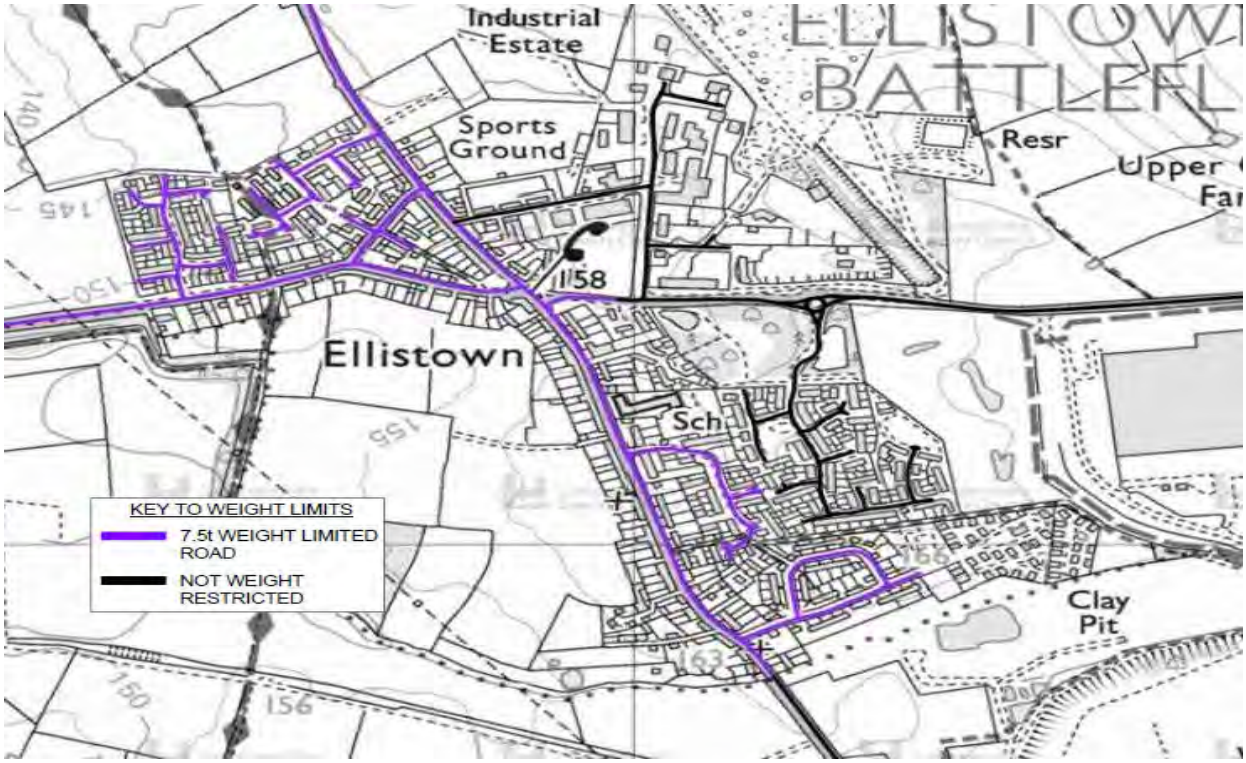

Figure 6 – Weight Restrictions, Ellistown area

50. The Department for Transport has issued guidance on reducing the amount of clutter on the highway network. It is important that the impact of new and additional signposting is taken into consideration when each request is made. Leicestershire is a rural county of great charm and there is a risk that a proliferation of signs can potentially reduce that appeal. Too many signposts spoil the look and feel of an area, and can confuse and distract motorists. The County Council cannot therefore introduce any signage directing traffic towards Pallex or any other business in the area.

51. Direction signs including industrial aspects and weight limits have been reviewed. The need to update various direction signs on the strategic road network (A and B class roads) has been identified. This is now being considered as part of a wider project that aims to declutter the highway network and ensure that information being given is relevant, concise and important.

52. Weight limit signs are all correctly positioned at each entrance to the weight limit zone. Repeater signs are not permitted under current regulations.

53. All businesses are contacted and reminded of their obligation to brief their drivers of the recommended approach roads and to plan their journey accordingly.

54. If the parish suspect that vehicles are travelling along roads within a restricted area in contravention of this restriction, we recommend that you contact the Police who are the only authority with the necessary powers to take action against such contraventions.

Pedestrian Crossing Request at Ellistown Primary School, Whitehill Road.

55. The existing pedestrian crossing outside Ellistown Primary School is situated on a raised table and built out between two parking bays. A School Keep Clear marking is also provided with tactile paving and bollard.

56. The school also has an advisory 20 miles per hour zone with school flashing lights that operates at school times. It also operates school patrol.

57. It has long been accepted national practice to assess the justification for a pedestrian crossing using a calculation involving both pedestrian and vehicle flows. This is known as 'PV²' and effectively evaluates the potential for conflict between vehicles and pedestrians. In 1995 with the introduction of Local Transport Note (LTN) 1/95 – "Assessment of Pedestrian Crossings" (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/330269/ltn-1-95_Assessment-Crossings.pdf) replaced the previous Advice Note TA10/80 "Design Considerations for Pelican and Zebra Crossings. However, most Local Authorities continued to use a modified version of PV² formula including additional enhanced criteria taking into consideration the types of pedestrians, the different types of vehicles, the vulnerability of pedestrians plus community links etc. as detailed in LTN 1/95.

58. Surveys were carried out on 7th March 2019 and produced a value of 0.263. This is lower than is necessary to upgrade the existing pedestrian crossing facility.

59. For a 'dropped' crossing we would be looking at a score of between 0.2 - 0.7, which is already in place. For a zebra crossing we would be looking at 0.7 - 0.9 and for a controlled puffin crossing we would be looking at 0.9 and above. As evidenced above there is no justification to upgrade the crossing facility at this location. Parking opposite the school is currently permitted in parking bays either side of the build out. To restrict parking in this vicinity would be possible but would then restrict parking for the residents.

60. All schools in Leicestershire County were invited to take place in the School Keep Clear project in May 2018. This project includes the County Council making the school keep clear markings mandatory and using a camera car to enforce and issue fines for parking. To date we have had no response from Ellistown Primary School. If the Parish Council wish for the school to take part in the project, then contact the school and ask them to contact us direct on the following email: SKCProject@leics.gov.uk .Visibility issues at this crossing would be improved if the School Keep Clear Markings were clear of vehicles.

Parking Issues – Various Locations

61. The County Council is not responsible for creating additional off-street parking. The grass verges at the Channing Way & Leicester Road junction serve as visibility displays.

62. The County Council would not recommend any parking area on the wide footpath on the junction of Kendal Road & Ibstock Road. Visibility would be compromised to vehicles using the junction. Also, pedestrian access to crossing the junction would be affected. As above, the County Council is not responsible for creating additional off-street parking.

63. Sherwood Close at its junction with Midland Road has a good accident record with no physical injury accidents recorded at this junction in the past 5 years. St Cristopher's Road at its junction with Whitehill Road has a good accident record with only one slight physical injury accident recorded at this junction in the past 5 years. No details of the accident have been provided by the Police.

64. Residents affected by inconsiderate parking can apply for a Protective Entrance Marking (H Bar) which is an advisory road marking that denotes where there is an access that needs to be kept clear.

65. The implementation of Traffic Regulation Orders (TROs), which are required for waiting restrictions, can be extremely costly both in funding and staff time due to the statutory processes required in making a legal Order. Therefore we will only consider new waiting restrictions as part of a larger scheme where a major benefit for the whole community has been established. They are not generally considered in isolation as this would set an unsustainable precedent.

66. The County Council does not have any powers to deal with the issue of inconsiderate or footway parking, unless it is in contravention of waiting restrictions. However, it is important to note that even in the absence of any formal parking controls, it remains an offence under the Road Traffic Act 1988 for any person in charge of a vehicle to cause or permit that vehicle to stand on a road in such a manner that is considered to be dangerous, or that which causes an obstruction to the safe and effective use of the highway. Any such instances of this should be reported to the Police on their non-emergency number '101'

Lack of pedestrian footpath on humpback bridge, Beveridge Lane.

67. Figure 7 below shows the humpback bridge on Beveridge Lane. The bridge structure is owned and maintained by Network Rail.

Figure 7 – Beveridge Lane humpback bridge

68. A traffic & pedestrian count survey was taken over a 12 hour period (0700hrs to 1900hrs) on 7th March 2019 at the humpback bridge on Beveridge Lane. This showed the following data :-

Eastbound	18 Adults	4381 Vehicles
Westbound	14 Adults	4633 Vehicles
Total (Both Directions)	32 Adults	9014 Vehicles

69. There has been one slight injury collision on Beveridge Lane at the humpback bridge.
    - Where a vehicle overtakes another vehicle on the brow of bridge and collides with another vehicle traveling in the other direction.

70. At present there is currently a footway surface that is available and used travelling along Beveridge Lane. This is dedicated stone surface and certainly does allow pedestrians to walk down the route. However, we do accept that it is not a footway suitable for all and would certainly struggle to accommodate all users such as pushchairs. However, we do feel that the footway is appropriate for walking and users are aware of the limitations.

71. Future developments in the area may result in improvements being made to the footway if they are necessary for sustainable development, as this area has been identified for development.

72. Upgrading this footway to a fully useable path would require a substantial level of funding. The pedestrian count survey shows a total usage of 32 pedestrians over a 12 hour period. Therefore installation of traffic lights is not realistic due to the high number of vehicles using this road and would cause considerable delays to motorists. The County Council would not be able to justify the

expenditure required given the small amount of pedestrians crossing the bridge on a daily basis.

Unsafe footpaths throughout the village

73. Footpaths are routinely inspected to identify any maintenance requirements, should the parish feel they have identified a trip hazard they should contact our Customer Service Centre (CSC) through cscparishes@leics.gov.uk with the areas of concern. The CSC will pass the concerns to our highways maintenance department to investigate further.

Double Mini roundabout lining refresh – Whitehill Road

74. The lining has been refreshed on the double mini roundabout.

Unsafe stopping & parking of coaches outside Roberts Coaches

75. As previously mentioned, the County Council does not have any powers to deal with the issue of inconsiderate parking, unless it is in contravention of waiting restrictions. Please contact the Police with any concerns.

76. There is good visibility in either direction from the Roberts Coaches entrance and therefore vehicles travelling on Midland Road have ample opportunity to react to any parked vehicles.

77. Parking restrictions at this location would require a TRO. As stated previously TROs, can be extremely costly both in funding and staff time due to the statutory processes required in making a legal Order. Therefore we will only consider new waiting restrictions as part of a larger scheme where a major benefit for the whole community has been established. They are not generally considered in isolation as this would set an unsustainable precedent.

Officers to Contact

Fiona Blockley – Traffic and Signals Team Manager, Environment and Transport

Stephen Burt – Technician, Traffic and Signals, Environment and Transport

ELLISTOWN – SITE ASSESSMENT

SETTLEMENT SUMMARY

Settlement Hierarchy

- Ellistown is a Sustainable Village in the adopted Local Plan.
- It is proposed to remain a Sustainable Village in the new Local Plan.

Key services and facilities

- Ellistown has a primary school (Ellistown Community Primary School). No capacity issues have been identified at present but further expansion of the school would be difficult due to site limitations. A potential shortfall in capacity of 7 places has been identified for the end of the period January 2025 to 2026.
- The closest secondary school is in Coalville (The Newbridge School). The Newbridge School is an 11-16 school. It is over capacity and the future growth in numbers is linked to the South East Coalville development. Expansion of the school is possible. The school can be accessed by the No 15 Bus Service with a bus stop approximately 600m to the south.
- Ellistown is served by several bus services, including the No 15 (Ravenstone – Ibstock, 30min – hourly), No 26 (Leicester- Coalville, hourly), No 125 (Castle Donington – Leicester, infrequent). The infrequent bus service No 159 (Coalville – Hinckley) ceased in February 2023.
- Ellistown has two local convenience stores (Londis and Sai Stores).
- Ellistown has a designated employment site within the settlement (South Leicester industrial Estate).

Other services and facilities

- The settlement also has a community centre at the primary school, a working men's club, place of worship, formal recreation and informal recreation facilities.
  The closet GP surgery and pharmacy are located in Hugglescote.

Settlement Features

- **National Forest** - The settlement and surrounding area is in the National Forest.
- **Minerals Consultation Area (MCA) for Brick/Clay**– The southern part of the settlement has the potential for the potential presence of brick/clay resources and impacts E1 and E3.
- **Coal Development Risk Areas** –
  - The settlement and surrounding area have a low risk of unrecorded coal mining related hazards.
- **Leicestershire and South Derbyshire Coalfield Landscape Character Area (LCA)** – The settlement and surrounds is located within this LCA.
- **Ellistown and Battleflat Neighbourhood Plan** – This Neighbourhood Plan was made in July 2019.
- **Bardon Quarry Site of Special Scientific Interest (SSSI) –** Ellistown is located in the Impact Risk Zone for the Bardon Quarry SSSI.

STAGE 1 - SITE IDENTIFICATION

The 2021 SHELAA identifies four sites for housing in Ellistown. A further site (E9) was submitted and reported to Local Plan Committee in May 2021. However, the promoter confirmed it should be deleted prior to the final publication of the SHELAA.

Site Reference	Site Address
E1	Whitehill Road
E3	Off Whitehill Road
E7	Land between Midland Road and Leicester Road
E8	The Paddock near St Christophers Park

A Vision Document has been submitted with respect to site E7 and identifies a site capacity of between 150-200 homes. Therefore a figure of 180 homes has been used in this assessment.

STAGE 2 – SITE SIEVE

One site was sieved out at this stage, leaving three sites for further assessment.

Site Reference	Site Address	Reason for being sieved out
E8	The Paddock near St Christophers Park	Detailed planning permission

STAGE 3 - SUSTAINABILITY APPRAISAL

SA Ref	SA Objective	SA Summary
SA1	Improve the health and wellbeing of the District's population	++
SA2	Reduce inequalities and ensure fair and equal access and opportunities for all residents	-
SA3	Help create the conditions for communities to thrive	E1 and E3 score minor positive E7 scores minor negative
SA4	Provide good quality homes that meet local needs in terms of number, type and tenure in locations where it can deliver the greatest benefits and sustainable access to jobs	++
SA5	Support economic growth throughout the District	0
SA6	Enhance the vitality and viability of existing town centres and village centres	++
SA7	Provision of a diverse range of employment opportunities that match the skills and needs of local residents	+
SA8	Reduce the need to travel and increase numbers of people walking cycling or using the bus for their day-to-day needs	E1 and E3 score significant positive E7 scores minor positive
SA9	Reduce air, light and noise pollution to avoid damage to natural systems and protect human health	0
SA11	Ensure the District is resilient to climate change	0
SA12	Protect and enhance the District's biodiversity and protect areas identified for their nature conservation and geological importance.	--

SA13	Conserve and enhance the quality of the District's landscape and townscape character	**E1** scores minor positive **E3** and **E7** score **uncertain**
SA14	Ensure land is used efficiently and effectively	**E1** scores minor positive **E3** and **E7** score **significant negative**
SA15	Conserve and enhance the character, diversity and local distinctiveness of the District's built and historic heritage	**0**
SA16	Protect water resources and ensure they are used efficiently	**0**
SA17	Ensure the efficient use of natural resources, including reducing waste generation	**E1** and **E3** score **uncertain** **E7** scores **neutral**

STAGE 4 – DETAILED SITE ASSESSMENT SUMMARY

E1 – Whitehill Road (0.46ha / about 11 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology all sites in Ellistown are within a good walking distance to employment, public transport, and informal and formal recreation. This site is also within a good walking distance to the local convenience store and the primary school. Like all sites in Ellistown, travel outside the settlement is required to access secondary education and GP and pharmacy services. The closet bus stops (regular service) are located on Whitehall Road, approximately 90 -215m from the site. These stops provide access to the frequent No 26 Service (Leicester to Coalville) as well as the more infrequent services.

Summary of SA

SA Objectives															
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
++	-	+	++	0	++	+	++	0	0	--	+	+	0	0	?

All sites perform well against SA1, SA4 and SA6 and poorly against SA12. In terms of E1, due to its good proximity to all local services and public transport this site scores a minor positive against SA3 and a significant positive against SA8. A minor positive is recorded in terms of SA13 as the site is located within the settlement boundary and development would improve the appearance of the landscape/townscape. The site is located within a mineral safeguarding area and its impact is unknown when scored against SA17.

Key Planning Considerations –

- Development of the site would increase housing in the settlement by 1%.

- Open site (Grade 3 Agricultural Land) to the rear of residential properties that front onto Whitehill Road. It is located within the Limits to Development with landscaping and trees around the site perimeter. It would appear that this land has previously been used for the keeping of horses and livestock as well as the growing of vegetables. A LDC has been sought to establish the use of the land as incidental to the enjoyment of a dwelling house. However, information was insufficient to establish this.
- The site appears to be landlocked with no suitable access to the highway network and would be unacceptable to the Highway Authority.
- With respect to ecology, the site is considered acceptable with mitigation and undertaking of a bat survey.
- An area TPO encompasses a significant part of the site and would impact on site layout and capacity.
- Neighbourhood Plan –Site identified as an 'Area of Environmental Interest' in terms of hedgerows and trees. Proposals which are positive in biodiversity terms are encouraged.
- There is the potential for the presence of brick/clay across the site.
- The site is in a wider parcel of land (15ELL-A) deemed to have low landscape sensitivity and low visual sensitivity for housing (Landscape Sensitivity Study).

Deliverability/Developability – The site is being promoted by the landowner with no evidence of developer interest and can only be considered potentially available. There are also questions over the site's suitability particularly relating to highway issues and relationship with the settlement and pattern of development.

E3 – Off Whitehill Road (3.3ha / about 62 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology all sites in Ellistown are within a good walking distance to employment, public transport, and informal and formal recreation. This site is also within a good walking distance to the local convenience store and the primary school. Like all sites in Ellistown, travel outside the settlement is required to access secondary education and GP and pharmacy services. The closet bus stops (regular service) are located on Whitehall Road, approximately 185 -300m from the site. These stops provide access to the frequent No 26 Service (Leicester to Coalville) as well as the more infrequent services.

Summary of SA

SA Objectives															
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
++	-	+	++	0	++	+	++	0	0	--	?	--	0	0	?

All sites perform well against SA1, SA4 and SA6 and poorly against SA12. In terms of E3, due to its good proximity to all local services and public transport this site scores a minor positive against SA3 and a significant positive against SA8. The impact on landscape sensitive has been scored as uncertain (SA13)

with it being a greenfield site that is outside of the limits to development. A significant negative is scored against SA14 as this site is a greenfield that exceeds 1 hectare in size. The site is located within a mineral safeguarding area however its impact is unknown when scored against SA17.

Key Planning Considerations –

- Development of the site would increase housing in the settlement by 6%.
- An irregular shaped parcel of agricultural land (Grade 3 Agricultural) located adjacent to the Limits to Development with countryside to the west. Abuts Site E1.
- Part of site formed part of a larger site that was considered for the development of 345 dwellings and supporting infrastructure (14/01106/OUTM). This application was refused.
- There are local highway issues in terms of capacity at the double mini roundabout, which would need to be resolved as part of any new development. If these can be overcome no specific objections raised.
- Potential presence of badgers on site and for Great Crested Newts. Survey work and mitigation needed but no objection is raised.
- Neighbourhood Plan – Wesleyan Chape adjacent to site E3, is identified as a building of Local Heritage Interest and NP Policy expects its features to be conserved. This is a non -designated heritage asset and not nationally listed.
- Potential for the presence of brick/clay across the site.
- The site is in a wider parcel of land (15ELL-A) deemed to have low landscape sensitivity and low visual sensitivity for housing (Landscape sensitivity Study).

Deliverability/Developability – The site is promoted by the landowner with no evidence of developer interest and therefore considered potentially available. There are also questions over the site's suitability particularly in terms of highway issues and the relationship with the settlement and pattern of development.

E7 – Land between Midland Road and Leicester Road (9.59ha / about 180 dwellings)

Services & Facilities – In line with the parameters in the accompanying methodology all sites in Ellistown are within a good walking distance to employment, public transport, and informal and formal recreation. This site is also within a reasonable walking distance to the local convenience store and the primary school. Given the extent of the site, levels of accessibility will vary although all parts of the site are within good and reasonable walking distances for these services. Like all sites in Ellistown, travel outside the settlement is required to access secondary education and GP and pharmacy services. The closet bus stops (regular service) are located on Ibstock Road/Leicester Road and Midlands Road, approximately 200m to 425m from the site. These stops provide access to the frequent No 15 Service (Ibstock to Coalville) as well as the more infrequent services.

Summary of SA

SA Objectives														
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
++	-	-	++	0	++	+	+	0	0	--	?	--	0	0	0

All sites perform well against SA1, SA4 and SA6 and poorly against SA12. In terms of E7, it scores a minor negative against SA3 as it is reasonably located to some services (shop and school), whereas the other sites are well located to all services. The reasonable level of access to some services is also reflected in its minor positive score against SA8, although access to public transport is considered good. The impact on landscape sensitive is uncertain (SA13) with it being a greenfield site that is outside of the limits to development. A significant negative is scored against SA14 as this site is a greenfield and over 1 hectare in size.

Key Planning Considerations –

- Development of the site would increase housing in the settlement by 23%.
- Irregular shaped site comprising agricultural land (Grade 3) located between Midland Road (to the east) and Leicester Road (to the south). Relatively flat site in the east that dips down to the rear of Channing Way. Bounded by mature hedgerows and trees and a number of hedgerows also bisect the site. Public footpath crosses the site, north to south and overhead pylons cut across the western part of the site.
- Permission was sought for the development of this site for up to 185 dwellings (17/00181/OUTM). This application was withdrawn.
- Highways concerns have previously been raised in terms of local road capacity, traffic speeds and speed limits as well as localised capacity issues at the double mini roundabout which would need to be overcome. This would need a co-ordinated approach with Employment Site EMP24. Midland Road is subject to both national and 30mph speed limits and the provision of a suitable access would need to be demonstrated, along with connections to existing footpaths.
- Potential for the presence of badgers and BAP habitats and further survey work suggested. No objection raised and mitigation would be appropriate with the inclusion of hedgerow buffer zones.
- Neighbourhood Plan – No issues
- The southwest corner of the site encroaches into the Tip Site Consultation zone, requiring consultation with the Environment Agency.
- The site is in a wider parcel of land (15ELL-A) deemed to have low landscape sensitivity and low visual sensitivity for housing (Landscape Sensitivity Study).

Deliverability/Developability – The site is promoted by the owner (site promoter) with a house builder interest and its availability was confirmed in 2022. The site is also in a suitable location for housing development and there is a reasonable prospect it will be available and could potentially be developed

during the Local Plan period. However, there are questions over the site's suitability relating to the scale of development and highway issues.

STAGE 5 – OVERALL CONCLUSIONS

Having regard to the outcome of the SA, E1 scores the best of all the sites. Sites E3 and E7 do not score so well in terms of Land Efficiency (SA14), and Site E7 does not score so well in terms of SA3 (Community) and SA8 (Sustainable Travel). Generally, all sites have good access to public transport, employment and recreation. Sites E1 and E3 have better access to the local store and primary school. However, although E7 does not score so well in this respect it does still have reasonable access to these facilities.

Of the three sites assessed:

Site E1 is located within the Limits to Development. However, the site appears landlocked and highway objections have been raised. A TPO encompasses a significant part of the site and development would be at odds with the linear pattern of development.

Site E3 has potential local highway issues regards the capacity at the double mini roundabout, which would need to be addressed although no objections have been raised on technical grounds. However, the site is not well related to the existing built form and would extend the settlement back from the road further than the linear pattern of development.

Site E7 has potential for local highway issues regards the capacity at the double mini roundabout, which would need to be addressed although no objections have been raised on technical grounds. The scale of the site would allow a link road between Midlands Road and Leicester Road, which has been suggested as a means of addressing the highway concerns raised, although further work still needs to be undertaken on this matter.

However, it is a large greenfield site with significant development proposed and there are concerns over the scale of the development proposed and its impact on the wider area and its open character. It is however considered to have a better relationship with the pattern of development with reasonable access to local services. It is therefore suggested that a smaller development would be preferable, and the site area be reduced to comprise the most eastern field, that fronts onto Midlands Road.

Recommendations

Allocate **Land at Midland Road** (**E7)** for around 69 dwellings with a reduced site area of 2.75 hectares.

Site Information					
Housing Code	E1	Site Address	Whitehill Road, Ellistown	Settlement	ELLISTOWN
Employment Code					

Nearest Settlement		Nearest Sustainable Settlement		Proposed Use	Housing	
				Hectares	0.46	
Name	Ellistown	Name	Ellistown	Site Capacity*	Dwellings	11
					Emp (m^2)	
Settlement Tier	Sustainable Villages	Settlement Tier	Sustainable Villages	Periods and Build Rates		
					0 - 5	6 - 10	11 - 20
Relationship to Limits to Development?	Within	Distance from sustainable boundary	Within Boundary	D			11
				E			

Site of Special Scientific Interest?	No	Ancient Woodland?	No	Within Flood Zone 3b?	No	SHELAA Assessment	Suitable
National Nature Reserve?	No	Historic Park or Garden?	No	EMA Public Safety Zone?	No		Potentially Available
Local Nature Reserve?	No	Scheduled Monument?	No	Existing Permission?	No		Not Currently Achievable

Quantitative Assessment			
Services			
Local Services	Ibstock	Employment	South Leicester Industrial Estate, Ellistown
Convenience Store	Londis, Ellistown	Public Transport	Within 800m, 26 - Leicester to Coalville, Hourly
Primary School	Ellistown Community Primary	Formal Recreation	Within 1000m walking distance
Secondary School	The Newbridge School	Informal recreation	Within 800m walking distance
GP Surgery	Hugglescote Surgery	Pharmacy	Masons Chemists, Hugglescote
Constraints			
Rights of Way	None	Biodiversity and Geodiversity	None
Previously developed?	Part - 11%-15% - buildings and solar panels on part of site	Soil Resources	3
Flood risk	Flood Zone 1	Minerals Safeguarding	Brick Clay
Tree Preservation Order?	Part of site	Waste Safeguarded Sites	None

Qualitative Assessment
The site is located to the rear of residential properties to the west of Whitehill Road. The site borders the curtilage of residential properties to the east and there is open agricultural land (grade 3) to the south and west of the site. There is some vegetation and trees around the perimeter of the site.

Topic	Assessment	Notes
Green Infrastructure	It is uncertain whether the development would impact upon existing green infrastructure or whether the site would provide the opportunity to improve the Green Infrastructure Network.	Hedges and trees form the site boundaries and would need to be maintained and supplemented as part of any development to maintain the character and to assimilate development into a currently undeveloped and landscaped site. The site has a standalone character and does not form part of a wider green network. There is potential for additional planting and new open spaces together with retention of hedgerows and trees to enhance the green infrastructure.
Townscape, Landscape and Visual Sensitivity	Development of the site may have an impact on sensitive townscape or landscape characteristics, but it is possible that it could be mitigated to an acceptable level.	The site is a wedge shape parcel of land to the rear of existing housing. The site is an established defined plot, separated by the larger adjacent fields by the mature landscaping. The site is well related to the built development fronting onto the highway and subject to the retention of the landscaping could be developed without significant visual impact. The development would not respond to the linear form of the adjacent development, but this could be balanced by the limited visual impact beyond the site.
Historic and Cultural Assets	Development of the site is unlikely to affect any heritage assets.	No known assets affected.
Land and Water Contamination	The site is unlikely to be affected by land contamination or landfill. The site is unlikely to cause groundwater pollution.	No known assets.
Environmental Quality	The site is not close to sources of pollution or other environmental quality issues.	No known issues
Ecology	There are ecological issues that require further investigation such as a Phase 1 Survey.	LCC Ecology stated a bat survey would be needed up front as there is the potential for bat roosts in buildings. If bats are found mitigation would be needed. Site is considered acceptable with mitigation namely the retention of a 5m buffer zone along boundary hedge; not to be incorporated into garden boundaries but managed as part of open space, to ensure habitat continuity and retain connectivity.
Highway Safety	The site does not have access to the road network and/or impacts on the road network are unlikely to be mitigated to an acceptable level.	LCC Highway Authority stated the site does not appear to have a suitable access to the highway network, and therefore would be unacceptable to the Highway Authority.

Site Information									
Housing Code	E3	Site Address	Off Whitehill Road, Ellistown					Settlement	ELLISTOWN
Employment Code									

Nearest Settlement		Nearest Sustainable Settlement		Proposed Use	Housing		
				Hectares	3.3		
Name	Ellistown	Name	Ellistown	Site Capacity*	Dwellings	62	
					Emp (m²)		
Settlement Tier	Sustainable Villages	Settlement Tier	Sustainable Villages	Periods and Build Rates	0 - 5	6 - 10	11 - 20
Relationship to Limits to Development?	Adjoining	Distance from sustainable boundary	Adjoining Boundary	D			62
				E			

Site of Special Scientific Interest?	No	Ancient Woodland?	No	Within Flood Zone 3b?	No	SHELAA Assessment	Potentially Suitable
National Nature Reserve?	No	Historic Park or Garden?	No	EMA Public Safety Zone?	No		Potentially Available
Local Nature Reserve?	No	Scheduled Monument?	No	Existing Permission?	No		Potentially Achievable

Quantitative Assessment			
Services			
Local Services	Ibstock	Employment	South Leicester Industrial Estate, Ellistown
Convenience Store	Londis, Ellistown	Public Transport	Within 800m, 26 - Leicester to Coalville, Hourly
Primary School	Ellistown Community Primary	Formal Recreation	Within 1000m walking distance
Secondary School	The Newbridge School	Informal recreation	Within 800m walking distance
GP Surgery	Hugglescote Surgery	Pharmacy	Masons Chemists, Hugglescote
Constraints			
Rights of Way	None	Biodiversity and Geodiversity	None
Previously developed?	No	Soil Resources	3
Flood risk	Flood Zone 1	Minerals Safeguarding	Brick Clay
Tree Preservation Order?	Adjacent to site	Waste Safeguarded Sites	None

Qualitative Assessment
The site is a linear parcel of agricultural land running to the west of Whitehill Road from the rear of the former public house (The New Ellistown) in the north to the rear of Old School Close to the south. There is a triangular shaped field to the rear of Nos.26 to 90 Whitehill Road that is not included in this site boundary (SHELAA Site E1). There are residential dwellings to the east of the site that front onto Whitehill Road. To the south and east is agricultural land. The site is Grade 3 agricultural land.

Topic	Assessment	Notes
Green Infrastructure	It is uncertain whether the development would impact upon existing green infrastructure or whether the site would provide the opportunity to improve the Green Infrastructure Network.	Hedges and trees form some site boundaries and would need to be maintained and supplemented as part of any development to maintain the character and to assimilate development into a currently undeveloped and landscaped site. The site has a standalone character and does not form part of a wider green network. There is potential for additional planting and new open spaces together with retention of hedgerows and trees to enhance the green infrastructure.
Townscape, Landscape and Visual Sensitivity	Development of the site may have an impact on sensitive townscape or landscape characteristics, but it is possible that it could be mitigated to an acceptable level.	The site is a rectangular shape parcel of land to the rear of existing housing. The site runs parallel to E1 and is in agricultural use. The site is well related to the built development fronting onto the highway although there is countryside to the north and west. However, this part of Ellistown is characterised by linear development and although well related to the east, development of the site would not respond to the prevailing character. The visual impact would however be reduced by the housing to the east and south. Significant landscaping would be required along the exposed boundaries to integrate more successfully.
Historic and Cultural Assets	Development of the site is unlikely to affect any heritage assets.	No known assets affected.
Land and Water Contamination	The site is unlikely to be affected by land contamination or landfill. The site is unlikely to cause groundwater pollution.	No known issues.
Environmental Quality	The site is not close to sources of pollution or other environmental quality issues.	No known issues.
Ecology	There are ecological issues that require further investigation such as a Phase 1 Survey.	LCC Ecology state there are known Great Crested Newts in the ponds to the south, circa 150m away. A Great Crested Newt survey or entry into the Greta Crested Newt District Level Licensing Scheme would be required. There is the potential for badgers to be on site. The site is of no particular habitat value therefore there would be opportunities for enhancement. Overall the site is considered acceptable with mitigation.
Highway Safety	The site has the potential for adequate access to the road network, and it is possible that impacts on the road network can be mitigated to an acceptable level.	The Highway Authority states there are localised capacity issues within Ellistown at the double mini roundabouts, which would need to be resolved as part of any new development. If this can be overcome, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably. Details to show a suitable access in accordance with the 6C's Design Guide would need to be demonstrated.

Site Information										
Housing Code	E7	Site Address	Land between Midland Road and Leicester Road, Ellistown					Settlement	ELLISTOWN	
Employment Code										
Nearest Settlement			Nearest Sustainable Settlement			Proposed Use	Housing			
						Hectares	9.59			
Name	Ellistown		Name	Ellistown		Site Capacity*	Dwellings	180		
							Emp (m^2)			
Settlement Tier	Sustainable Villages		Settlement Tier	Sustainable Villages		Periods and Build Rates	0 - 5	6 - 10	11 - 20	
Relationship to Limits to Development?	Adjoining		Distance from sustainable boundary	Adjoining Boundary		D			180	
						E				
Site of Special Scientific Interest?	No	Ancient Woodland?	No	Within Flood Zone 3b?	No	SHELAA Assessment	Potentially Suitable			
National Nature Reserve?	No	Historic Park or Garden?	No	EMA Public Safety Zone?	No		Available			
Local Nature Reserve?	No	Scheduled Monument?	No	Existing Permission?	No		Potentially Achievable			

Quantitative Assessment			
Services			
Local Services	Ibstock	Employment	South Leicester Industrial Estate, Ellistown
Convenience Store	Londis, Ellistown	Public Transport	Within 800m, 26 - Leicester to Coalville, Hourly & 15 - Ibstock-Coalville-Ravenstone, every 30 mins
Primary School	Ellistown Community Primary	Formal Recreation	Within 1000m walking distance
Secondary School	The Newbridge School	Informal recreation	Within 800m walking distance
GP Surgery	Hugglescote Surgery	Pharmacy	Masons Chemists, Hugglescote
Constraints			
Rights of Way	PROW running N-S through site	Biodiversity and Geodiversity	None
Previously developed?	No	Soil Resources	3
Flood risk	Flood Zone 1	Minerals Safeguarding	None
Tree Preservation Order?	None	Waste Safeguarded Sites	None

Qualitative Assessment
E4 - The site is a rectangular parcel of agricultural land to the west of Midland Road. The site is relatively flat and bound by mature hedgerows and trees. To the south of the site are existing residential dwellings, to the north and west is agricultural land. To the east, on the opposite side of Midland Road are allotments. There is a public footpath running along the western boundary. The site is grade 3 agricultural land. E5 - The site is agricultural land and is located to the north of Channing way and to the west of SHELAA site E4 and east of SHELAA site E6. To the south of the site are residential dwellings and to the north is agricultural land. The site is bound by mature hedgerows. A public footpath runs along the eastern side of the site and the site is grade 3 agricultural land.

E6 - The site is agricultural land and is located to the north of Leicester Road. The site slopes downwards away from the road and is bound by mature hedgerows; there are also mature trees in places around the boundary of the site. To the east of the site is residential development and there is agricultural land to all other sides. SHELAA Site E5 adjoins the north east corner of the site. There is an overhead pylon that runs north to south diagonally across the centre of the site. The site is grade 3 agricultural land.

Topic	Assessment	Notes
Green Infrastructure	It is uncertain whether the site will provide the opportunity to improve the Green Infrastructure network.	Hedges form some site boundaries and would need to be maintained and supplemented as part of any development to maintain the character and to assimilate development into a currently undeveloped and landscaped site. There is no significant landscaping within the site. There is potential for additional planting and new open spaces together with retention of hedgerows and trees to enhance the green infrastructure.
Townscape, Landscape and Visual Sensitivity	The site may have an impact on sensitive landscape or townscape characteristics, but it is possible that it can be mitigated to an acceptable level.	E4 - The site would adjoin the residential estate to the south and south-west which forms the backdrop when viewed from the north. This estate forms part of the built-up settlement of Ellistown. Development of the site would materially change the character of the site but would be well related to the development to the south and south-west. Furthermore, when viewed from the south the existing estate would intervene. The site is therefore reasonably well related to the existing settlement. E5 - The site would adjoin the residential estate to the south and south-east which forms the backdrop when viewed from the north. This estate forms part of the built-up settlement of Ellistown. Development of the site would materially change the character of the site but would be well related to the development to the south and south-east. Furthermore, when viewed from the south the existing estate would intervene. The site is therefore reasonably well related to the existing settlement. E6 - The site would adjoin the residential estate to the east which forms the backdrop when viewed from the west. This estate forms part of the built-up settlement of Ellistown. Development of the site would materially change the character of the site but would be well related to the development to the east. Furthermore, when viewed from the east the existing estate would intervene. The site is therefore reasonably well related to the existing settlement.
Historic and Cultural Assets	The site may have the potential to affect a heritage asset(s), but it is possible that it can be mitigated to an acceptable level.	The site was subject of a planning application for residential development that was accompanied by a heritage impact assessment. This concluded there would be no harm to heritage assets. Although requiring further assessment specific to any subsequent application it is considered the site could potentially be developed without harm to heritage assets.
Land and Water Contamination	The site is unlikely to be affected by land contamination or landfill. The site is unlikely to cause groundwater pollution.	No known contamination.
Environmental Quality	The site is not close to sources of pollution or other environmental quality issues.	No known issues.
Ecology	There are ecological issues that require further investigation such as a Phase 1 Survey.	E4 - The hedgerows may be a potential BAP habitat. A hedgerow survey would be required, and the hedgerows should be retained with buffer zones. Overall, the site is considered acceptable with mitigation. E5 - There is the potential for badger to be on site. The hedgerow may be a potential BAP habitat. A badger survey and a hedgerow survey would be required. The hedgerows should be retained with a 5m buffer zone. Overall, the site is considered acceptable with mitigation. E6 - There is the potential for badger to be on site. The hedgerow may be a potential BAP habitat. A badger survey and a hedgerow survey would be required. The hedgerows should be retained with a buffer zone. Overall, the site is considered acceptable with mitigation.

Highway Safety	The site has the potential for adequate access to the road network, and it is possible that impacts on the road network can be mitigated to an acceptable level.	The site does not have a current satisfactory vehicular access. At the previous application, concern was raised over the potential risk to highway safety. Satisfactory capacity of the local road network, traffic speeds and junctions would need to be demonstrated as part of any application and assessed by the Highway Authority. There are localised capacity issues within Ellistown at the double mini roundabouts, which would need to be resolved as part of any new development. If this can be overcome, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably. E4 - Midland Road is subject to both national and 30mph speed limits at the site frontage with the highway, details to show a suitable access in accordance with the 6C's Design Guide would need to be demonstrated. Connections with existing footpaths would need to be considered to specific proposals. E5 - The site also does not appear to have a connection to the highway. Details to show a suitable access in accordance with the 6C's Design Guide would need to be demonstrated. E6 - Details to show a suitable access in accordance with the 6C's Design Guide would need to be demonstrated.

Canal & River Trust
Making life better by water

Planning Policy and Land Charges Team
North-West Leicestershire District Council
PO Box 11051
Coalville
Leics.
LE67 0FW

Your Ref

Our Ref CRTR-POL-2024-41011

Thursday 14 March 2024

Dear North-West Leicestershire District Council,

Regulation 18 Consultation on the Draft North-West Leicestershire Local Plan (2020- 2040)

Thank you for your consultation on the above document.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Canal & River Trust (the Trust) is a statutory consultee in the Development Management process, and as such we welcome the opportunity to input into planning policy related matters to ensure that our waterways are protected, safeguarded and enhanced within an appropriate policy framework.

The Trust's waterways within North-West Leicestershire comprise the Ashby Canal, the River Soar and the River Trent.

The Trust owns and operates the Ashby Canal in the south of the District as far as the current terminus of the Navigable canal just north of Snarestone. This stretch is approximately 2km in length and includes the 2430m Snarestone Tunnel which carries the canal beneath the village. Consent to extend the canal by a further 4.5km to a new terminus at Measham was granted to Leicestershire County Council via a Transport & Works Act Order in 2005. Through the Ashby Canal Trust the Canal & River Trust supports the aims of Leicestershire County Council and the Ashby Canal Association to restore the canal.

The Trust is operator and Navigation Authority for the River Soar which forms the eastern boundary of the District for about 10km around Kegworth and Ratcliffe on Soar and for about 6km of the Upper Trent along the northern boundary of the District north of Castle Donnington.

Inland waterways are acknowledged as significant green infrastructure, but they also function as blue infrastructure, serving as a catalyst for regeneration; a sustainable travel resource for commuting and leisure; a natural health service acting as blue gyms and supporting physical and healthy outdoor activity; an ecological and biodiversity resource; a tourism, cultural, sport, leisure and recreation resource; a heritage landscape; a contributor to water supply and transfer, drainage and flood management. The waterway network forms part of the historic environment, the character, cultural and social focus of North-West Leicestershire.

The river navigations operated by the Trust lie almost entirely on the boundary of the District and run predominantly through open countryside. The primary role of the River Trent and River Soar within North-West Leicestershire is as an important element of the Strategic Green/Blue Infrastructure network and as a valuable

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Patron: H.R.H. The Prince of Wales. Canal & River Trust, a charitable company limited by guarantee registered in England and Wales with company number 7807276 and registered charity number 1146792, registered office address National Waterways Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire CH65 4FW

ecological resource and habitat. We consider that Draft Policy S4- Countryside and Draft Policy IF3- Green Infrastructure should provide adequate protection from inappropriate development proposals for these rivers.

The Ashby Canal is a valuable historic feature and although it is not designated as a conservation area, as part of a 200-year-old network, we consider that the existing canal should be acknowledged as a valuable non-designated heritage asset. The canal network is a prime example of a historic asset that is widely used, and a major aspect of its value is that it is both useable and accessible, for boaters and towpath users, as a piece of working heritage. Much of the form and character of the surrounding urban areas have historic links to the canal network, and the significant role it once played in bringing raw materials in and transporting finished goods out. The canal network is therefore an important feature in helping to understand how the area has grown and evolved over the last 200 years and as such it should be protected and enhanced wherever possible as an important element of the heritage of the area.

The potential benefits of restoring further sections of the former canal north of Snarestone and linking them to the existing canal network could be quite significant, not only in seeing the restoration of a historic feature which forms part of the industrial heritage of the area but also as a leisure and recreational resource which can be enjoyed by local communities and can attract visitors from elsewhere, thus playing a role in supporting the local tourist/visitor economy.

Draft Policy IF7- Ashby Canal closely reflects Policy IF6 of the current adopted Local Plan and supports restoration of the Ashby Canal beyond its current terminus. Support within the Local Plan for future restoration is an important element in ensuring that new development proposals do not risk making restoration more difficult to achieve or even preventing it altogether. We therefore consider that it is appropriate to maintain such protection in the draft Plan.

We note that the draft policy also highlights the importance of being able to provide appropriate canalside facilities in association with the restored canal and seeks to reduce the risk of development prejudicing such provision. The Trust supports this approach, which recognises that in order for a restored canal to fully realise its potential, suitable canalside facilities will also need to be developed in due course to support and encourage people to make use of it as a recreational resource.

Appropriate and sensitive associated development can help to enhance the role of the canal as a visitor attraction and a leisure and recreational resource and encourage more visitors to the area by making it an attractive environment for boaters choosing to travel along the canal network. Provision of suitable canalside facilities can encourage boaters to break their journey, whether for the day or to moor their boats for overnight stays, in order to use facilities and to visit other attractions in the locality; this can all contribute positively to the local economy as well as helping to create a favourable perception of the area for visitors.

More broadly, the Trust considers that the inland waterway network within the Plan area can play a role in supporting the aims of Draft Policy AP5- Health and Wellbeing. The Trust considers that the health and wellbeing of local communities is an important consideration, and new development should always be required to consider how it can help to maximise opportunities for people to pursue healthier and more active lifestyles. We believe that the waterway network can play a valuable role in encouraging people to be more active.

Waterways offer a real opportunity for supporting and promoting healthier lifestyles and helping to improve the physical and mental wellbeing of local communities by encouraging people to be more active, whether through leisure and recreation (including activities such as canoeing as well as walking or cycling along towpaths) or offering a more active travelling option that is a sustainable alternative to using private motor cars to access services and facilities. They provide a free-to-use resource that can benefit the whole community and can thus provide support to achieving the aims of Draft Policy AP5 (2) (c) and (d). We therefore suggest that the positive role that waterways can play could be specifically referenced either within the policy or its supporting text.

We hope that these comments are helpful. We are willing to continue to work with you, to meet and discuss any matters for clarity and to seek to work together towards a high-quality District that relates positively with the waterway network.

Please do not hesitate to contact me with any queries you may have.

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Yours sincerely,

Ian Dickinson MRTPI
Area Planner
[redacted]

https://canalrivertrust.org.uk/specialist-teams/planning-and-design

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	Ms
First Name	Rupert	Caroline
Last Name	Young	Chave
Job Title (where relevant)	Development Director	Director
Organisation (where relevant)	Nurton Developments Ltd	Chave Planning Ltd
House/Property Number or Name	[redacted]	[redacted]
Street	[redacted]	[redacted]
Town/Village		[redacted]
Postcode		
Telephone	[redacted]	[redacted]
Email address		[redacted]
		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Draft Policy S1- Future Development Needs (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Nurton Developments Ltd (NDL) made representations to the North West Leicestershire (NWL) Local Plan Regulation 18 consultation in March 2022 to highlight that a proposal was emerging for a potential new settlement crossing the boundary between NWL and Hinckley & Bosworth (H&B). Although the bulk of the new settlement would lie within H&B, depending on the size and extent of the settlement, it could contribute significant housing within NWL (i.e. 2,000+ dwellings).

At this stage we cannot say with any certainty that housing would be delivered within the NWL boundary within the plan period to 2040, due to the NWL land being on the periphery of the potential development area. Therefore, we do not promote that the Local Plan for NWL makes provision for housing at the new settlement within the plan period. However, given the strategic and cross-boundary nature of the proposal, it is important that NWLDC gives consideration to it at this stage in terms of making a strategic policy to deal with future development needs.

Since making representations in 2022, NDL has developed the following work in liaison with officers at Hinckley & Bosworth Borough Council (HBBC):

- Baseline & Emerging Options document
- Biodiversity Appraisal
- Transport & Accessibility Appraisal

These documents (attached to these representations) examine the potential for a new settlement of up to 6,000 dwellings. However, recent discussions with officers at HBBC, NDL is now exploring options for up to 10,000 dwellings in order to support an innovative level of sustainability and self-sufficiency in terms of the settlement containing all of the facilities and

services necessary to meet day-to-day needs. Further work is being undertaken to explore the themes of social infrastructure and climate change and to progress a masterplan vision informed by further transport, heritage and landscape input. NDL will seek to keep the respective authorities updated of this emerging cross-boundary proposal as work progresses.

HBBC consulted on a Regulation 19 Local Plan in February 2022, which contained the following paragraph (4.60):

"*In the preparation of the Local Plan, support for a new settlement in the borough to provide for future housing and economic growth has been established through public consultation. The Council is of a view that new settlements should be considered as a key direction for future long term managed strategic growth in the borough. Self-sustaining new settlements require significant planning to bring forward through the planning system so it is important that early consideration is given to the potential for new settlements to form part of the future spatial strategy of the borough. Work is continuing on reviewing options for new settlements and could form part of a future revision of the Local Plan or other development plan documents. The Borough Council will work with infrastructure providers, including highway and education authorities, from an early stage to ensure that new settlements are planned comprehensively with infrastructure needs in mind*".

HBBC is now reviewing its Regulation 19 Local Plan and is scheduled to undertake further consultation this year, potentially bringing forward new settlement proposals within its plan period to 2041. Where such proposals require cross-boundary consideration, a lack of alignment of Local Plans between HBBC and NWLDC could delay or hamper the consideration of strategic infrastructure and hinder sustainable development. It is therefore important that adjoining authorities also make a commitment to give early consideration to the potential for new, possibly shared, settlements to form part of the future spatial strategy.

In order to anticipate and plan positively for future significant growth proposals, that could require cross-boundary co-operation and could prompt review of the Local Plan for NWL, NDL would suggest that Policy S1 contain a commitment to co-operate with adjoining authorities in considering cross-boundary proposals and to review the Local Plan as necessary to take into account proposals that become part of the strategy for the adjoining area. This would respond positively to paragraph 22 of the National Planning Policy Framework, which says that strategic policies should look ahead over a minimum 15 year period from adoption and that, where larger scale developments such as new settlements form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

NDL would welcome further discussion with NWLDC regarding this emerging proposal and the exciting opportunity presented to develop an exemplar new settlement. The proposals could bring forward major infrastructure improvements and demonstrate innovation in sustainability and tackling climate change.

In summary, NDL would suggest that Policy S1 is amended to contain a commitment to co-operate with adjoining authorities in considering cross-boundary proposals for growth and to review the Local Plan to take into account proposals that become part of the strategy for the adjoining area. It is suggested that an additional paragraph (6) is added to the policy as follows:

"*In meeting future development needs beyond the plan period or that arise during the plan period through Local Plan strategies prepared for adjoining areas, the Council will co-operate with adjoining local planning authorities in considering cross-boundary proposals and the strategic infrastructure requirements associated with them, and will review the Local Plan for North West Leicestershire should a cross-boundary new settlement become part of the adopted Local Plan strategy for an adjoining local planning authority*".

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date:

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

PROPOSED NEW SETTLEMENT AT NORTON-JUXTA-TWYCROSS

BASELINE AND EMERGING OPTIONS

Nurton DEVELOPMENTS

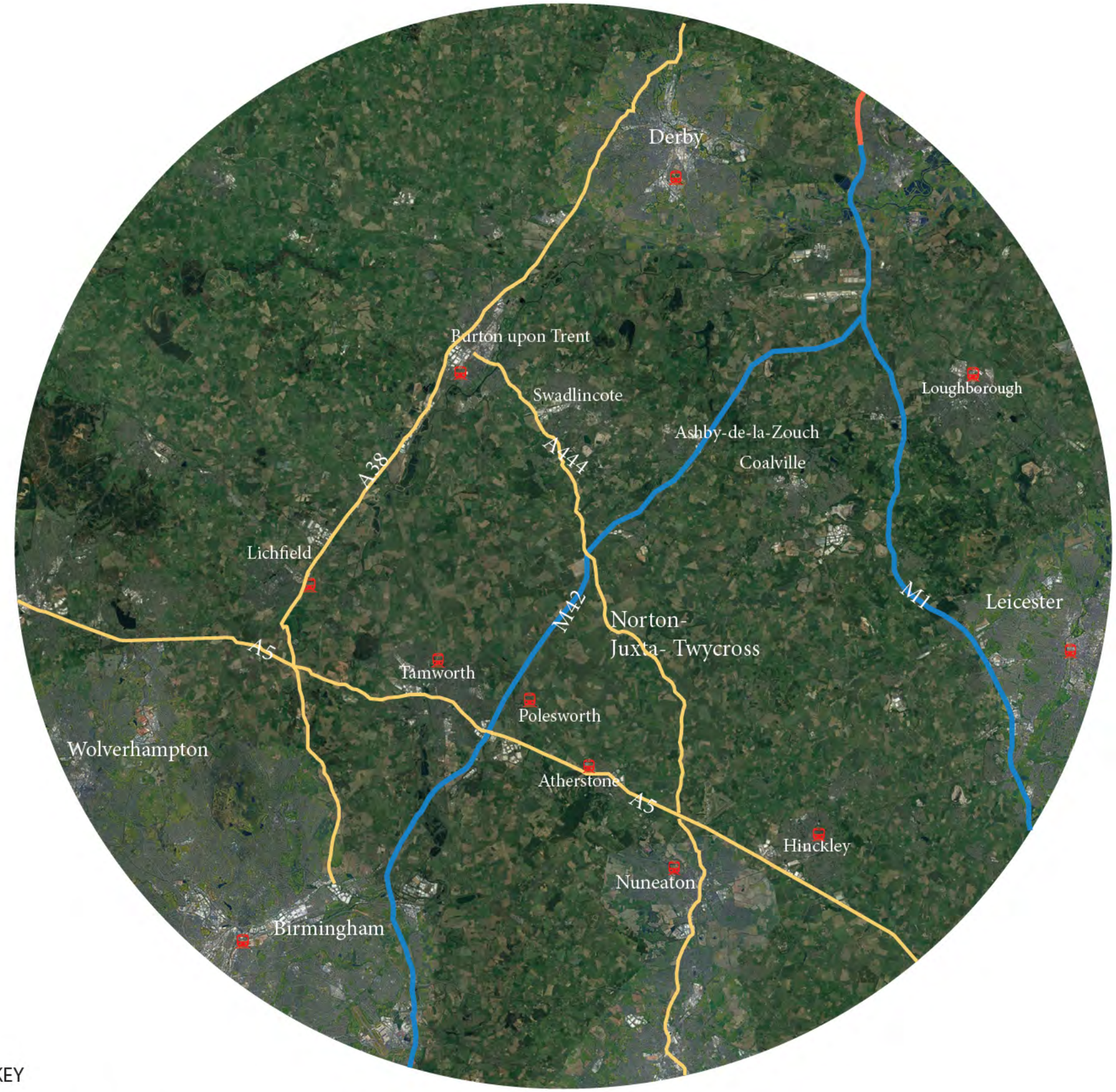
URBAN WILDERNESS

LOCATION

Norton-Juxta-Twycross is a small village in Leicestershire, England.

It is well located, and falls within circa a 45 minute drive to central Leicester, circa a 40 minute drive to Derby and circa a 35 minute drive to central Birmingham.

The nearest train station is Atherstone station, a circa 13 minute drive away; however the closest station with regular connections to Birmingham is Tamworth which falls circa a 20 minute drive away.



LOCATION

Norton-Juxta-Twycross is a small village in Leicestershire, England. It sits between a number of larger villages; Twycross, Austrey, Appleby Magna and Parva and Snarestone.

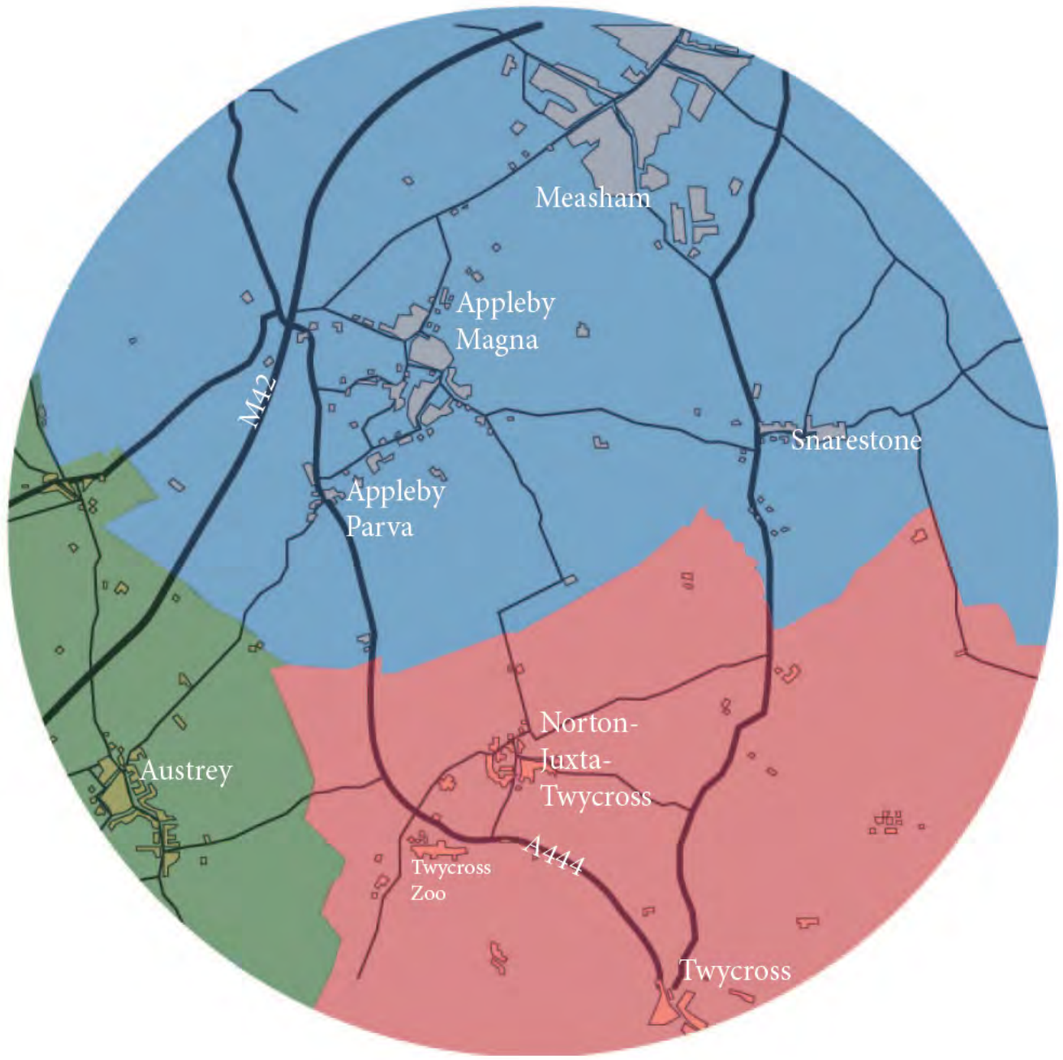
It is located just off the A444 which is well connected to the M42.

Twycross Zoo is a significant local attraction, located only 500 metres from Norton-Juxta-Twycross.

ADMINISTRATIVE BOUNDARIES

Three Government districts converge within the site area.

A new settlement would potentially be a cross-boundary proposal, requiring joint working with the local authorities.



KEY

- North West Leicestershire District
- Hinckley and Bosworth District
- Broad extent of development area
- North Warwickshire District

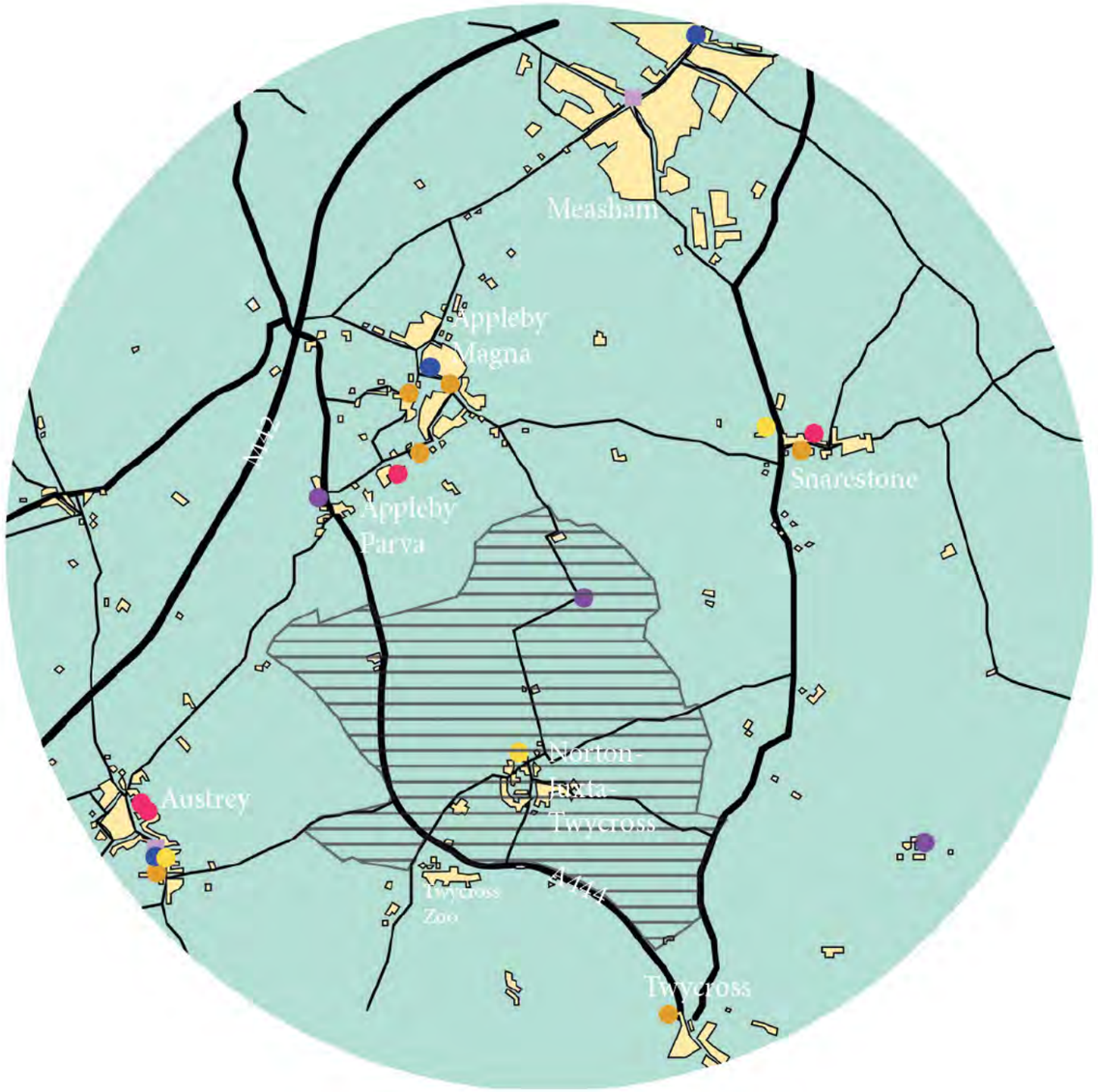
1 Mile

LOCAL FACILITIES

Local facilities in the area are sparse and spread out with the need to drive between villages. Currently, Austrey and Measham have the only local convenience store in the area, over 5 miles apart from each other.

Norton-Juxta-Twycross currently has no local facilities other than a church and village hall. There was a local pub, the Moores Arms that closed in 2008.

There is opportunity for any new development to improve the local facility provision for the area. New local provision of shops, doctors surgeries and hospitality would cease the need to drive to neighbouring towns and cities, improving active travel opportunities.



KEY

School

Convenience Store

Public House

Hotel/Accommodation

Place of Religious Worship

Post Office

Broad extent of development area

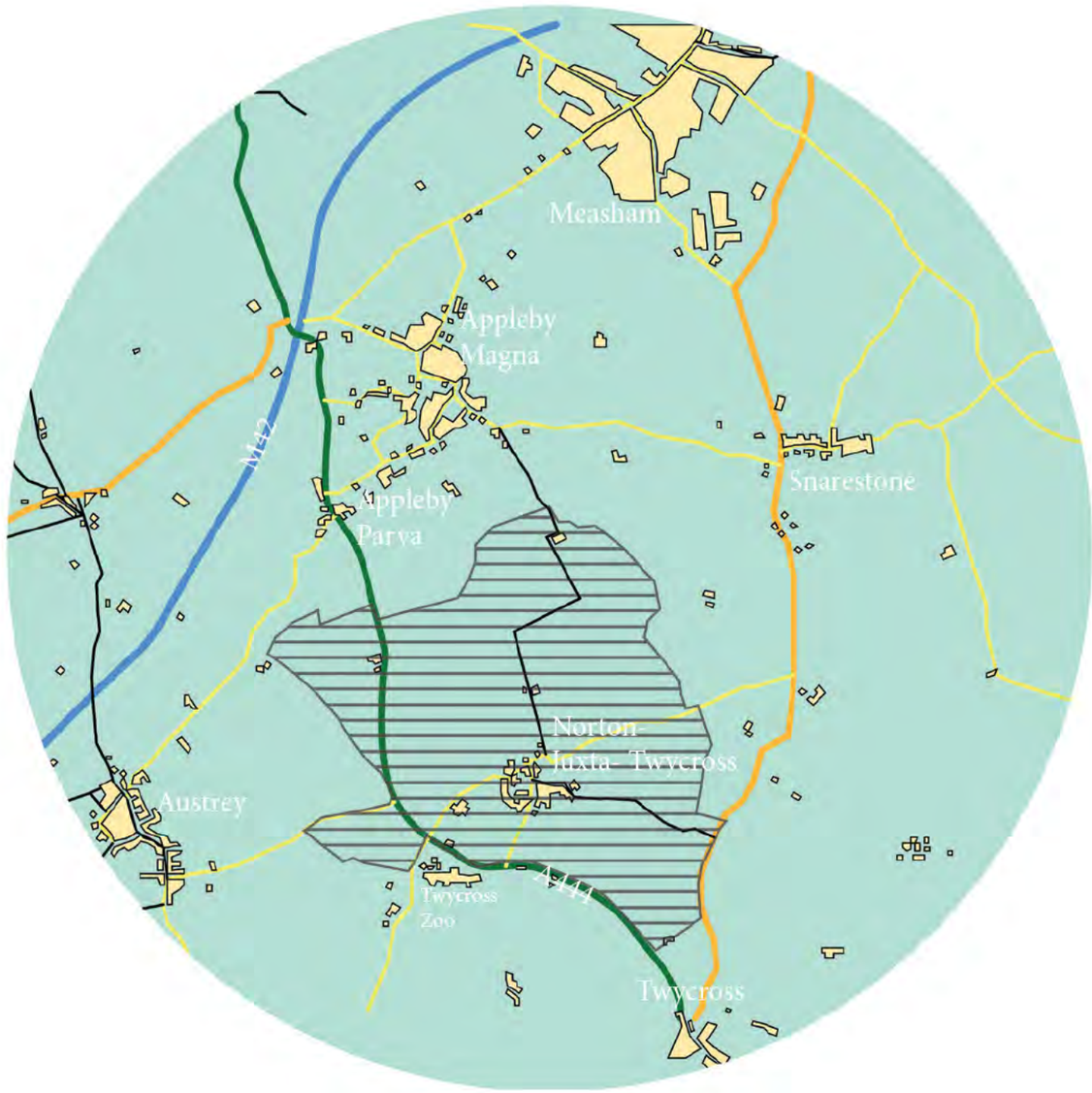
1 Mile

TRANSPORT NETWORK

The site is located on the locally strategic A444 corridor. This provides a key link between the towns of Burton on Trent / Swadlincote to the north west and Nuneaton to the south east. It connects to Strategic Road Network both north (A42 / M42 Junction 11) and to the south at the A5.

Currently public transport within the area is limited and the development offers significant opportunities to support and address this to serve both new development but also to increase accessibility for existing residents.

An outline Transport Strategy for the site is to be found in Appendix A to this document.



PUBLIC RIGHTS OF WAY

Public rights of way are well established in the area and provide good connections between villages.

This well-established network creates the opportunity for any new development to further connect public rights of way, focusing on sustainable travel and green active travel corridors connecting villages and facilities.

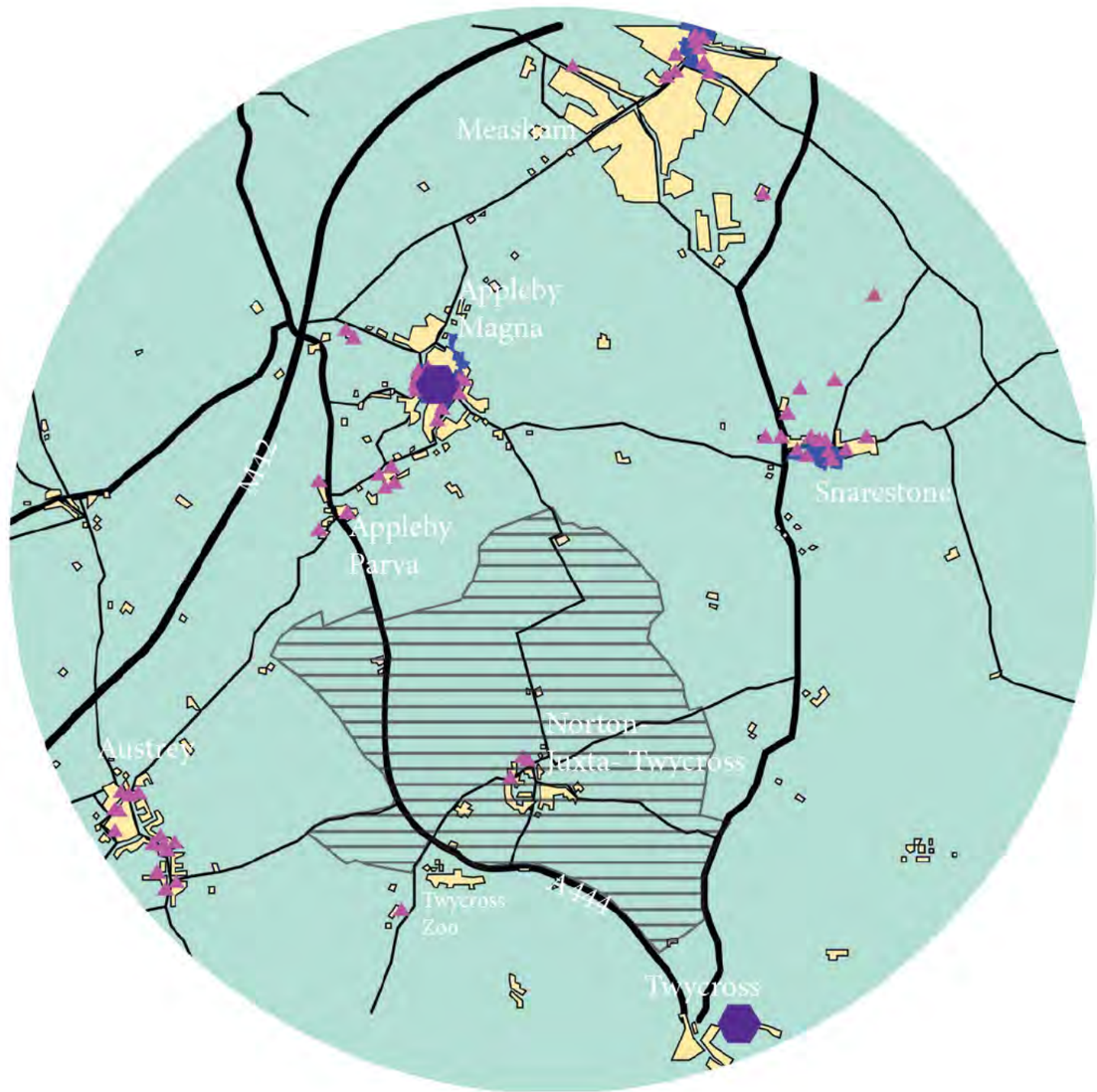
HERITAGE ASSETS

The area has ancient history as far back as the Neolithic period. The oldest existing buildings in the area date back to the 13th century.

There are two scheduled monuments in the area; the moated site, fish-ponds, formal garden and settlement earthworks east of St Michael's Church in Appleby Magna and the moated site and fish-ponds north-west of St James' Church in Twycross.

Listed Buildings are generally distributed around the centre of the villages. Of particular note at Norton-Juxta-Twycross is the grade II listed church of The Holy Trinity. Memorials and effigies in the churchyard are also listed, as is the former village pub, but the village does not have a conservation area.

The masterplanning of the new settlement will be informed by Landscape & Visual Impact Assessment and Heritage Assessment and will limit impact on the heritage assets by preserving key views and spaces that contribute to setting.



VIEWS OF HOLY TRINITY CHURCH

The Holy Trinity is a significant feature of Norton-Juxta-Twycross. The church sits at the centre of Norton-Juxta-Twycross and is an important character feature and location marker.

Views of the church can be seen from Orton Lane, Shelford Lane, Cottage Lane and a section of Wood Lane.

Development should seek to maintain views of the church.

A. From point A. On the western approaching road there are views of the church. Point A is the furthest point the church can be seen on this road.

B. From point B there are wide and clear views of the church. This is the clearest view of the church and should be preserved.

C. From point C there are wide views of the church across an open meadowed area.

D. From point D there are straight views of the church from the approaching road.

E. Point E has a framed view of the church. The view is very direct and framed by hedging along the road on either side.

F. Point F is the furthest point on a road the church can be seen from. Only the spire of the church can be seen above hedging.

KEY

- Key points of view that must be maintained
- Secondary points of view that should be maintained where possible
- Field of view from location
- The Holy Trinity Church

LANDSCAPE CHARACTER

The Mease/Sence Lowlands are a gently rolling landscape centred around the rivers Mease, Sence and Anker. The area is rural with small nucleated villages, red brick farmsteads and occasional historic parkland and country houses.

Woodland is sparse and generally confined to copses and spinneys resulting in the area being mostly large, hedged fields.

Church spires are a prominent feature of the landscape, especially around Snarestone, from where it is possible to see seven church spires.

LANDSCAPE OPPORTUNITIES

-Conserve the quiet and rural open character. This includes views of historic church spires and the traditional red brick vernacular. Settlement patterns of small nucleated villages should be protected and the winding roads with wide grass verges that connect them.

-Protect and manage the areas, historic landscape features including ancient woodlands, the Ashby canal and Coventry canal and characteristic hedgerow boundaries.

-Protect the Rivers Mease, Sence and Anker with associated streams and tributaries. Protect and manage their wet woodlands and associated wetland habitats.

-Plan to accommodate pressure from the expansion of local towns and cities by designing a network of multi-functional green infrastructure. This should also provide links out into the wider countryside from towns and cities.

-Manage and restore habitats in accordance with biodiversity action plans and heritage conservation management plans.

-Manage arable cropping patterns to encourage rarer arable plants and farmland birds/mammals following management under environmental and countryside stewardship agreements.

-Enhance wildlife value along watercourses. Restore associated wetland habitats and grazing flood plains.

-Manage and conserve all ancient semi-natural and broadleaved woodland. This includes taking opportunities to increase woodland coverage where it enhances the woodland character and maintains wide views.

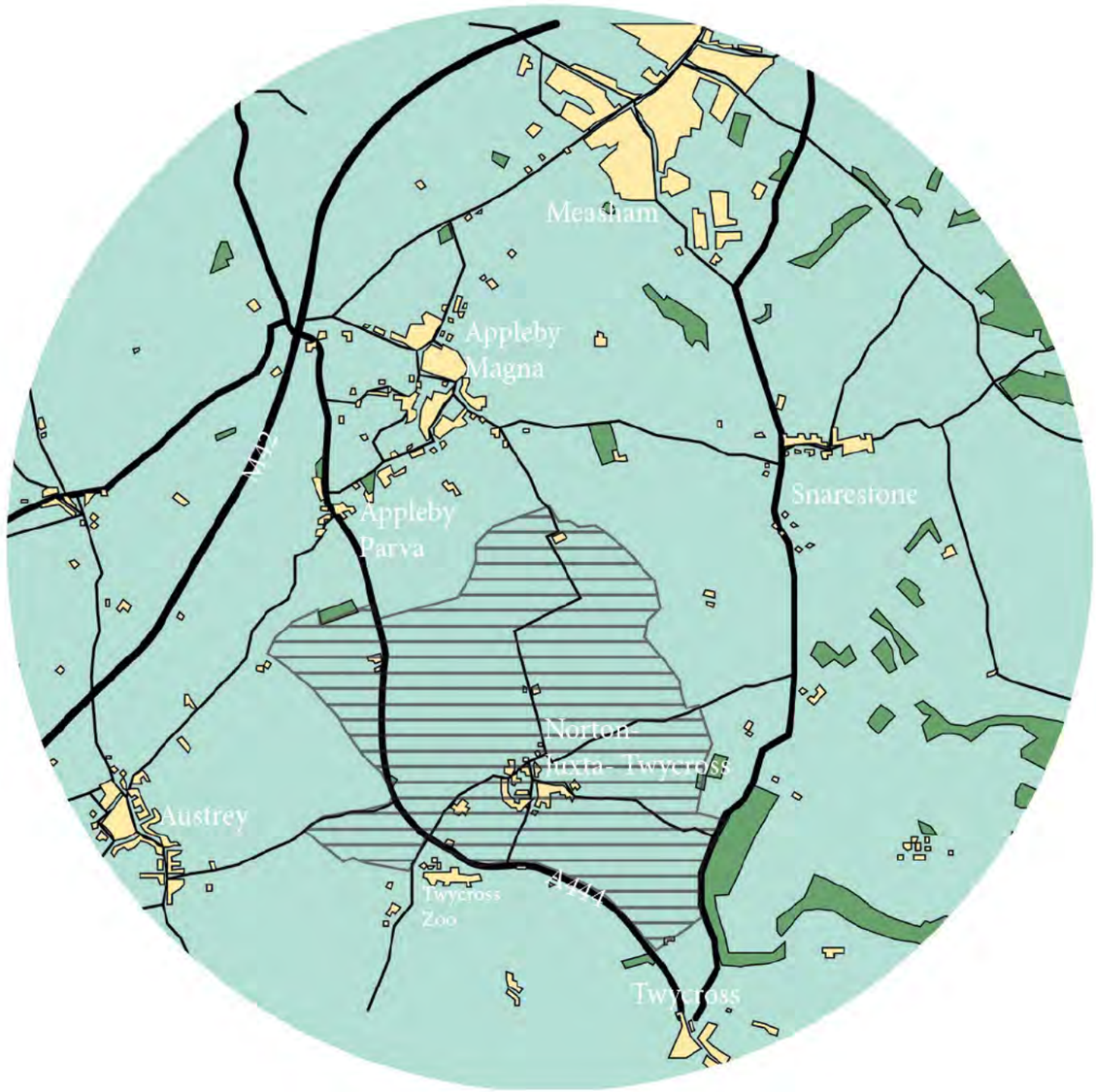
The new settlement would be subject to a landscape strategy to restore and enhance the surrounding landscape, taking opportunities to create multi-functional green infrastructure and create a net gain to biodiversity.

WOODLAND STRUCTURE

The area had been substantially cleared of woodland by the 11th century due to farming pressures. Leaving only some historical broad leaf plantations in blocks.

Restoration of hedgerows, extension of existing blocks and development of green corridors is advocated to benefit biodiversity and wildlife in the area.

New development has the opportunity to connect isolated blocks of green space and create a 'green village' that centralises around green infrastructure. Greatly improving the value to wildlife and people.



TOPOGRAPHY

A mostly flat and gently undulating landscape.

The land falls from a high of 126m AOD South of Appleby Parva to 85m AOD to the south of measham.

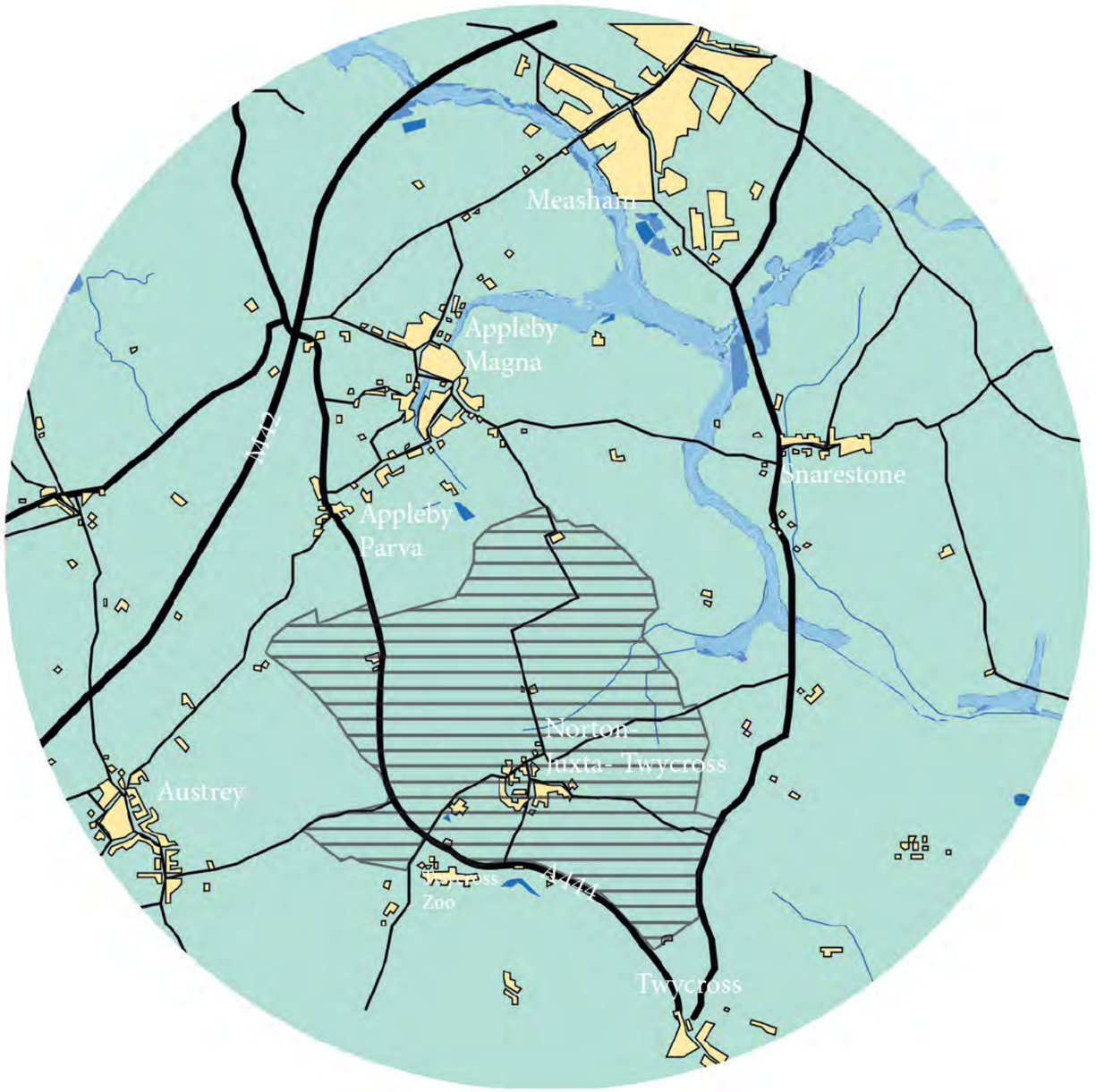
Norton-Juxta Twycross sits in a bowl like depression. Land rises gradually up to Appleby Parva in the north and up to Austrey and Twycross Zoo in the south, meaning Norton- Juxta-Twycross and surrounding fields are well hidden from view from surrounding towns.

This creates the opportunity for any new development centralising around Norton-Juxta-Twycross to be of minimal impact to the local landscape.

RIVERS AND WATERCOURSES

Generally the land in and around the site falls to the east with localised flooding recorded along watercourses.

Any new development has the opportunity to install sustainable drainage. Storing and reducing surface water runoff that would currently be entering the watercourses and causing flooding.



FIELD BOUNDARIES

The area comprises of many arable fields in a variety of sizes.

Previous growth of villages has been shaped by fields being developed into housing, meaning village shapes correlate to field boundary lines.

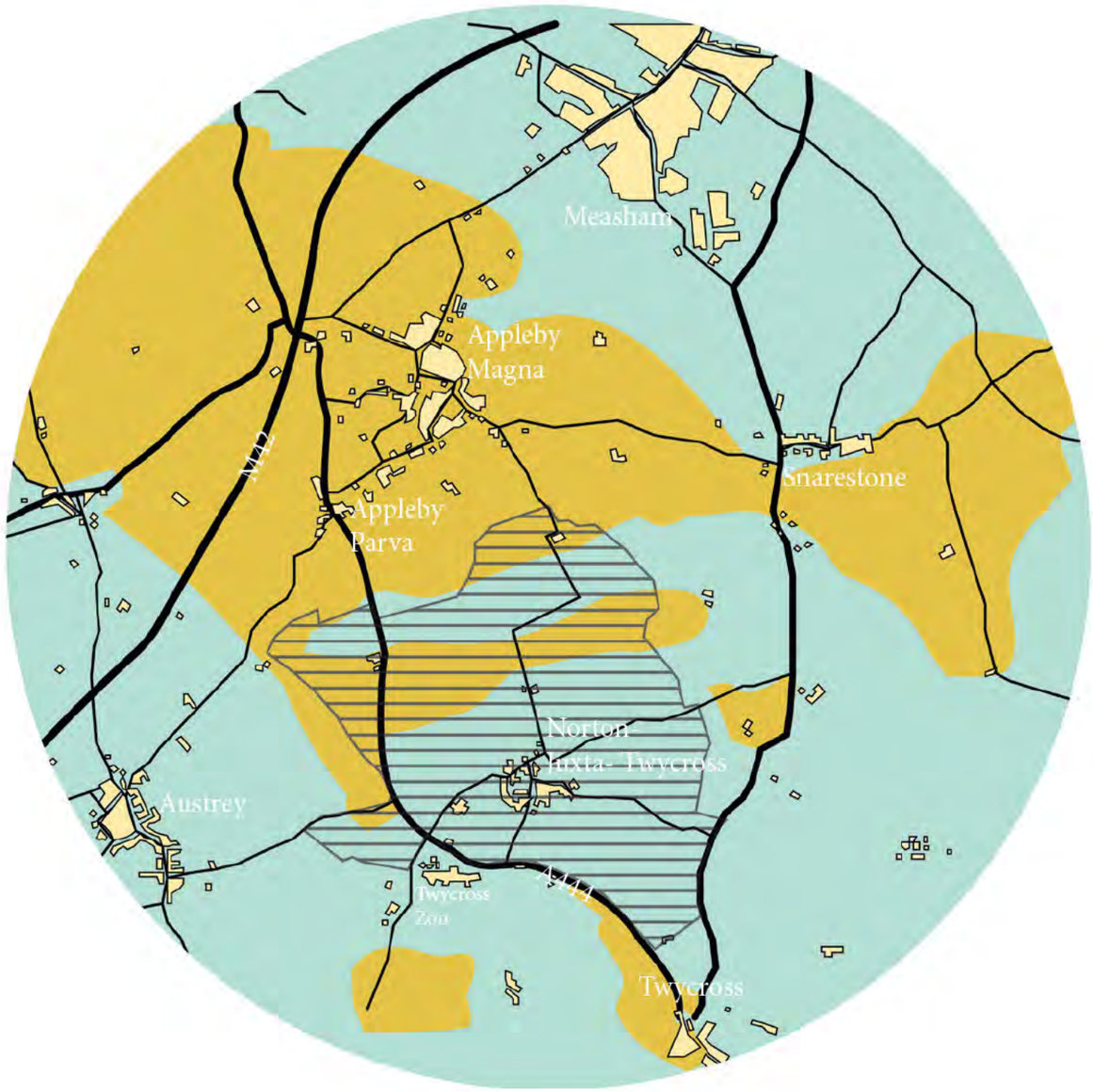
New development has the opportunity to be designed in this way. With blocks of housing following field boundaries.

AGRICULTURAL LAND CLASSIFICATION

Generally the land is classed as being of good and very good agricultural land quality.

Most of the land is in commercial agricultural use, primarily for wheat, with more limited beef and dairy production.

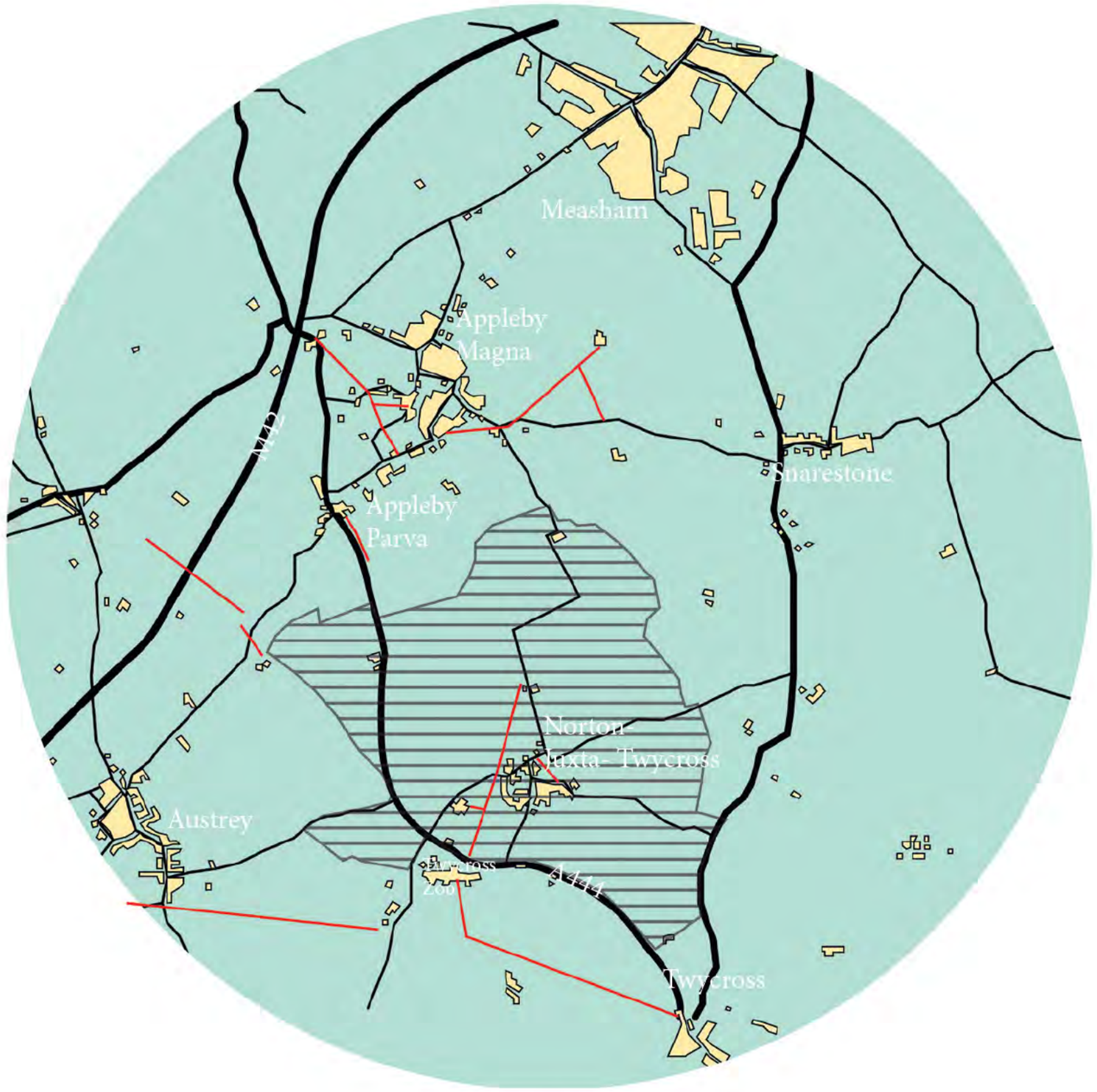
Loss of agricultural land is a matter which must be weighed in the balance against the benefits of providing housing. Where a new settlement is required and is the most sustainable option to provide for housing needs, it will inevitably result in loss of agricultural land but this loss is likely to be far outweighed by the sustainability benefits of a new settlement.



UTILITIES

Sporadic overhead lines are evident centred around local villages.

*Details of utilities to be updated (TBC)



NEW DEVELOPMENT WITHIN THE WIDER AREA

There are a number of approved developments nearby, mainly located at Appleby Parva, Magna and Measham. These developments include a new distribution campus at M42 Junction 11; various housing developments; wind turbines; and a replacement brickworks at Measham.

Through co-ordinated development in the area, facilities, job opportunities, transport and housing can bring huge improvement to the area.

KEY

Built or in construction

Planning Approved but construction not begun

Broad extent of development area

1 Mile

COMBINED PLAN 1 - ENVIRONMENT

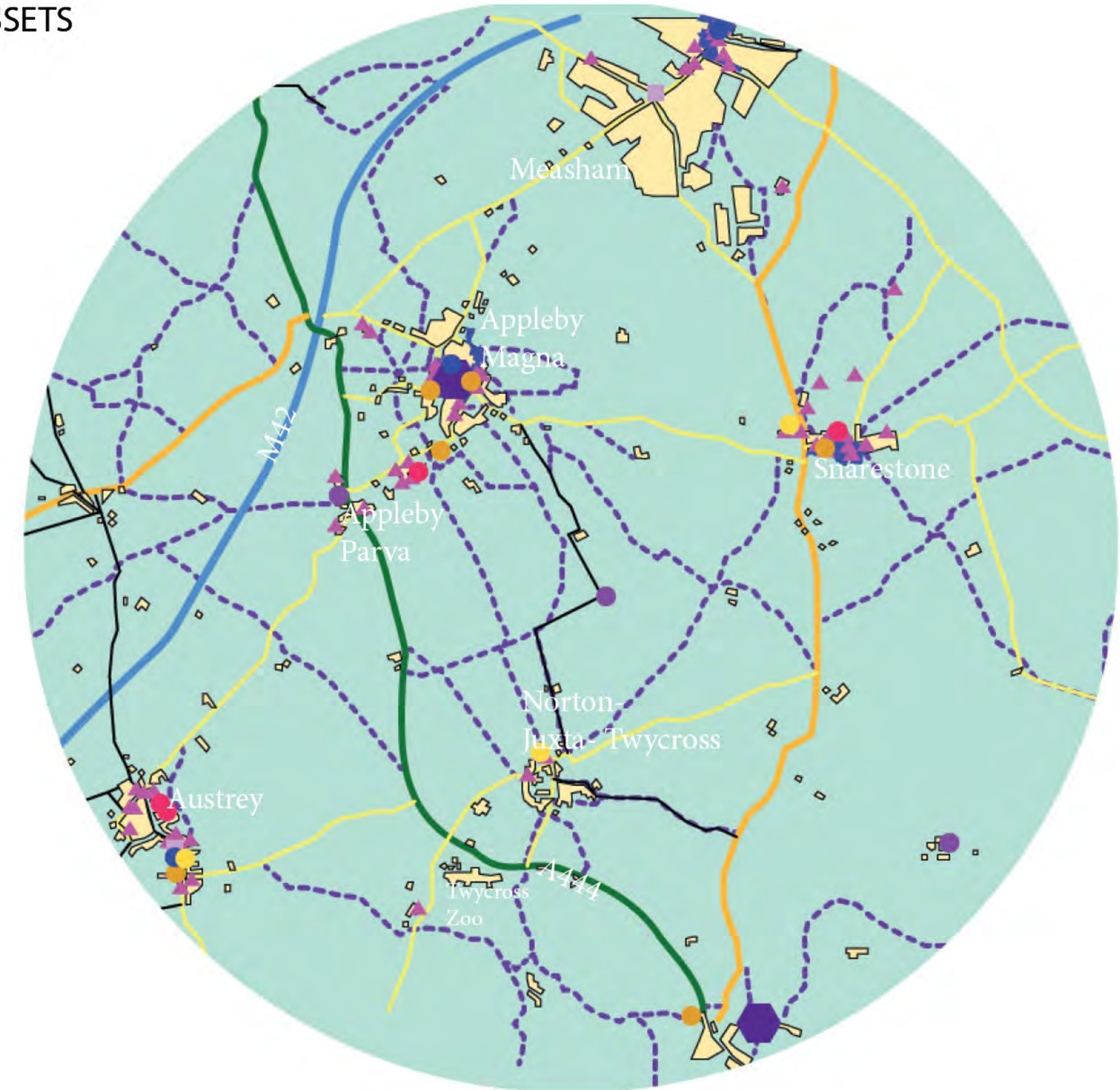
KEY

- Field Boundary
- Medium likeliness of flooding
- Low likeliness of flooding
- Water Course
- Land height changes from high (dark) to low (light) - Contours mark a 10m change in height
- Notable woodland groups
- Public Right of Way

COMBINED PLAN 2 - TRANSPORT LINKS, HERITAGE ASSETS AND LOCAL FACILITIES

KEY

- Public Right of Way
- Motorway
- A Road
- B Road
- C Class
- Scheduled Monument
- Conservation Area
- Listed Building
- School
- Hotel/Accommodation
- Public House
- Convenience Store
- Post Office
- Place of Religious Worship



COMBINED PLAN 3 - LAND AND DEVELOPMENT

KEY

- Very Good agricultural land classification
- Good agricultural land Classification
- Built or in construction
- Planning Approved but construction not begun
- North Warwickshire District
- Hinckley and Bosworth District
- North West Leicestershire District
- Field Boundary

COMBINED PLAN 4 - ALL CONSTRAINTS

KEY

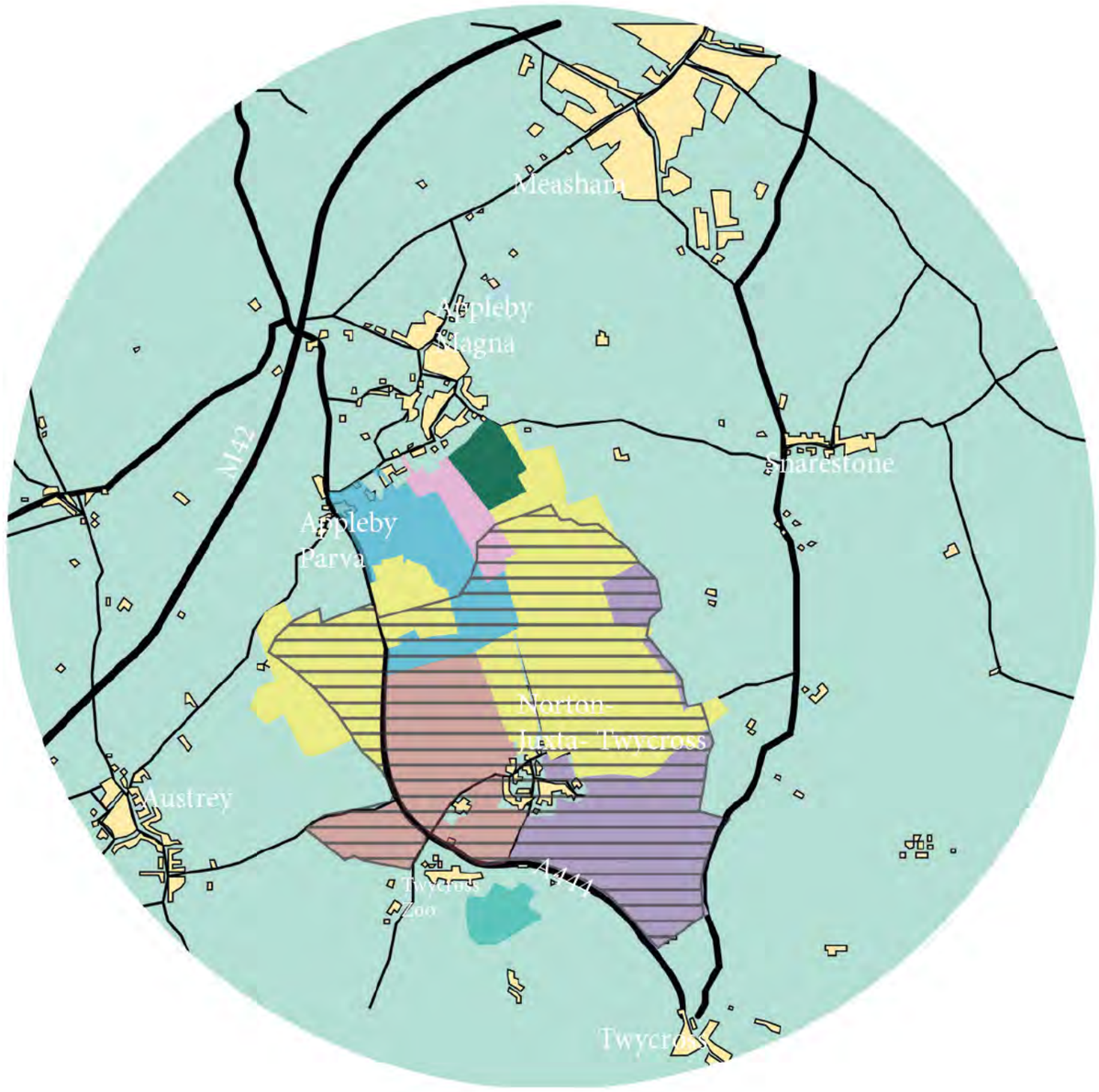
- Public Right of Way
- Motorway
- A Road
- B Road
- C Class
- Scheduled Monument
- Conservation Area
- Listed Building
- School
- Hotel/Accommodation
- Public House
- Convenience Store
- Post Office
- Place of Religious Worship
- Overhead Electricity Lines
- Field Boundary
- Built or in construction
- Medium likeliness of flooding
- Low likeliness of flooding
- Water Course
- Land height changes from high (dark) to low (light) - Contours mark a 10m change in height
- Notable woodland groups
- Public Right of Way

LAND OWNERSHIP

The area is split mainly between 6 landowners and Nurton Developments is working to bring together a development strategy for the comprehensive and co-ordinated development of land in multiple ownerships.

Further ownership of land in the area will be explored to develop further potential and development options.

At present, option 4 is the largest developed option. This option shows a possible layout for a 6000 unit development with green infrastructure has a total acreage of 376 acres.



KEY

- Massie
- Potts
- Vero
- M.I.P.L
- Corbett
- Howkins and Harrison
- Land to be confirmed
- Broad extent of development area

1 Mile

EMERGING OPTION 1 - 4000 Units

A nucleated settlement around Norton Juxta Twycross with the potential to deliver circa 4000 units, 3 primary schools, 1 secondary school, a town centre, local employment and retail space, community facilities, new strategic green infrastructure and green space.

This option places Norton Juxta Twycross on the edge of the settlement which in turn expands east and north.

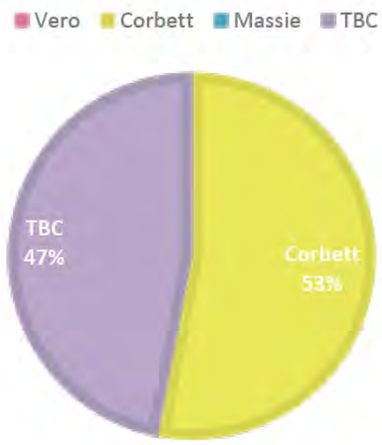
Land is also available for the extension of Twycross zoo for parking and visitor facilities.

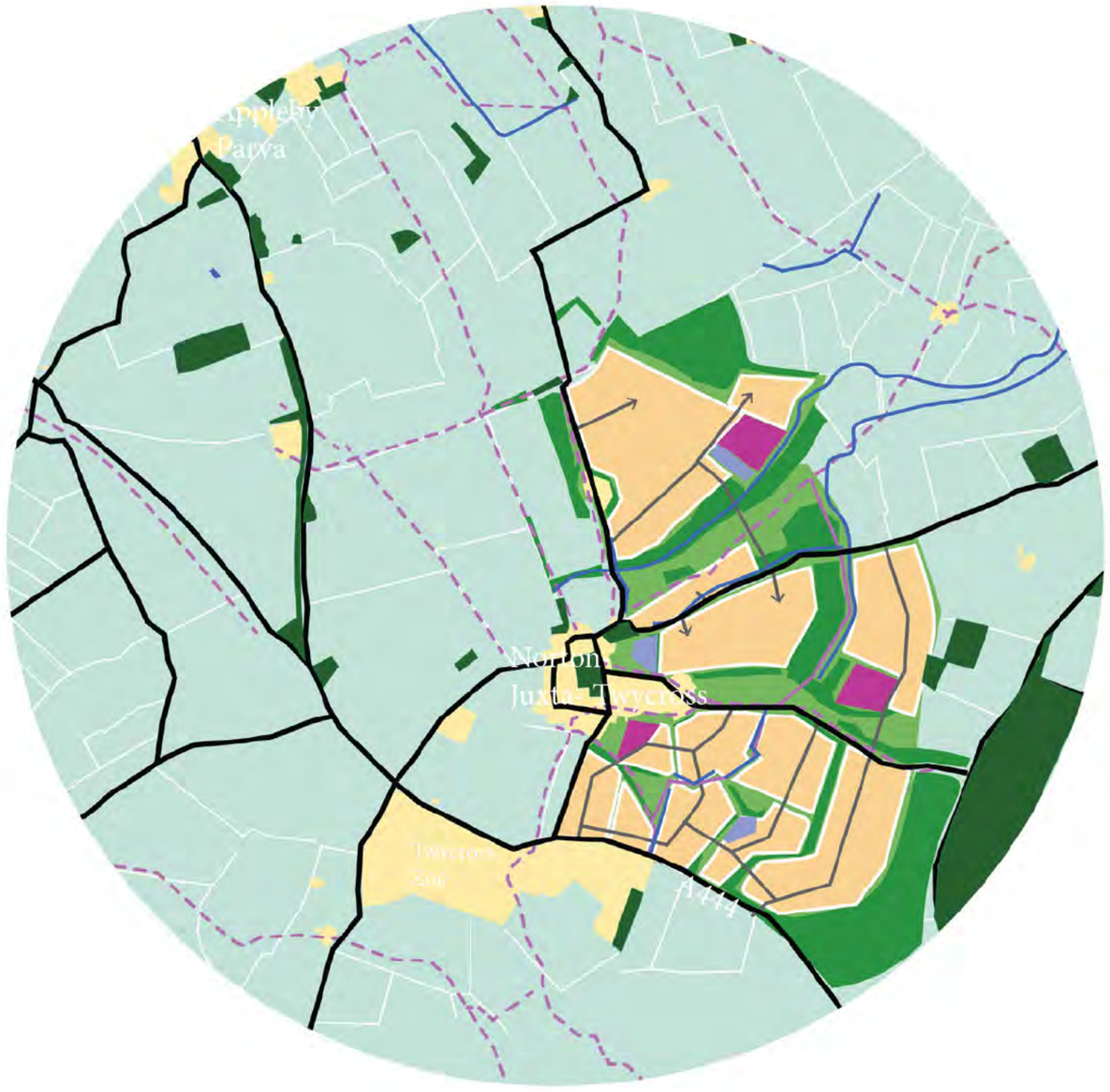
It includes land owned by Massie, Potts and Corbett alongside further land owners to the east (to be determined).

This option includes land in Hinckley and Bosworth district.

Approx % of land ownership
(inc. Green infrastructure)

OPTION 1-4000 UNITS





KEY

- Existing Developments
- Existing areas of trees
- Existing Roads
- PROW
- Proposed Residential Development- c.111ha
- Proposed Primary Schools
- Proposed Secondary School
- Proposed Retail
- Proposed Structural Planting
- Proposed Footpaths
- Proposed Roads

EMERGING OPTION 2 - 4000 Units

A nucleated settlement around Norton Juxta Twycross with the potential to deliver circa 4000 units, 3 primary schools, 1 secondary school, a town centre, local employment and retail space, community facilities, new strategic green infrastructure and green space.

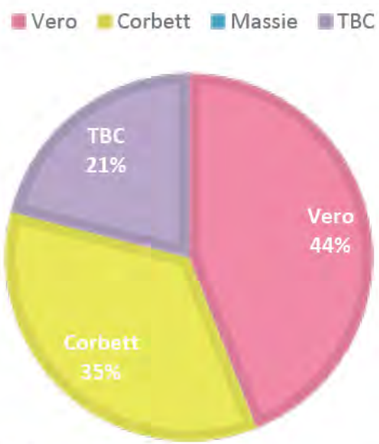
Land is also available for the extension of Twycross zoo for parking and visitor facilities.

It includes land owned by Massie, Vero, Potts and Corbett, alongside further land owners to the east (to be determined).

This option includes land in Hinckley and Bosworth district.

Approx % of land ownership (inc. Green infrastructure)

OPTION 2- 4000 UNITS



KEY

- Existing Developments
- Existing areas of trees
- Existing Roads
- PROW
- Proposed area for employment/ tourism/zoo
- Proposed Residential Development- c.110ha
- Proposed Primary Schools
- Proposed Secondary School
- Proposed Retail
- Proposed Structural Planting
- Proposed Footpaths
- Proposed Roads

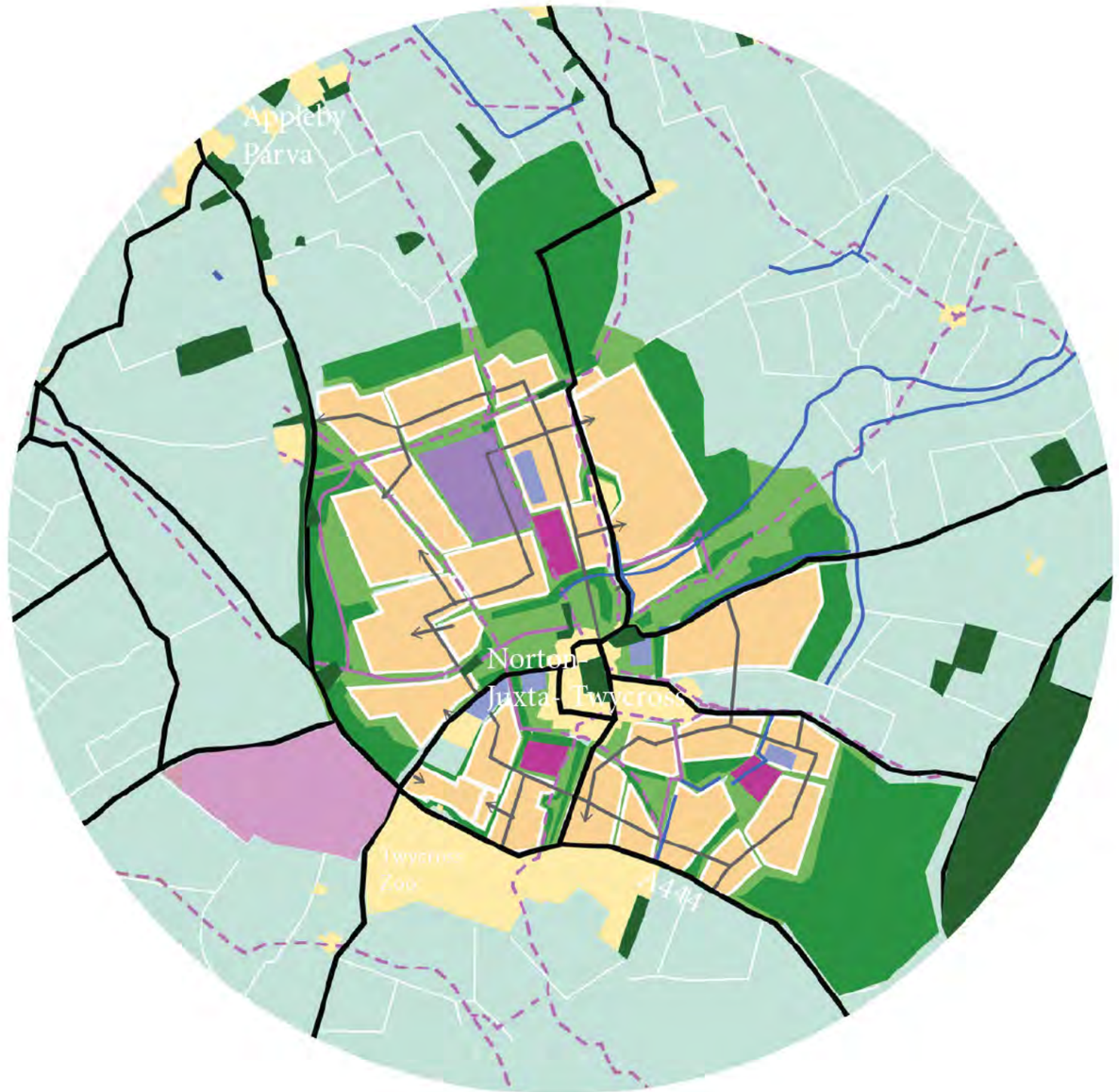
EMERGING OPTION 3 - 5000 Units

A nucleated settlement around Norton Juxta Twycross with the potential to deliver circa 5000 units, 3 primary schools, 1 secondary school, a town centre, local employment and retail space, community facilities, new strategic green infrastructure and green space.

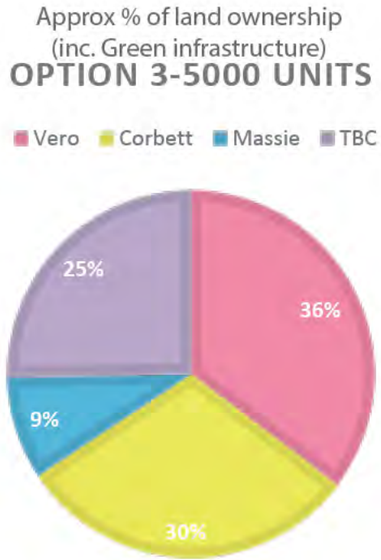
Land is also available for the extension of Twycross zoo for parking and visitor facilities.

It includes land owned by Massie, Vero, Potts and Corbett, alongside further land owners to the east (to be determined).

This option includes land in Hinckley and Bosworth and North West Leicestershire districts.



Approx % of land ownership
(inc. Green infrastructure)



KEY

- Existing Developments
- Existing areas of trees
- Existing Roads
- PROW
- Proposed Residential Development- c.130ha
- Proposed Primary Schools
- Proposed Secondary School
- Proposed Retail
- Proposed Structural Planting
- Proposed Footpaths
- Proposed Roads
- Proposed area for employment/ tourism/zoo

EMERGING OPTION 4 - 6000 Units

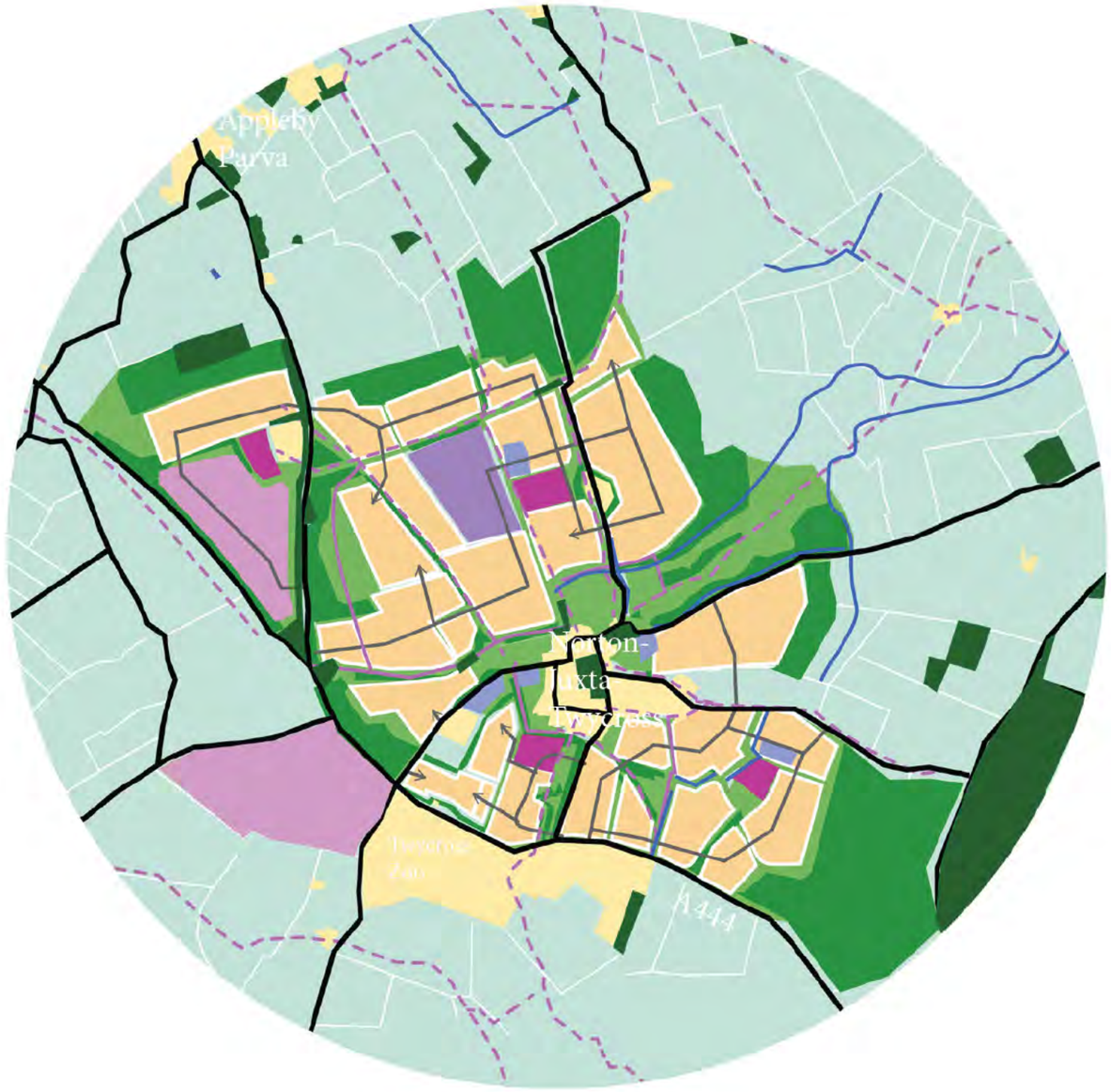
A nucleated settlement around Norton Juxta Twycross with the potential to deliver circa 6000 units, 4 primary schools, 1 secondary school, a town centre, employment to the west of the A444, local retail space, community facilities, new strategic green infrastructure and green space.

Land is also available for the extension of Twycross zoo for parking and visitor facilities.

Crossing or diversion of the A444 would be necessary in this option.

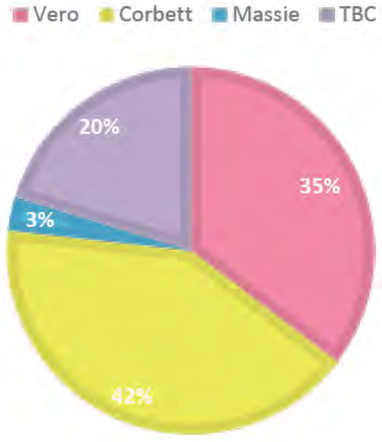
It includes land owned by Massie, Vero, Potts and Corbett, alongside further land owners to the east (to be determined).

This option includes land in Hinckley and Bosworth and North West Leicestershire districts.



Approx % of land ownership
(inc. Green infrastructure)

OPTION 4- 6000 UNITS



KEY

- Existing Developments
- Existing areas of trees
- Existing Roads
- PROW
- Proposed Residential Development- c.140ha
- Proposed area for employment/ tourism/zoo
- Proposed Primary Schools
- Proposed Secondary School
- Proposed Retail
- Proposed Structural Planting
- Proposed Footpaths
- Proposed Roads

EMERGING OPTION 5 - 3000 Units

Dispersed Settlement form based on the creation of three villages with Norton Juxta Twycross at the heart of the largest.

Potential for this series of smaller developments to deliver circa 3000 - 3500 units. Including 3 primary schools, 1 secondary school, a new village centre, localised employment and retail and improved woodland and green space.

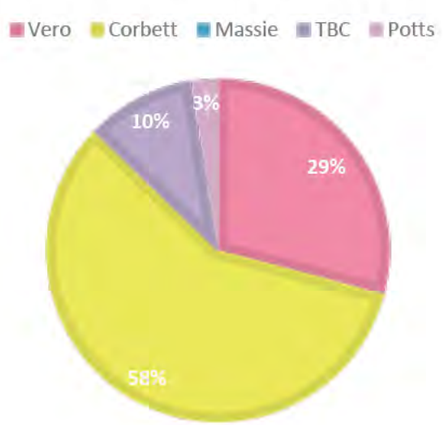
Land is also available for the extension of Twycross zoo for parking and visitor facilities.

It includes land owned by Massie, Vero, Potts and Corbett, alongside further land owners to the east (to be determined).

This option includes land in Hinckley and Bosworth and North West Leicestershire districts.

Approx % of land ownership
(inc. Green infrastructure)

OPTION 5- 3000 UNITS



KEY

- Existing Developments
- Existing areas of trees
- Existing Roads
- PROW
- Proposed Residential Development- c.76ha
- Proposed Primary Schools
- Proposed Secondary School
- Proposed Retail
- Proposed Structural Planting
- Proposed Footpaths
- Proposed Roads
- Proposed area for employment/ tourism/zoo

APPENDIX A: OUTLINE TRANSPORT STRATEGY

Context

The site is located on the locally strategic A444 corridor. This provides a key link between the towns of Burton on Trent / Swadlincote to the north west and Nuneaton to the south east. It connects to Strategic Road Network both north (A42 /M42 Junction 11) and to the south at the A5. Significant investment is planned for the A5 corridor in particular by Department for Transport which identifies works in the RIS3 Pipeline (for implementation 2025-2030).

These works will be principally aimed at providing dual carriageway capacity from the M42 to the M69, with local junction improvements. Works have recently been completed at J11 where there is now a significant employment Mercia Park - which is due to become home to leading international businesses Jaguar Land Rover and DSV Group, which are the two principal operators that will occupy the majority of the new 238-acre employment park. According to the developer's website the site will support up to 3,400 jobs when fully occupied. Further land for employment development has been considered in the recent SHLAA assessment.

The A444 can be generally categorised as a good quality rural distributor road. Whilst there are localised constraints it generally has good horizontal and vertical alignment. It carries around 8,000 vehicles per day (pre-pandemic) of which around 500 are HGVs. In a technical
sense the road is operating well within capacity, although it is noted that localised and peak time congestion is often experienced in relation to Twycross Zoo.

Opportunities

A development of this scale can and should be designed to internalise person trips as much as possible. To create a genuinely sustainable settlement, the overall layout and masterplanning of the site will seek to ensure work, schools, shops and leisure facilities are located within 15 minutes' walk of homes.. An extensive network of wide car free cycle and footways will form the basis of the overall movement strategy.

Longer journeys will be connected via neighbourhood hiring facilities to encourage active and sustainable travel. When residents need to travel further afield, the emphasis will be on public modes of transport supported by alternatives to private car ownership including car sharing and car clubs.

Currently public transport within the area is limited and the development offers significant opportunities to support and address this to serve both new development but also to increase accessibility for existing residents. The scheme would be able to provide a significant rural mobility Hub. Our concept for the hub is a location which can firstly reduce the need to travel by bringing services to people, rather than people to services. Secondly, a hub may also help public transport be more viable in rural areas by concentrating demand for journeys to places such as town centres, hospitals or business parks (i.e. Mercia Park). Key strategic destinations are likely to be Burton / Measham / Nuneaton and Bedworth and Tamworth.

A step change in public transport access can be delivered by the scheme with strategic links to key rail networks and settlements. This will include a combination of traditional bus services and as the development progresses more interactive transport service including demand responsive travel (bus and taxi) but also emerging vehicular technologies such as automated driving, connected cars and electric vehicles.

The promoters will work closely with the relevant highway authorities (including Leicestershire, Staffordshire, Warwickshire and National Highways) to refine the above strategy. Where off-site mitigation is necessary either to accommodate public transport priority measures or traffic capacity improvements these will be identified alongside emerging assessments in context of Local Plan progression which will allow appropriate funding and delivery processes to be identified. It is envisaged that works will include further improvements to M42 J11 and the A5.

Careful consideration will be needed in terms of the impacts on the A444. There have been several fatal and severe accidents on the route in the last 5 years, generally as a result of high vehicle speeds and as noted above the Zoo can generate peak period congestion. The development offers the opportunity to positively implement improvements in both these respects as well as traffic management in and around the settlements through which the A444 runs.

SJT/23402- David Tucker Associates, Transport Planning

2nd November 2021

This Document has been prepared by Urban Wilderness

Revision	Date Issued	Author	Checked by
A	19 Oct 2021	RS	NJE
B	10 Nov 2021	RS	NJE
C	21 Dec 2021	RS	NJE
D	10 Jan 2022	RS	NJE
E	04 Feb 2022	RS	NJE

Tyler Grange

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16288_R01_JD
19th October 2023

'Norton-Juxta-Twycross' – Biodiversity Appraisal

1. This note has been prepared to inform the emerging options for mixed-use development surrounding the settlement of Norton-Juxta-Twycross within Hinckley and Bosworth District Council. It relates to matters concerning Biodiversity Net Gain (BNG) and provides detail of how the emerging masterplan (using the 6000 unit option as a basis) can or could accommodate BNG both within the site and/or the ability of the masterplan to provide 'surplus' BNG units to other development need in the Hinckley and Bosworth district. It also discusses issues and opportunities to inform the masterplan concept and, as it emerges, how the masterplan needs to respond to such issues.

2. The detail of this note concerns the 6000 unit scheme only at this point. In the absence of a full habitat survey, several assumptions regarding baseline and post-development habitats have been made.

Baseline Habitats

3. Based on aerial imagery review, is assumed that the habitat across much of the site comprises either poor-quality agricultural grassland or cropland interspersed with woodland copses and ponds. The latter of these features are not taken into account in the baseline calculation given their small size and very small biodiversity unit value in the context of the wider site. They are, however, Priority Habitats so are targets for conservation. Similarly, linear hedgerow/water course units are not accounted for at this point. It is likely that some parcels of the site beyond the woodland and farmsteads comprise better quality grassland, which would influence the overall BNG baseline value.

4. Based on the above, the baseline value of the site is calculated at c.950 Biodiversity Units (830 of which is the open grassland/cropland).

5. No statutory designated nature conservation sites would be affected by development across the site, but several Local Wildlife Sites are also apparently present within and adjacent to the site – this is taken from LUC's *'Habitat Study of Proposed Allocation Sites, Part 3: Drawings'*, May 2020. That study was done to inform the emerging Local Plan and within the document, the location of LWSs are provided but no more information is given. The location of these LWS in the context of the site are shown in the drawing appended to this report.

6. Whilst details of these LWS are not provided, a review of aerial imagery identifies that their location corresponds with apparent ponds and mature trees/woodland. **More detailed assessment of these LWSs should be undertaken to understand their value and reasons for designation so the masterplan can respond in a manner proportionate to the reasons for designation.** This may result in larger buffers between development and the LWS if they are designated for mobile fauna which require dispersal corridors. As a guiding principle in accordance with the Mitigation Hierarchy, impacts on such habitats and other priority habitats (i.e. ponds, woodland, hedgerows) should be avoided in the first instance.

Post-Development

7. Several assumptions have had to be made regarding post-development habitats, which are as follows:

- The 'residential' parcels shown will comprise 70% built form and 30% garden areas, which is a generally accepted approach for the treatment of high-level masterplans;
- The 'employment' parcels shown will comprise 90% built form and 10% amenity-grade landscaping (i.e. low scoring grassland/shrubs);
- The treatment of the 'landscaping' parcels shown is taken from a general 'country-park' style treatment, taken to be 50% meadow grassland, 25% scrub and 25% woodland; and
- Retention of all parcels of existing woodland;

8. Based on the above, the masterplan has the ability to deliver a net gain of c.190 biodiversity units, which equates to a c.20% uplift. 'Mandatory BNG' as detailed in the forthcoming changes to the Town and Country Planning Act will only require a minimum of 10% net gain in habitat value. The figure above does not account for linear features such as hedgerows and watercourses at this point, however. Assuming the scheme could deliver such a net gain, it would be in surplus of c. 95 units above the 10% mandatory net gain figure, which could theoretically be used to offset other development need for biodiversity units.

Masterplan Considerations

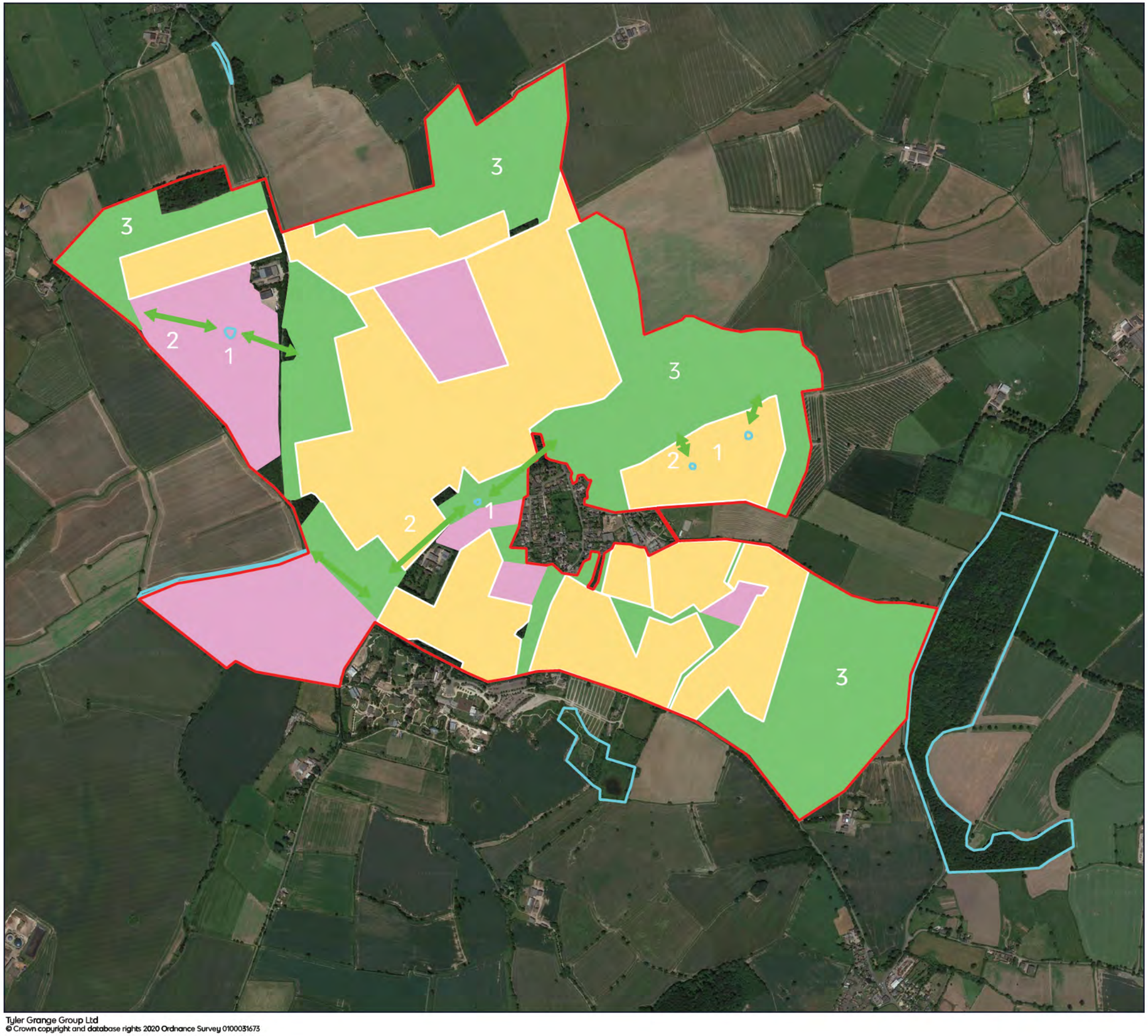
9. As detailed above, the 6000-unit option masterplan has the ability to deliver a measurable increase in BNG value in habitats. This is, however, reliant on a habitat survey to assess the baseline habitats and assumes that the landscape treatment could be delivered in line with the assumptions given in Paragraph 7. A balance is required within the green infrastructure strategy to ensure that measurable gains in biodiversity can be delivered whilst also delivering high-quality and multi-functional green infrastructure which is accessible to the public.

10. Consideration will also need to be given to 'linear' features such as hedgerows and watercourses to a) ensure that net gains in these features can be delivered and b) the value these corridors have to wildlife is also retained or replicated through replacement hedgerow planting as an example.

11. Several LWS and priority habitats are present across the masterplan area as well. Both existing and emerging local planning policy regarding LWS and priority habitats is to retain them wherever possible, so this needs to be carried forward and designed into the masterplan. Wildlife access to/from these features is also encouraged to ensure that they do not become enveloped and effectively isolated within development plots.

Yours sincerely

Joseph Dance
Client Director



Site Boundary

Local Wildlife Sites

Connections

Post-Development Habitats

Employment

Landscaping

Residential

1 - Several development parcels have conflicts with Local Wildlife Sites (LWS). Local Policy resists any impacts.

2 - Development will need to ensure continued connectivity between LWS and surrounding green infrastructure.

3 - >10% BNG can be delivered across masterplan - largely focussed around country park approach and mainly grassland enhancements, with an element of woodland and scrub.

N

0 100 200 300 400 500 m

Project	Norton-Juxta-Twycross
Drawing Title	Opportunities/Constraints
Scale	As Shown (Approximate)
Drawing No.	16288/P01
Date	October 2023
Checked	JD

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Norton Juxta Twycross, New Settlement

Transport and Accessibility Appraisal

DTA

Transport Planning Consultants

Norton Juxta Twycross, New Settlement

Transport and Accessibility Appraisal

24th October 2023
ST/SC 23402-01a TSt

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Prepared For:

Nurton Developments

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Contents

1. INTRODUCTION 1

1.1 Overview 1

2. POLICY BACKGROUND 1

2.1 Overview 1

2.2 National Planning Policy Framework (NPPF, Revised 2023) 1

2.3 Creating Growth, Cutting Carbon 2

2.4 Leicestershire Local Transport Plan 3

2.5 Hinckley & Bosworth Local Plan 2006 to 2026: Core Strategy 4

3. EXISTING CONDITIONS 5

3.1 Site Description and Location 5

3.2 Road Network 6

3.3 Existing Network Conditions 6

3.4 Existing Traffic Conditions 7

3.5 Pedestrian and Cycle Network 9

3.6 Public Transport 10

3.7 Highway Safety 11

3.8 Facilities/ Amenities 12

3.9 Summary 13

4. DEVELOPMENT PROPOSALS 14

4.1 Overview 14

4.2 Movement Strategy 14

4.3 Vehicular Access Transport Strategy 15

4.4 Internal Layout 16

4.5 Parking Provision 17

4.6 Traffic Calming 17

4.7 Mobility Hubs 17

4.8 Active Travel Strategy 18

4.9 Public Transport Strategy 21

4.10 Car Sharing and Car Clubs 23

4.11 Connectivity Strategy Summary 24

4.12 Sustainable Travel Promotion 24
4.13 Twycross Zoo Expansion 25
5. TRAVEL DEMAND & IMPACT 25
5.1 Person Trip Generation 25
5.2 Mitigating Residual Impacts 28
6. SUMMARY & CONCLUSION 31

Drawings

23402-01 Movement Strategy

Appendices

Appendix A Emerging Concept

Appendix B ATC Data

Appendix C A5 / A444 Redgate Island Roundabout:
Mitigation Scheme- MIRA Technology Park South Site

1. INTRODUCTION

1.1 Overview

1.1.1 This Transport and accessibility appraisal has been prepared by DTA on behalf of Nurton Developments to assist with the emerging masterplan for a potential new sustainable settlement ('the site') north of Norton Juxta Twycross, Leicestershire.

1.1.2 The vision for the site is to create a thriving, vibrant and sustainable settlement with a strong sense of community and identity where people enjoy living. The site will be a collection of neighbourhoods (upto approximately 6,000 dwellings) and employment land along with supporting infrastructure such as, local shops, schools, healthcare facilities, green infrastructure, community facilities, leisure opportunities and new sports facilities along with creation of new jobs.

1.1.3 The aim of this report is to provide a summary of the existing sustainable travel infrastructure in the area and to identify any potential opportunities to develop a Sustainable Transport Strategy for the site.

2. POLICY BACKGROUND

2.1 Overview

2.1.1 This chapter considers the adopted transport and land use policies that relate to the development proposals. This chapter will review the following documents:

- National Planning Policy Framework;
- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (January (2011);
- Leicestershire Country Council Local Transport Plan 3 (2011-2026); and
- Hinckley & Bosworth Local Plan 2006 to 2026: Core Strategy (December 2009)

2.2 National Planning Policy Framework (NPPF, Revised 2023)

2.2.1 Sustainable development is a core aim on the NPPF. This guidance requires transport issues to be considered at the very beginning of the development and planning process. This means that active travel shall be given priority from the earliest stage. It is advised that opportunities from existing or proposed transport infrastructure are

maximised, while, at the same time, promoting public transport use and active travel. It also encourages avoidance and mitigation of adverse environmental impacts of traffic and transport infrastructure, as well as identifying opportunities to make a positive environmental impact.

2.2.2 NPPF emphasises that significant development shall focus upon sites which are or can be made sustainable, achieved by reducing the need to travel and offering a variety of sustainable transport modes.

2.2.3 Development sites under consideration shall ensure they provide opportunities to promote sustainable transport modes, safe and suitable access for all users, and any network capacity or safety impacts can be cost effectively mitigated to an adequate degree.

2.2.4 It requires that sustainable modes of transport shall be promoted in order to mitigate against and avoid the negative effects of transport such as congestion and environmental impact. As a key example, Paragraph 112 a) requires that developments shall:

"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"

2.2.5 Additional key matters that applications shall address include (i) the needs of people with disabilities and reduced mobility; (ii) creating safe, secure and attractive spaces, allowing for efficient delivery of goods and access by service and emergency vehicles; and (iii) providing the ability for charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.3 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen

2.3.1 DfT Local Transport's White Paper Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012) reiterates the government's vision for

a sustainable local transport system that supports the economy and reduces carbon emissions. The document explains how the government is placing locals at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas.

2.4 Leicestershire Local Transport Plan

2.4.1 Leicestershire County Council (LCC) have produced their Local Transport Plan (LTP) outlining the strategic transport goals for the county:

- A transport system that supports a prosperous economy and provides successfully for population growth.
- An efficient, resilient, and sustainable transport system that is well managed and maintained.
- A transport system that helps to reduce the carbon footprint of Leicestershire. • An accessible and integrated transport system that helps promote equality of opportunity for all our residents.
- A transport system that improves the safety, health, and security of our residents.
- A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work, and visit.'

2.4.2 In terms of new developments, the LTP3 sets out a range of objectives that aim to ensure that new developments are sustainable and help to facilitate the above goals:

- Encourage more people to walk, cycle and use public transport will help to reduce congestion and achieve a transport system that provides for the effective and efficient movement of people, materials, and goods.
- Continuing to support bus services/alternative forms of public transport and seeking to ensure that new developments can access a range of facilities by means other than the private car, should help to promote equality of opportunity.
- Efforts to improve information about existing sustainable transport services and facilities should help to improve satisfaction with our transport system.'

2.5 Hinckley & Bosworth Local Plan 2006 to 2026: Core Strategy (December 2009)

2.5.1 Hinckley & Bosworth Borough Council's Core Strategy for the Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026. It builds on policy at a national and regional level.

2.5.2 The Core Strategy identifies Hinckley as a Sub-Regional Centre. Policy 1 focuses on development in Hinckley:

'To support Hinckley's role as a sub-regional centre the council will:

'Allocate land for the development of a minimum of 1120 new residential dwellings. In particular, the council will seek to diversify the existing housing stock in the town centre to cater for a range of house types and sizes supported by Policy 15 and Policy 16.'

'To ensure development contributes to Hinckley's character and sense of place and that the town's infrastructure can accommodate the new development, the council will:

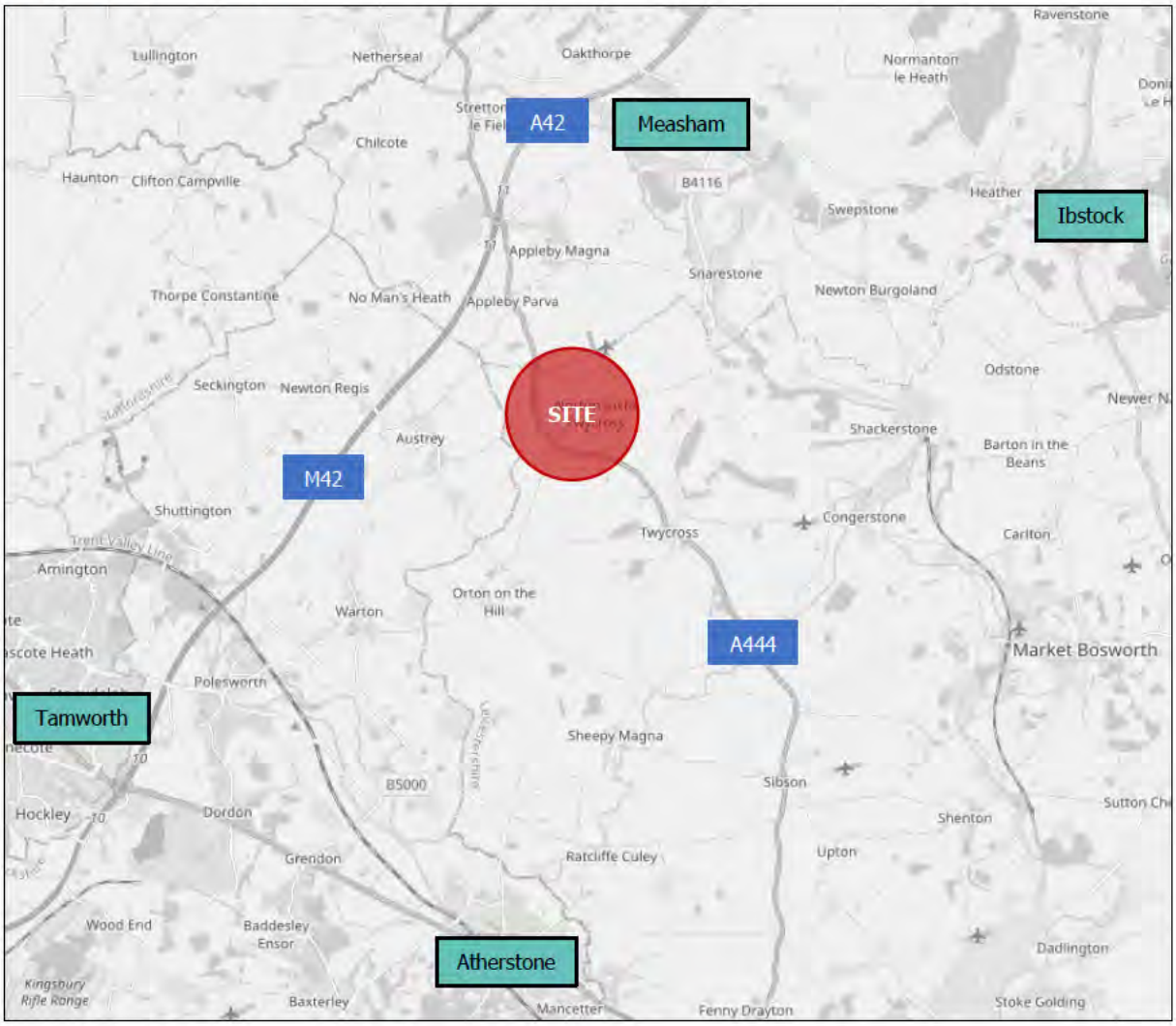
- Expect development to respect Hinckley's industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable.
- Require new development to respect the character and appearance of the Hinckley Conservation Areas by incorporating locally distinctive features of the conservation area into the development.
- Require new development to enhance the poor public realm within the town centre.'

3. EXISTING CONDITIONS

3.1 Site Description and Location

3.1.1 **Figure 1** indicates the location of the site.

Figure 1: Site Location Plan



3.1.2 The rural hamlet of Norton Juxta Twycross is located to the north west of the borough of Hinckley and Bosworth, adjacent to the village of Twycross, and approximately 10km from Tamworth and 15km north of Nuneaton and Hinckley.

3.1.3 Norton Juxta Twycross is predominantly residential in character comprising some 100 houses. A 12th century church is located in the north of the hamlet. Adjacent to the church, at the junction of Main Street/ Orton Lane/ Shelford Lane is Norton-Juxta-

Twycross Village Hall. To the East of the village, on Wood Lane, there is an area of business units with large industrial sheds.

3.1.4 The surrounding area consists predominantly of farmland and small villages, with the exception of Twycross Zoo which is located circa 400m south of the hamlet across the Burton Road (A444).

3.2 Road Network

3.2.1 The site is located on the locally strategic A444 corridor. This provides a key link between the towns of Burton on Trent / Swadlincote to the north west and Nuneaton to the south east. It connects to Strategic Road Network both north (A42 /M42 Junction 11) and to the south at the A5. Significant investment is planned for the A5 corridor in particular by Department for Transport which identifies works for implementation 2025-2030.

3.2.2 These works will be principally aimed at providing dual carriageway capacity from the M42 to the M69, with local junction improvements. Works have recently been completed at J11 where there is now a significant employment park (Mercia Park) west of the site. The employment park, known as Mercia Park now home to leading international businesses Jaguar Land Rover and DSV Group, which are the two principal operators that will occupy the majority of the new 238-acre employment park. According to the developer's website the employment park will support up to 3,400 jobs when fully occupied. Further land for employment development has been considered in the recent SHLAA assessment.

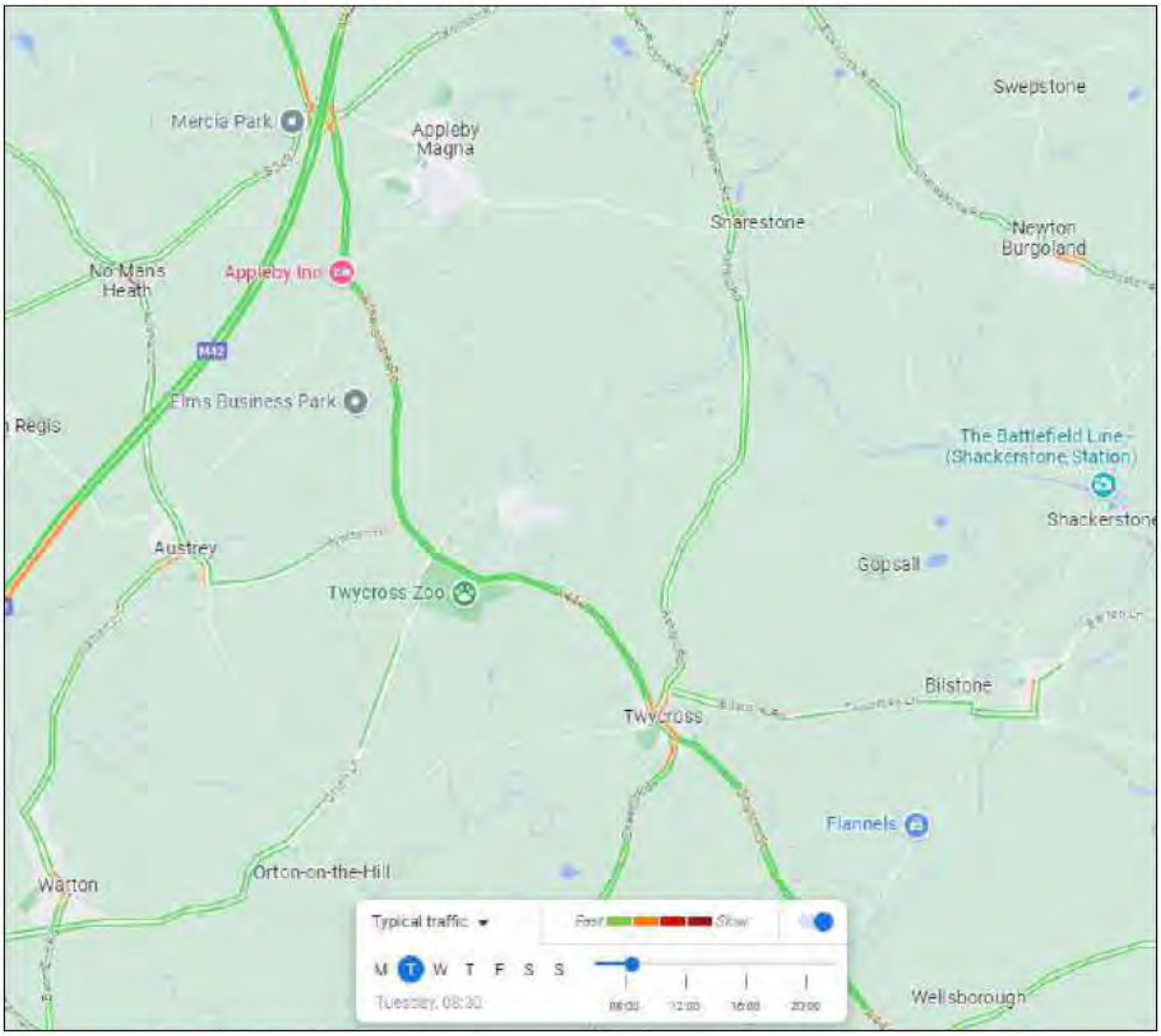
3.2.3 The A444 can be generally categorised as a good quality rural distributor road. Whilst there are localised constraints it generally has good horizontal and vertical alignment. It carries around 8,000 vehicles per day (pre-pandemic) of which around 500 are HGVs. In a technical sense the road is operating well within capacity, although it is noted that localised and peak time congestion is often experienced in relation to Twycross Zoo.

3.3 Existing Network Conditions

3.3.1 **Figure 2** shows the current typical morning peak network conditions along local roads as reported by Google; where the fastest, free flowing routes are shown in green and the slowest routes in dark red with intermediate levels shown in orange and light red.

3.3.2 As can be seen, the road network in the vicinity of the site operates well with the A444 along the site's frontage classified as green during the mid-AM peak period.

Figure 2: Morning Peak Period (08:30)- Existing Network Conditions



3.3.3 The position is similar in the PM peak as shown on **Figure 3**. The network in and around the site operates well with most local roads classified as green during the mid-PM peak period.

3.3.4 Overall, the traffic conditions during both peak periods operate well.

3.4 Existing Traffic Conditions

3.4.1 In order to establish the current traffic levels and vehicle speeds on the A444, two Automated Traffic Counts (ATC's) was undertaken over seven consecutive days

starting Monday 4th September. The results of the surveys are summarised in **Table 1** & **Table 2**. The full survey results are contained within **Appendix B**.

Table 1: ATC Summary (Weekday Average)- Location 1

ATC 1	A444, Norton Juxta Posted Speed Limit: 60mph	
	Northbound	Southbound
85%ile Vehicle Speed	60.1mph	55.2mph
Mean Vehicle Speed	52.8 mph	48.1 mph
AM Peak	286	347
PM Peak	425	245
Daily Flow (24hr)	4,275	4,170

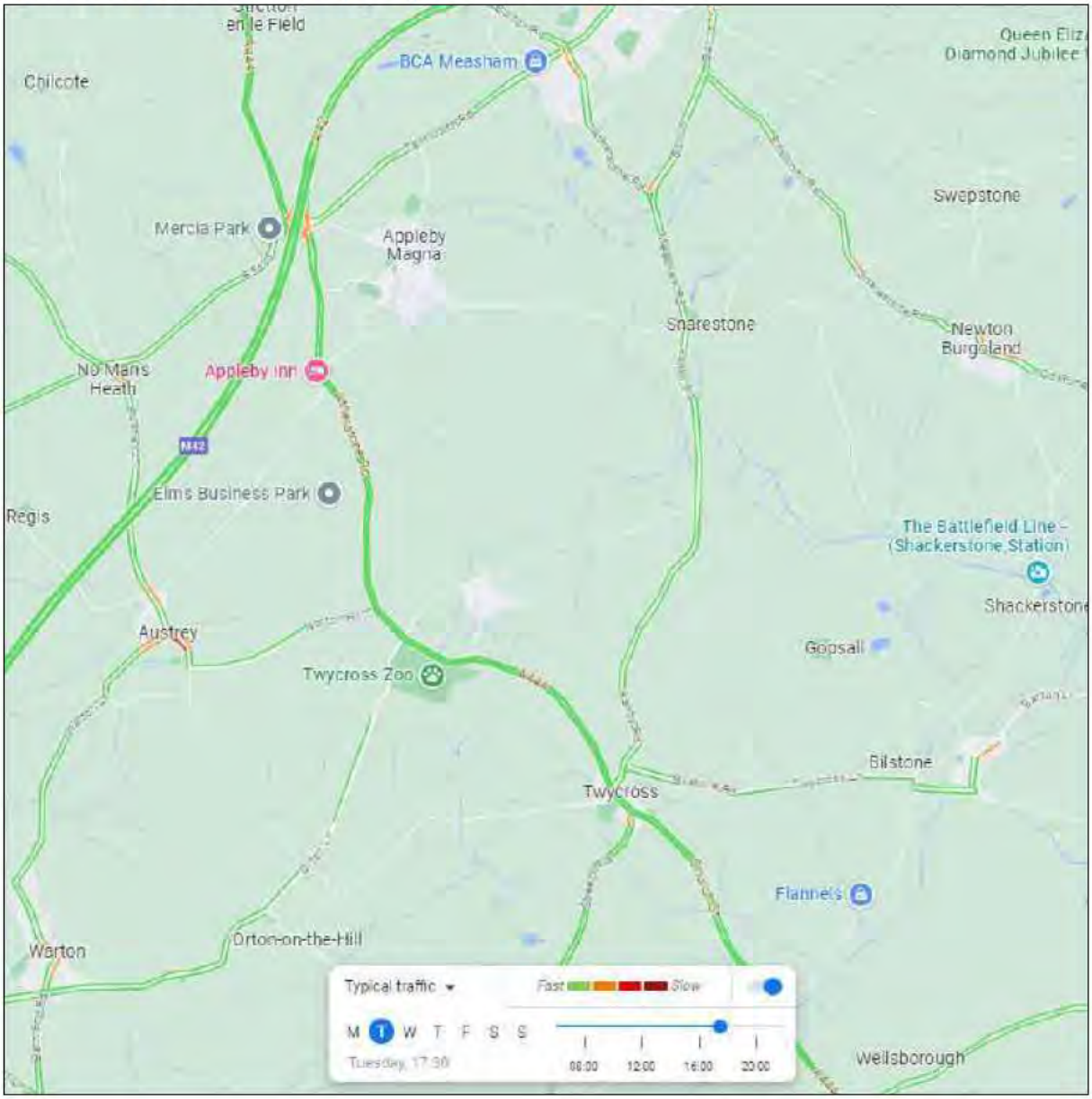
Table 2: ATC Summary (Weekday Average)- Location 2

ATC 2	A444, Fenny Drayton Posted Speed Limit: 50mph	
	Northbound	Southbound
85%ile Vehicle Speed	52.8mph	51.0mph
Mean Vehicle Speed	46.4mph	45.4mph
AM Peak	318	450
PM Peak	440	374
Daily Flow (24hr)	4,751	4,905

3.4.2 Information obtained from the ATC's shows that during the network peak periods (08:00-09:00 and 17:00-18:00), an average of around 650-750 two-way vehicle movements were recorded. This level of traffic is well within the capacity of the existing road and raises no issues with respect to the existing volume of traffic on the local highway network.

3.4.3 The speed survey show that traffic speeds are in keeping with the established speed limit at both locations.

Figure 3: Evening Peak Period (17:30) Existing Network Conditions



3.5 Pedestrian and Cycle Network

3.5.1 Pedestrian facilities include footways along the local roads, albeit with some gaps in provision, varying between 1m to 1.5m in width.

3.5.2 Access to/ from the site is supplemented by a series of Public Rights of Way (PRoW), with the village surrounded by PRoW's providing access to neighbouring locations and the local countryside.

3.5.3 There is no formal cycle infrastructure or National Cycle Routes (NCRs) designated in the vicinity of the site. As stated above, the streets surrounding the site are predominantly residential in character and therefore provides a good basis to cycle within the site. The closest NCRs to the site are:

3.5.4 Route 52 and Route 63. Route 52 runs from Warwick to Thringstone, [passing through Kenilworth, Coventry, Nuneaton and Coalville before finishing near Grace Dieu Priory, just west of Loughborough. Route 63 starts in Shobnall, and passes via the large cities of Leicester, Stamford and Peterborough before arriving at Wisbech. Both routes are accessible from Newton Burgoland, approximately 6km to the northeast of the village.

3.5.5 Overall, the pedestrian and cycle environment in the village provides a reasonable degree of pedestrian/ cycle access and permeability within the existing village.

3.5.6 The proposed development will provide significant improvements to the walking and cycling environment, including connections between the adjacent villages and the site. There will also be enhancement to the non-motorised environment owing to the proposals outlined for the Transport Mitigation Strategy in Chapter 4.

3.6 Public Transport

3.6.1 Currently, public transport within the area is limited. The nearest public transport infrastructure to the site are bus stops located in Little Twycross, approximately 2km to the southeast. The stops are served by service 7, providing sustainable travel to locations including Atherstone, Appleby Magna and Measham four times daily.

3.6.2 Polesworth Railway Station is located approximately 2km to the southwest. Polesworth station has a sparse train service of only one train, early morning, per day (Monday to Saturday) - and only in one direction (northbound) because the southbound platform is inaccessible.

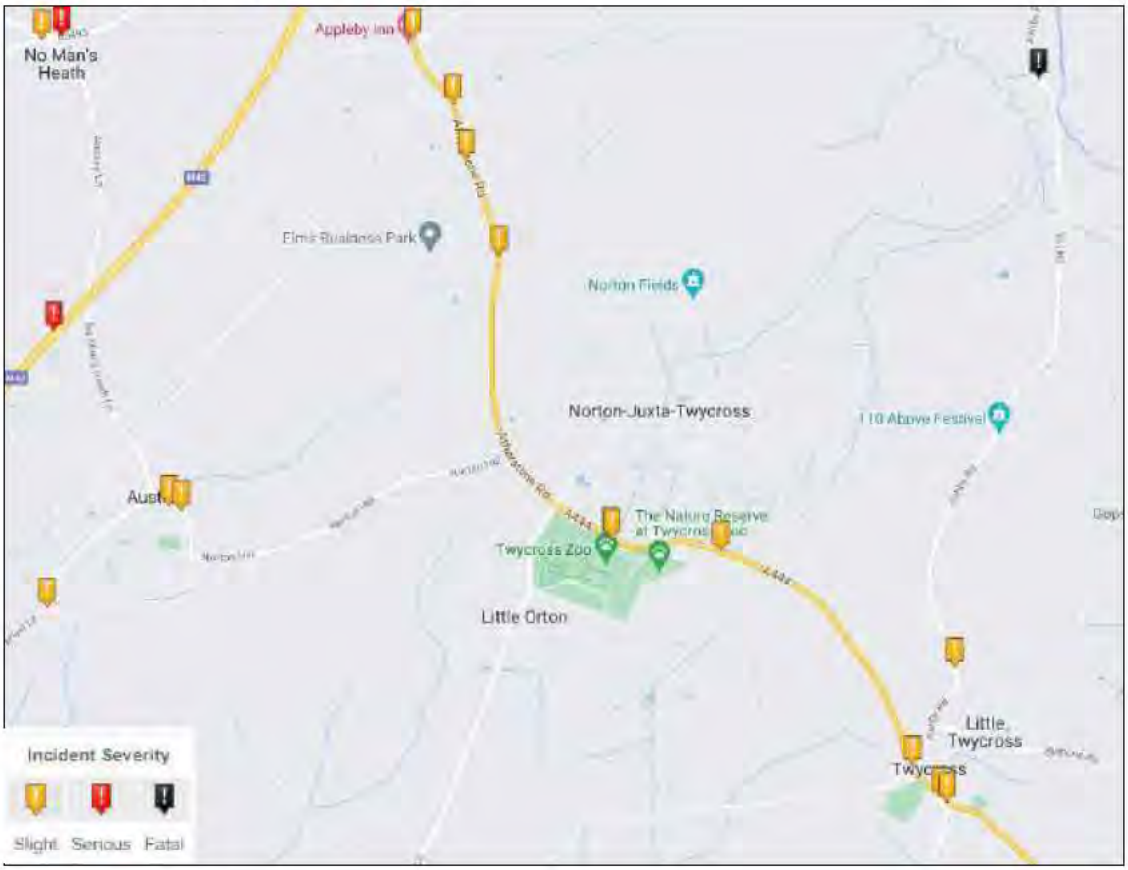
3.6.3 In July 2019 Warwickshire County Council's Draft Rail Strategy for 2019–2034 proposed that a new station called Polesworth Parkway could be opened at a different location in proximity to the A5 road and B5000, which if approved could go ahead between 2027 and 2033.

3.7 Highway Safety

3.7.1 A review of Personal Injury Collision (PIC) for the most recent five-year period (2017-2021) in proximity to the site has been undertaken using data extracted from CrashMap. Analysis has been undertaken to determine if there any trends in the types or location of accidents on the local road network in the vicinity of the application site.

Figure 4 presents the locations of the collisions recorded within a 1km radius of the site.

Figure 4: Collision Location Plan



3.7.2 As shown in **Figure 4**, collisions have occurred along main routes and close to junctions, as would be expected with heightened activity.

3.7.3 Analysis of the available PIC data does not indicate that there are any inherent faults in the layout of the local highway network. The causation factor for majority of the collisions were recorded as either 'driver error', 'failed to judge other persons path or speed' or 'careless/ in a hurry'. . There is also no recorded clustering of collisions that

would suggest a particular highway design issue for further investigation at this current time.

3.8 Facilities/ Amenities

3.8.1 Together with amenities on site, the availability of existing amenities in neighbouring areas that are in walking and cycling range will also offer opportunities to reduce car-based trips.

3.8.2 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. This is confirmed by Manual for Streets (DfT 2007) which confirms that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to approximately 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not defined as an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km".

3.8.3 Furthermore, it is generally accepted that walking and cycling has the potential to substitute for short car trips, particularly those less than 2km for walking and 5km for cycling.

3.8.4 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling. **Table 3** provides a summary of accessibility to key facilities located at the adjacent settlements. Owing to the size of the development site, the distances are provided as an approximate, with the shortest distance taken from the nearest proposed development access to the local facility Therefore, the approximate minimum walking / cycling distance are provided.

Table 3: Local Amenities and Distance/ Time*

Amenity	Location	Distance from the site	Walking Target	Cycling Target
On site				
Nursery	Delivered on site		✓	✓
Primary School	Delivered on site		✓	✓
Secondary School	Delivered on site		✓	✓

Health				
Medical Practice	Delivered on site		✓	✓
Pharmacy	Delivered on site		✓	✓
Dentist	Delivered on site		✓	✓
Shops / Food / Recreation/ Services				
District Centre	Delivered on-site		✓	✓
Restaurants/ Takeouts	Little Twycross	3km		✓
Post Office	Austrey	3km		✓
Co-op Food	Measham	7km		✓
Aldi	Atherston	8km		✓
Norton Juxta Twycross Village Hall	Norton Juxta Twycross	0.1km	✓	✓
Appleby Park	Appleby Manga	3km		✓
Transport				
Bus Stops	Delivered on-site		✓	✓
Bus Stops- A444	Little Twycross	3km		✓
Rail Station	Delivered on-site		✓	✓
Employment				
Mercia Park	Appleby Manga	5km		✓

**Based on Google Route Planner*

3.8.5 Based on the distances presented in **Table 1,** it is evident that a range of facilities are already provided at adjacent towns/villages.

3.8.6 The pedestrian and cycle accessibility of the local area would be substantially improved through the development of the site. Therefore, the distances and journey times presented in **Table 1** have been based on the illustrative development masterplan access routes and indicative internal roads to provide an indication of accessibility to the local area following development. Furthermore, the proposed development will provide a sizable level of complementary local facilities and amenities, reducing the distances that residents will need to travel to access such facilities. This will also reduce the distances that existing residents of will need to travel to access services not currently available in the hamlet.

3.9 Summary

3.9.1 A new settlement at the site offers an attractive realistic opportunity for future residents to travel to and from the development by non-car modes. By doing so, the

development would fully accord with the relevant planning policies which emphasis the need to locate developments where there is a realistic and reasonable expectation that facilities may be accessed by travel modes other than the private car.

3.9.2 Overall, the new settlement would be situated in a highly suitable location for access to all modes of sustainable transport infrastructure and local facilities.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The settlement would deliver a complimentary mix of land uses that will cater for the everyday needs of the future residents. The development aspiration comprises of:

- Up to 6,000 new homes delivering a range of sizes and tenure types;
- Three primary schools;
- A secondary school;
- A town centre to include E land uses;
- Employment area west of the A444;
- Community building and sports hall;
- Provision for both formal and informal open spaces; and
- Area for Twycross Zoo expansion.

4.1.2 The emerging concept is contained within **Appendix A.**

4.2 Movement Strategy

4.2.1 **DTA Drawing 23402** presents an overview of the connectivity strategy and described in the subsequent sub sections.

4.2.2 To support the sustainable aspirations, it is necessary improve alternative modes of transport such as walking / cycling and to reduce the need to travel outside the locality. Therefore, a comprehensive strategy will minimise the need to travel by car and to maximise the options for the future residents to integrate sustainable travel into their day to day lifestyle.

4.2.3 In compliance with the NPPF, the development of the site will be based on a movement strategy that will deliver a sustainable development. A sequential approach is therefore to be followed, as detailed below:

- **Encouraging environmental sustainability:** Reducing the need to travel, especially by car. The development would deliver a complimentary mix of land uses which would cater for the everyday demands of the residents. The development would also deliver employment opportunities that will results in residents being able to live and work within the confines of the development.

- **Managing and enhancing the sustainable networks:** Making best possible use of existing transport infrastructure together with delivering improvements where necessary. The development will actively encourage mode shift away from the private motor car through a comprehensive package of travel measures, as would be supported through a Travel Plan (TP). In addition, improvements are identified to the walking, cycling and public transport networks to enhance journey choice.

- **Mitigating residual impacts:** Following the improvements to the walking, cycling and public transport networks and the support of modal shift based on the measures contained within a Travel Plan, any residual highway impact may need to be managed.

4.3 Vehicular Access Transport Strategy

4.3.1 The settlement has the potential to be accessed from numerous locations along the bordering roads. This would ensure efficient public transport routeing (as discussed below), permeability and integration with existing built areas, dispersal of travel demand, and redundancy for safety and resilience purposes.

4.3.2 The form of the junctions would be considered in further detail with a Transport Assessment but access from the west along the A444 is likely to become the main access and form the gateway into the site.

4.3.3 To the east, further access points could be developed off Ashby Road (B4116), providing enhanced permeability to the wider road network.

4.4 Internal Layout

4.4.1 The internal layout of the site will be designed to provide a road network in which pedestrian and cyclist movements are prioritised, with a series of permeable pedestrian and cycle routes which will connect the entire development site. This will include the provision of the following where appropriate, in line with Warwickshire County Council guidance and Manual for Streets (MfS) guidance:

- a good level of street and path lighting;
- warning signs prior to junctions;
- on-site roads will be designed to 20mph;
- tactile and coloured surfacing;
- safety kerbing;
- reduced junction mouth widths and traffic calming measures to promote slower vehicle speed where appropriate; and
- signage to direct pedestrians and cyclists to key facilities and places of interest, including distances.

4.4.2 The master plan for the site would be based on a clear hierarchy that encourages the safe movement of all the future residents and employees and visitors, irrespective of the manner in which they travel. A broad hierarchy is described below:

- **Primary routes**: A spine road through the site connecting to the possible external access points designed to cater for public transport vehicles and includes a segregated walking and cycling path.
- **Secondary Routes**: Secondary routes are designed to penetrate the individual development blocks individual housing clusters and will be designed to encourage lower vehicle speeds and could incorporate shared spaces between motor vehicles, pedestrians and cyclists; and cater for vehicles at reduced speeds, which will be reflected in the design and appearance of these roads.
- **Tertiary routes**: These will be designed to penetrate individual housing clusters and will be designed to encourage lower vehicle speeds and could incorporate shared spaces between motor vehicles, pedestrians and cyclists.

4.4.3 The site would be designed to provide attractive active travel corridors to allow maximum permeability of the site by these modes of travel and excellent provision will be provided through the creation of a pedestrian and cycle priority route.

4.4.4 A mix of cycle parking facilities would be provided at the development to comply with local standards and would be designed and tailored to the likely needs of future occupants.

4.5 Parking Provision

4.5.1 The level and form of car parking provided for the site would be agreed at the planning application stage and would take into account the standards set out within local prevailing guidance.

4.5.2 Similarly, the development's cycle parking provision will accord with the standards set out within the same guide.

4.6 Traffic Calming

4.6.1 There are a variety of traffic calming measures that could be employed to reduce traffic speeds along the potential access roads and within the existing and new settlement environments. These may include some removal of clutter on existing streets, with the creation of 'naked streets', gateway features, buildings to create pinch points and narrowing's, landscaping/planted area, bends and islands, 20mph zones within the settlement centre and residential areas should be the aim.

4.7 Mobility Hubs

4.7.1 The changing technology and patterns of personal mobility can be further supported by on-site provision of mobility hubs. Mobility hubs located in visible and accessible locations within the site provide travel information and co-located facilities for public transport and active travel modes together with community facilities where appropriate. It is envisaged that there will be adaptability in the provision of mobility hubs to maximise the relevance of the hubs for the community within which the facilities may include:

- Package Delivery Lockers;
- Mini Play area;

- Café / Co -working spaces;
- Bus interchange within the site;
- EV charging;
- Community car share scheme with electric vehicles (EVs);
- Cycle Lockers for community bike share;
- Fixed bike repair facilities;
- Digital information pillar;
- Wifi / phone charging hub; and
- Shared ownership/Hire E Bikes or Scooters (A community owned facility to share usage of E bikes and scooters: https://como.org.uk/shared-mobility/community-schemes/community-bike-share/)

4.7.2 A community car share scheme can significantly reduce travel demands. Recent surveys on car sharing suggest:

- Car Clubs can reduce car parking spaces by 25%;
- Reduced cost of living;
- Valuable sales asset;
- Improvements air quality through use of Hybrid or Electric Provision; and
- Health benefits. Surveys from Netherlands suggest community car share schemes can reduce car usage by 26%, increase cycling by 10% and walking by 16%.

4.8 Active Travel Strategy

On-site Internal Infrastructure

4.8.1 As stated above, key to promoting walking and cycling is the design of the development – specifically that the environment addresses actual and perceived safety issues. Underlying this is an emphasis on placemaking with a user hierarchy which places pedestrians at the top reflecting the ethos extolled by Manual for Streets (MfS).

4.8.2 It is important that the site is integrated into the existing area both to ensure that there is a coherent network of routes, and to ensure that there are no external issues that would undermine the efforts to encourage walking and cycling within and to/from the site. This is achieved by identifying gaps in the provision for pedestrians and cyclists on the local road and public rights of way network.

4.8.3 Wherever possible walking / cycling routes should consider the following:

- Convenience – follow desire lines without any undue deviation from route;
- Connectivity – link multiple origin and destinations;
- Conviviality – be pleasant to use;
- Coherence – be made legible through paving and/or signage; and
- Conspicuousness – promote security and safety allowing pedestrians to see and be seen by others.

4.8.4 The masterplan for the settlement would include numerous walking and cycling routes within the development to provide a comprehensive route network that will comprise both on and off-road paths. This would include segregated walking/cycling routes adjacent to the main link roads through the development.

4.8.5 Highway crossing points would be designed to cater for all types of pedestrian users with the routes lit where appropriate.

4.8.6 The key offsite networks include those that provide linkages towards the north, south and west which reflects the key desire lines.

4.8.7 To provide connections towards key employment areas such as Mercia Park and Tamworth, it is proposed that measures for improving foot and cycle connectivity along these desire lines would be introduced as part of the development proposals, thus ensuring full integration with the surrounding area.

4.8.8 This provision would make walking and cycling a more attractive option and would also allow residents to access bus routes to wider destinations, increasing the availability of more sustainable transport options to the residents of the site.

4.8.9 It is also proposed to provide connections to the to the existing PRoW running through the proposed settlement, providing excellent opportunities for future residents to connect to facilities to the south.

4.8.10 If it is proposed to divert any public rights of way to enable development the specifications of the proposed diversions, including the route, width and surface type of the new route, would need to be agreed with Warwickshire County Council's Rights of Way team.

4.8.11 At this stage discussions have not been held with the local transport authorities to consider whether there are existing strategies or infrastructure plans that need to be taken into account. Notwithstanding this, it is concluded that the walking and cycling accessibility of the site can be fully addressed through the development of the design of the site.

Bike Share / E-Bike Scheme

4.8.12 A bike share scheme is a service whereby cycles are made available for use by individuals on a short-term basis for a small fee. Many bike share schemes allow people to borrow a bike from a docking station (bike rack) where it is locked until release by computer control following payment. The user then returns the bike to a dock from the same system. Other bike share schemes are dockless and bikes can be picked up and dropped off from virtual docks in a range of locations, which can be identified via a mobile phone app.

4.8.13 Bike share schemes have been found to be successful in achieving modal shift. The Bike Share Users Survey 2018 quantified this by asking respondents how they previously travelled for the trip that they last made by bike share. The results were as follows:

- 42% previously walked;
- 23% previously used the bus;
- 4% previously used the train/tram or light rail;
- 18% previously travelled by car or taxi;
- 7% previously used their own bike; and
- 7% were using the bike share scheme as a new journey.

4.8.14 Bike share has also been found to add flexibility to a journey and is often used as the first or last mile of a journey. The survey identified that 26% of respondents used bike share in conjunction with the bus and 21% in conjunction with the train. 24% of respondents use bikeshare in conjunction with the car.

4.8.15 Subsequently, new bike/e-bike hire hub/s could also be incorporated within the site which would provide simple and convenient access to cycle travel. This provision will

provide good opportunities for the residents and visitors to cycle for all or part of their journey. In addition, the provision of bike stations at a potential Polesworth Railway Station could also encourage multi-modal journeys. Funding can also be provided for an initial annual subscription to promote the scheme to residents at the site.

4.8.16 Discussions will be made with the key stakeholders to understand the viability of these options.

4.9 Public Transport Strategy

Bus

4.9.1 Together with walking and cycling, a fast-reliable public transport system will form the basis of a strategy which focuses on providing a robust alternative to the motorcar and a shift toward this mode of travel is essential for the development to be considered sustainable.

4.9.2 Existing bus service provision is limited; therefore, it is likely that entirely new services would be required.

4.9.3 The primary spine road through the site connecting the A444 road to the site must be designed to promote public transport. A series of secondary roads which loop through the development should also accommodate buses providing vehicular access to schools and employment areas.

4.9.4 A new, direct shuttle bus service between the potential future Railway Station and the new settlement is therefore viewed as key supporting infrastructure.

4.9.5 The public transport improvements would be phased with development to ensure the long-term viability. During the initial phase, it would be expected that the development would deliver a 30-minute peak time service as a minimum. It is expected that as the population (both residents and employees) grows, new routes and extensions to existing routes around the site will become more viable.

4.9.6 Appropriately equipped bus stops would also be required. In line with current best practice the majority of development within the site would be within a convenient

walking distance of their nearest boarding points. This is normally assumed to be a distance of around 400m which is commensurate to a walk time of around 5 minutes.

4.9.7 The stops would also incorporate high quality waiting environments (including good quality seating, timetable displays and potentially real time information) with a clearly lit zone whereby people will have 10 metre surrounding visibility. This will encourage a feeling of safety and help improve the image of the public transport option.

4.9.8 A public transport strategy will be included within a Transport Assessment that will be produced to support any subsequent planning application.

4.9.9 The public transport strategy is to be developed through discussions with local operators and the Highway Authority and, with input from local stakeholders, will build on opportunities created by the presence of existing bus services to employment sites. The strategy will identify the routes to be served and the frequency provided and will also seek to enhance provision for existing towns and villages.

Demand Responsive Transport

4.9.10 In addition to traditional bus services, the provision of Demand Responsive Transport (DRT) would be explored. DRT responds directly to customer needs, bookable via an app, customers share journeys with others travelling in the same direction for an agreed price which can vary depending on the number of travellers onboard. DRT provides a near door to door service and offers the convenience of a taxi with the cost effectiveness of a private vehicle, that takes passengers where they want, when they want. Customers travel in style with free Wi-Fi, charging points, tables and leather seats making it ideal for commuters and visitors.

4.9.11 Arriva Buses operate a service known as Arrivaclick which allows passengers to book and track an ArrivaClick vehicle, pre-pay and reserve a space for a pram or wheelchair within the app, which then cleverly optimises the best route for the driver to take for all passengers.

4.9.12 A potential network of DRT could include significant growth and employment hubs including Mercia Park and local villages, with a strategy expected to deliver a service that caters for the likely demand and at a frequency that will encourage modal shift.

4.10 Car Sharing and Car Clubs

Car Sharing

4.10.1 Car sharing is when two or more people share a car and travel together. Car sharing provides people with the convenience of the car, whilst reducing the costs and the number of single occupancy vehicles on the road, thereby helping to reduce pollution and congestion.

4.10.2 Typically, people sign up to a car share scheme and their details are held on a secure database to be matched with others who can provide or require a lift. Car sharing can take place on a regular basis, or ad hoc if required.

4.10.3 It is proposed that the site will be signed up to an established car share organisation such as Liftshare. They will provide the secure database and the messaging system to allow members to find someone to car share with. The scheme will then be promoted to all residents and businesses as part of the Travel Plan process.

Car Clubs

4.10.4 A car club offers the convenience of being able to use a car for those trips that cannot be undertaken using public transport, cycling or walking, or as an emergency alternative. Car clubs can provide a great alternative to car ownership, as people can have access to a car without having to own one.

4.10.5 Car clubs work by giving members access to a car on a short-term "pay as you go" rental basis and charging by the hour or the day. A car can be booked online or by phone and then unlocked from a designated bay.

4.10.6 This can provide cost savings, as there is no car tax, fuel, MOT or car servicing to pay. Instead, users pay for membership to the scheme and the car hire when they use it. Research has shown that low-mileage drivers i.e., those that drive less than 8,000 miles per year could save up to £3,500 a year.

4.10.7 In addition, car club vehicles tend to be more environmentally friendly, emitting over 20% less CO2 per kilometre than the average car, and they are used more efficiently. One car club vehicle can replace over 20 private cars, helping to reduce congestion and free up parking spaces.

4.10.8 It is proposed that parking for car club vehicles would be provide within the site for use by employees at the site and also local residents.

4.11 Connectivity Strategy Summary

4.11.1 Overall, the connectivity Strategy for the site would transform the level of choice, attractiveness, viability and affordability of alternative modes of transport, and people travelling to and from the area will no longer be reliant on or consider the traditional car driver mode as the only travel option. This is entirely reflective of how travel demands are changing and will continue to change.

4.12 Sustainable Travel Promotion

4.12.1 To promote the use of modes other than the private motor car, a comprehensive Travel Plan would be implemented.

4.12.2 The purpose of a Travel Plan for a new development is to minimise the adverse environmental effects of development related travel from the outset. A holistic approach to the development proposals will result in a successful Travel Plan, where the need to travel is reduced inherently by design.

4.12.3 Any targets set within a Travel Plan should encourage the use of alternative and sustainable modes of travel, and in so doing, reduce the number of vehicle journeys to, from and within the development.

4.12.4 This can be achieved by:

- Reducing the need to travel;
- Providing realistic alternatives to the car;
- Making alternatives to driving alone more attractive; and
- Managing car parking provision.

4.12.5 Benefits of Travel Plans include:

- Improving health, fitness and wellbeing;
- Improving access; and
- Reducing congestion in the local area.

4.12.6 The Travel Plan endeavours to promote environmentally sustainable travel choices for residents. This will seek to encourage residents to use alternative modes to the single occupancy car and to emphasise the health benefits of more sustainable modes of travel.

4.12.7 The Travel Plan would include a list of ambitious measures to maximise sustainable forms of travel, including information guides, sustainable travel events, car share databases, car clubs and offer discounted vouchers for public transport trips.

4.13 Twycross Zoo Expansion

4.13.1 As mentioned above, the new settlement includes land to expand the adjacent Twycross Zoological Park.

4.13.2 The park is a long-established tourist attraction; located on the western side of the A444 and adjacent to the new settlement. The park is currently accessed via a three arm priority junction with the A444 and experiences congestion in the locality when demand is high.

4.13.3 In 2021, the park submitted an application (Hinckley & Bosworth reference 21/00386/FUL) with proposals including upgrading the access to include a right turn ghost island, minimising potential delay that is caused by queuing right-turning traffic on the A444. The application was supported by a Transport Assessment (prepared by consultants WSP) which demonstrated that the proposed improvements are deliverable. The application has been approved however the improvement scheme is yet to come forward.

4.13.4 The settlement would be supportive of any future improvements to the park, with these to be incorporated within the masterplan.

5. TRAVEL DEMAND & IMPACT

5.1 Person Trip Generation

5.1.1 It is envisaged that the site could support the development of 6,000 dwellings supported by additional land uses including employment space, primary school and local centre.

5.1.2 To derive trip generation figures for the residential areas of site, person trip rates have been obtained from an interrogation of the TRICS database 'houses privately owned' sub-land use. In practice, it is likely that there will be a broad mix of tenures on the site including rental where trip rates would tend to be 10-20% lower. This assumption is therefore robust.

5.1.3 Only multi-modal surveys were selected, with any sites in London or outside of England excluded from the analysis as unrepresentative.

5.1.4 Full and detailed TRICS outputs are provided in **Appendix B**, with a summary of the morning and evening peak hour person trip rates shown in **Table 4**.

Table 4: Residential Person Trip Rate and Generation (per dwelling)

Residential (6,00 units)	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.172	0.710	0.882	0.586	0.239	0.825	3.390	3.383	6.773
Trip Generation	1,032	4,260	5,292	3,516	1,434	4,950	20,340	20,298	40,638

5.1.5 To understand the implications of this demand it is necessary to consider how these trips will be distributed, i.e., where are they going to, and the mode of travel.

5.1.6 Internalisation is factored into the transport appraisal process whereby synergies between land uses, i.e., where trips are contained within a development boundary do not manifest themselves on the external transport system, for example trips between a primary school and housing. Localisation is a broader term whereby synergies within the wider community are considered i.e., the degree to which the future community of Norton, inclusive of new development, can meet its own needs.

5.1.7 **Table 5** sets out the journey purpose split by time of day as reported by the National Travel Survey table NTS0502 trip start time by trip purpose (Monday to Friday only) 2015-2019. As can be seen from this table during the morning peak period commuting and education trips account for most trips. During the evening peak period education trips are less significant and there is a greater proportion of social and personal business trips.

Table 5: Total Person Trip Rates by Journey Purpose (per dwelling)

	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/ Entertainment	Holiday/ Day trip/ Other	All purposes
Time Period: 0800 – 0859									
% NTS	20%	3%	29%	23%	4%	14%	3%	4%	100%
Trip Rate	0.176	0.026	0.256	0.203	0.035	0.123	0.026	0.035	0.882
Trips	1058	159	1535	1217	212	741	159	212	5292
Time Period: 1700 – 1759									
% NTS	32%	3%	3%	2%	12%	20%	20%	8%	100%
Trip Rate	0.26	0.02	0.02	0.02	0.10	0.17	0.17	0.07	0.83
Trips	1584	149	149	99	594	990	990	396	4950

5.1.8 Journey purpose affects mode share. Table NTS 0409, average number of trips by purpose and main mode (2019) of the NTS provides a breakdown of mode share by journey purpose. Overall, this shows that on average 40% trips are car driver trips across all journey purposes. Only a small proportion of education trips (22%) will be made as car drivers as the majority of those in education will not be of driving age hence most of the drivers will be escort. The opposite is apparent in journey to work trips where the propensity to drive is higher (54%).

5.1.9 External trips are likely to be predominantly employment related trips and elements of the shopping and leisure trips. Internalising education trips and a quarter of non-employment trips as per the journey purpose splits in **Table 2** gives an external generation of the site of around 0.258 and 0.413 person trips per household in the AM and PM peak respectively. Assuming that 60% of these are car driver trips, at 6,000 households, this would be equivalent to 900 – 1,500 car trips during the peak hour periods.

5.2 Mitigating Residual Impacts

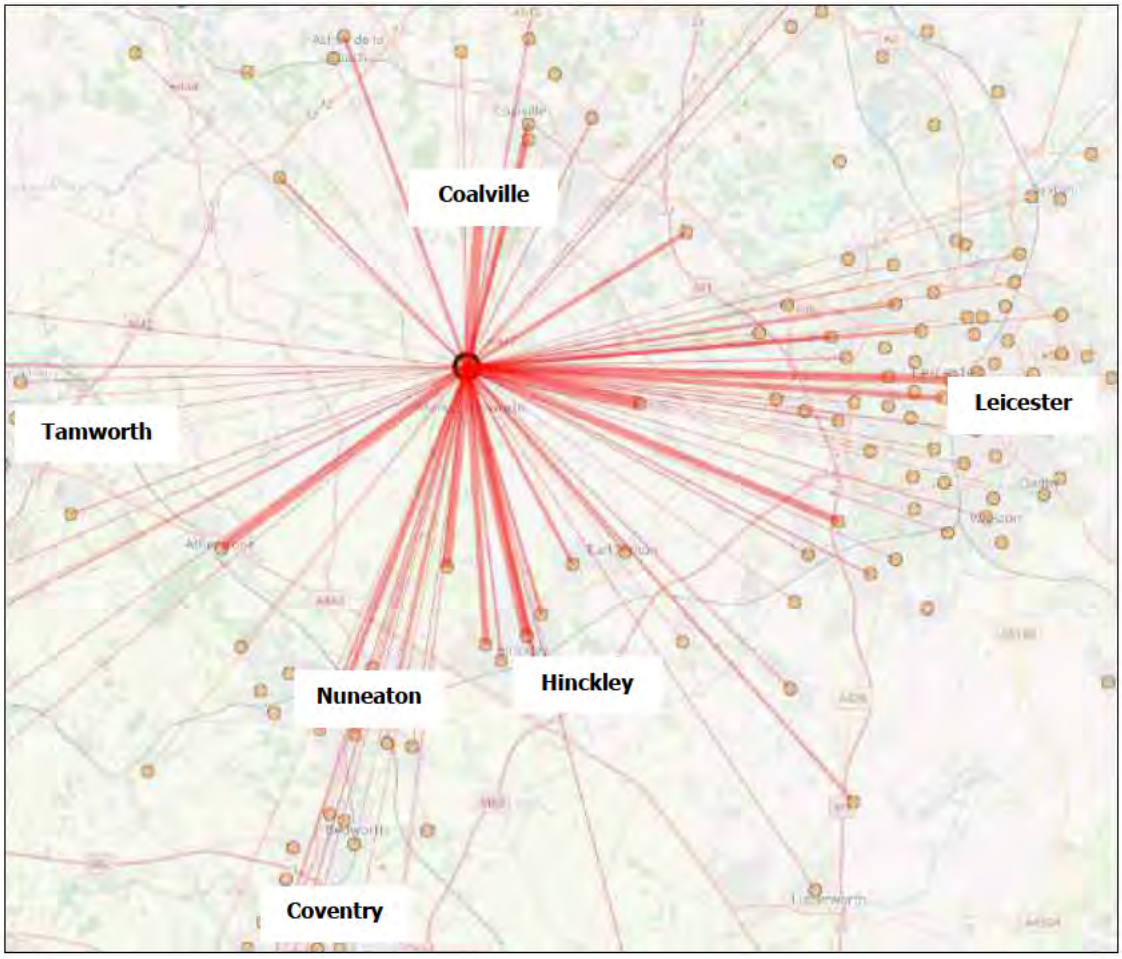
Traffic Distribution and Assignment

5.2.1 To gain a greater understanding of how the traffic generated from the site may impact the operation of the local highway network, 2011 Census journey to work data for the local area has been reviewed.

5.2.2 Datashine Commute' compiles origin/destination statistics from 2011 Census, providing a useful indication as to where people are likely to travel to/from for work purposes. To calculate the distribution of journeys from the locality on weekday mornings and evening, the Datashine Commute website (www.datashine.org.uk) was used to select the Hinckley and Bosworth 004 Middle Super Output Area, with all modes of travel selected.

5.2.3 **Figure 5** below graphically shows the main journey to work destinations for existing residents in the locality.

Figure 5: Journey to Work Destinations From Hinckley and Bosworth 004 (All Modes)



5.2.4 Travel demand is heavily weighted towards Leicester, Hinckley, and south towards Nuneaton and Coventry.

5.2.5 Journeys to the key destinations have been assigned to routes to assess the distribution of future development vehicle trips across the highway network. Google Maps route finder has been used to make route choices based on the distance and/or time taken. This analysis, which determines the likely route to each destination, is summarised in **Table 6**.

Table 6: Trip Assignment

Destination	Percentage	Route
Leicester/ Blaby/ Charnwood	26%	Via A42/ local roads
NW Leicestershire District	11%	Via A42
Hinckley	32%	Via A444/ A5
Nuneaton	6%	Via A444/ A5
Coventry	3%	Via A444/ A5
North Warwickshire	5%	Via Twycross Rd/ B4116
Birmingham	3%	Via Twycross Rd/ A5
Other Destinations	14%	-

5.2.6 Ultimately the distribution of the traffic will be defined by run of the LCC Strategic Model (PRTM) but traffic is expected to be split, broadly 45% north and south on the A444 with 10% on other routes.

5.2.7 It is estimated that the external peak hour generation of the development would be circa 900 – 1,500 two-way vehicle trips in the peak hours. To understand what the potential traffic increases through this junction would be, the percentages in **Table 6** has been applied to the external trip generation of the development.

5.2.8 Application of the above results in approximately 450-750 two-way peak hour development trips forecasted to travel through this junction.

5.2.9 There will likely be the requirement for capacity enhancements at this as well as key local junctions to provide sufficient capacity and to ensure that the layouts are able to accommodate potential future public transport services.

5.2.10 To the north M42 J11 has recently been upgraded as part of Mercia Park to provide signalisation and localised widening. It is likely that further capacity enhancements

will be required as a result of this development and will be informed by detailed modelling appraisal.

5.2.11 To the south to the A5, an application has been submitted for an extension to Mira Technology Park extending south of the A5 Watling Street. This has identified an improvement for the Redgate roundabout to provide additional capacity. The scheme has been extracted from the application TA and enclosed within **Appendix C**.

5.2.12 Assuming that is consented it will significantly improve existing capacity although further works may well be necessary to accommodate additional development demands. Again, that will be informed by more detailed modelling at the application stage.

5.2.13 The detailed junction operation and the strategy for junction improvements will be included within a Transport Assessment that will be produced to support any future planning application.

6. SUMMARY & CONCLUSION

6.1 This report has been prepared to review the opportunities to deliver a new sustainable settlement comprising circa 6,000 residential dwellings at Norton Juxta Twycross, Leicestershire.

6.2 The report concludes that:

- The site is an appropriate and sustainable location in transport terms for significant growth. The proposed mixed use development would contain the provision of education, employment, retail, health and community facilities proposed on site, therefore allowing for a much greater proportion of day-to-day trips to be retained within the settlement itself.
- Those trips that are carried out externally will be encouraged to be carried out in a sustainable way. To encourage travel to and from the site by sustainable modes of transport, the proposed development will include a comprehensive and coherent network of routes for pedestrians and cyclists together with new walking/ cycling infrastructure.
- The development will also be supported by public transport improvements, which will be phased in line with the development. As the development quantum increases, the frequency of the services serving the development would be increased.
- A bus route should be provided through the site, linking the development to the wider established community and a relocated Polesworth Railway Station would provide a more centrally located and accessible station to serve future residents at the new settlement.
- Highway works at off-site junctions may be required to provide an appropriate level of operational performance with the additional travel demands.

DRAWINGS

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Scale : NTS

North

Notes:

SWADLINCOTE

A42

M1

LOUGHBOROUGH

COALVILLE

Potential capacity constraints

EMPLOYMENT AREA

2

SITE

EMPLOYMENT AREA

Pedestrian and cycle improvements in village and between the village and site

TAMWORTH

M42

A5

LEICESTER

EMPLOYMENT AREA

ATHERSTONE

Potential Fenny Drayton Bypass

EMPLOYMENT AREA

1

A5

M69

HINCKLEY

Potential capacity constraints

TO BIRMINGHAM

NUNEATON

M1

Walking and Cycling Links

Potential Bus Routes

1 M42 J11

2 Redgate Junction

DTA

Transport Planning Consultants

Forester House, Doctors Lane,
Henley-in-Arden, Warwickshire,
B95 5AW
Tel: +44(0) 1564 793598
Fax: +44(0) 1564 793983
www.dtatransportation.co.uk

Norton Juxta New Settlement
Transport Strategy
Norton Juxta Twycross
Nurton

APPENDIX A

Emerging Concept

EMERGING OPTION 4 - 6000 Units

A nucleated settlement around Norton Juxta Twycross with the potential to deliver circa 6000 units, 4 primary schools, 1 secondary school, a town centre, employment to the west of the A444, local retail space, community facilities, new strategic green infrastructure and green space.

Land is also available for the extension of Twycross zoo for parking and visitor facilities.

Crossing or diversion of the A444 would be necessary in this option.

It includes land owned by Massie, Vero, Potts and Corbet, alongside further land owners to the east (to be determined).

KEY

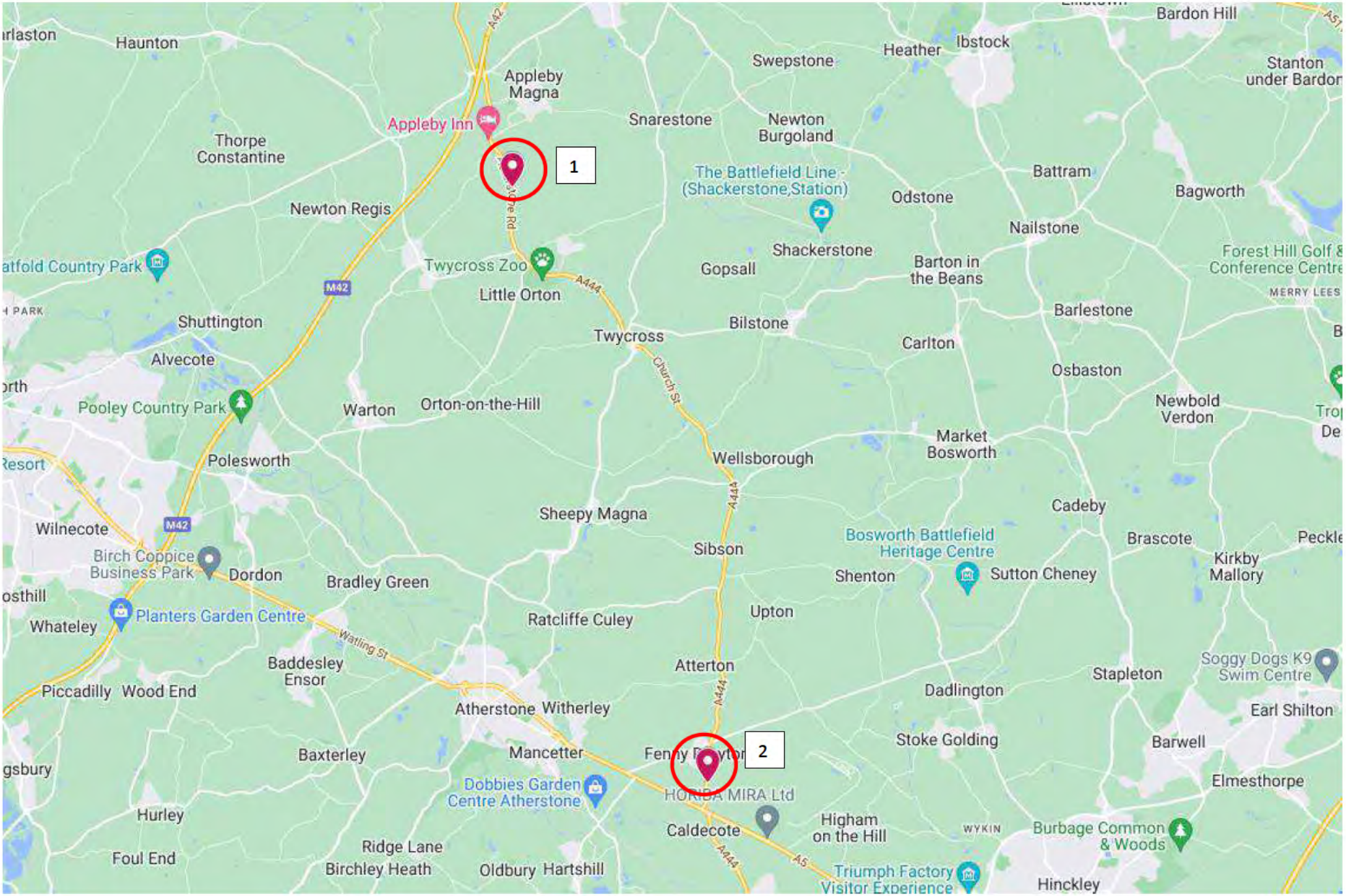
- Existing Developments
- Existing areas of trees
- Existing Roads
- PROW
- Proposed Residential Development- c.140ha
- Proposed Employment
- Proposed area for zoo expansion
- Proposed Primary Schools
- Proposed Secondary School
- Proposed Retail
- Proposed Structural Planting
- Proposed Footpaths
- Proposed Roads

APPENDIX B

ATC Data

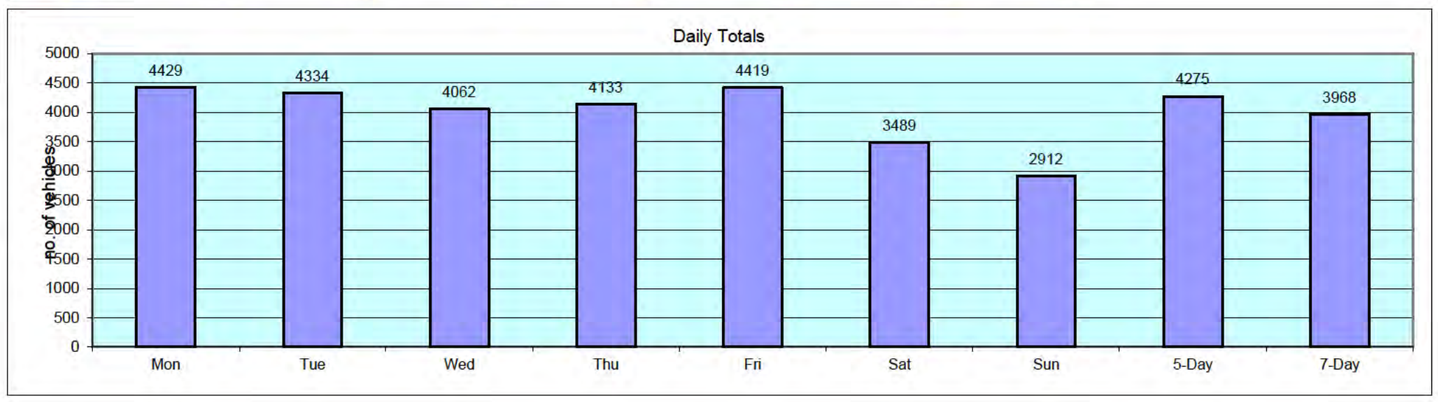
Site 1 - 52.668877, -1.539167

Site 2 – 52.563444, -1.482189


1
2
Appleby Inn
Appleby Magna
Thorpe Constantine
Newton Regis
Twycross Zoo
Little Orton
Snarestone
Swepstone
Heather
Ibstock
Bardon Hill
Newton Burgoland
The Battlefield Line - (Shackerstone Station)
Shackerstone
Odstone
Battram
Bagworth
Nailstone
Gopsall
Barton in the Beans
Forest Hill Golf & Conference Centre
Barlestone
Bilstone
Twycross
Carlton
Osbaston
Newbold Verdon
Market Bosworth
Wellsborough
Shuttington
Alvecote
Pooley Country Park
Warton
Orton-on-the-Hill
Polesworth
Sheepy Magna
Cadeby
Wilnecote
Birch Coppice Business Park
Dordon
Bradley Green
Sibson
Bosworth Battlefield Heritage Centre
Shenton
Sutton Cheney
Brascote
Kirkby Mallory
Planters Garden Centre
Whateley
Ratcliffe Culey
Upton
Baddesley Ensor
Atterton
Soggy Dogs K9 Swim Centre
Stapleton
Piccadilly
Wood End
Atherstone
Witherley
Dadlington
Earl Shilton
Stoke Golding
Barwell
Baxterley
Mancetter
Dobbies Garden Centre Atherstone
HORIBA MIRA Ltd
Elmesthorpe
Hurley
Caldecote
Higham on the Hill
Burbage Common & Woods
Foul End
Ridge Lane
Birchley Heath
Oldbury
Hartshill
Triumph Factory Visitor Experience
Hinckley
Haunton
M42
A42
A444
A5
Watling St
Church St

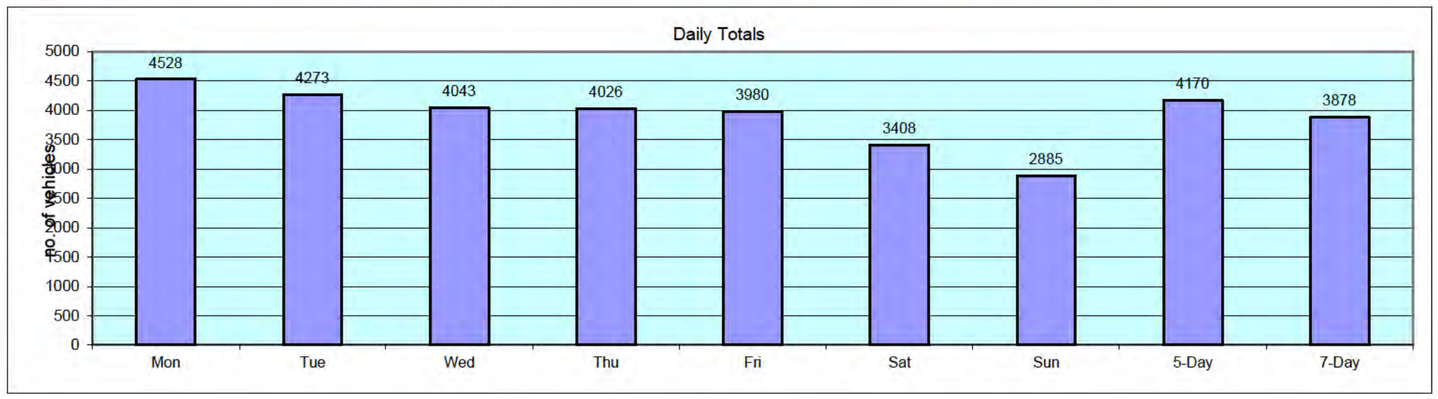
12612		TWYCROSS SEPTEMBER 2023								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit MPH (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 12612001	Site 1 - A444 Twycross (S of Appleby Magna) 52.66887, -1.53916	Channel: Northbound	Mon 04-Sep-23	Sun 10-Sep-23	NSL	27778	4275	3968	60.1	52.8
		Channel: Southbound	Mon 04-Sep-23	Sun 10-Sep-23		27143	4170	3878	55.2	48.1

12612		TWYCROSS		Site No: 12612001 Channel: Northbound		Location	Site 1 - A444 Twycross (S of Appleby Magna)		
TIME PERIOD	Mon 04/09/23	Tue 05/09/23	Wed 06/09/23	Thu 07/09/23	Fri 08/09/23	Sat 09/09/23	Sun 10/09/23	5-Day Av	7-Day Av
Week Begin: 04-Sep-23									
00:00	**10**	11	10	14	24	44	19	14	19
01:00	**3**	12	15	10	13	16	6	11	11
02:00	**7**	11	11	20	24	13	12	15	14
03:00	**14**	23	26	20	16	19	8	20	18
04:00	**33**	28	25	26	31	20	19	29	26
05:00	**80**	83	88	87	84	50	34	84	72
06:00	**142**	149	140	150	134	55	43	143	116
07:00	**250**	256	250	239	227	76	64	244	195
08:00	**273**	289	295	284	287	140	105	286	239
09:00	**186**	238	219	206	215	198	143	213	201
10:00	**193**	159	183	169	184	225	150	178	180
11:00	**183**	168	172	162	195	272	172	176	189
12:00	**191**	212	233	234	262	277	220	226	233
13:00	**276**	303	246	269	313	298	283	281	284
14:00	**411**	337	305	324	365	353	301	348	342
15:00	**528**	488	400	375	435	329	338	445	413
16:00	**629**	497	453	455	437	315	291	494	440
17:00	**473**	461	412	412	367	303	264	425	385
18:00	**245**	262	226	302	293	155	164	266	235
19:00	**125**	131	117	121	168	96	111	132	124
20:00	**68**	83	96	94	119	86	76	92	89
21:00	**48**	64	69	83	77	57	41	68	63
22:00	**40**	42	39	46	86	51	31	51	48
23:00	**21**	27	32	31	63	41	17	35	33
12H,7-19	**3838**	**3670**	**3394**	**3431**	**3580**	**2941**	**2495**	**3583**	**3336**
16H,6-22	**4221**	**4097**	**3816**	**3879**	**4078**	**3235**	**2766**	**4018**	**3727**
18H,6-24	**4282**	**4166**	**3887**	**3956**	**4227**	**3327**	**2814**	**4104**	**3808**
24H,0-24	**4429**	**4334**	**4062**	**4133**	**4419**	**3489**	**2912**	**4275**	**3968**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**		
Peak	**273**	**289**	**295**	**284**	**287**	**272**	**172**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**16:00**	**14:00**	**15:00**		
Peak	**629**	**497**	**453**	**455**	**437**	**353**	**338**		



Data produced by
Auto Surveys Ltd

12612		TWYCROSS		Site No: 12612001 Channel: Southbound		Location	Site 1 - A444 Twycross (S of Appleby Magna)		
TIME PERIOD	Mon 04/09/23	Tue 05/09/23	Wed 06/09/23	Thu 07/09/23	Fri 08/09/23	Sat 09/09/23	Sun 10/09/23	5-Day Av	7-Day Av
Week Begin: 04-Sep-23									
00:00	**9**	13	23	24	19	33	21	18	20
01:00	**5**	15	21	12	15	21	14	14	15
02:00	**9**	8	7	9	9	15	6	8	9
03:00	**21**	23	19	18	22	17	12	21	19
04:00	**23**	21	21	34	22	22	16	24	23
05:00	**76**	82	91	82	85	32	15	83	66
06:00	**205**	215	223	221	175	42	30	208	159
07:00	**528**	485	515	546	416	103	56	498	378
08:00	**343**	380	384	341	286	123	101	347	280
09:00	**333**	316	252	242	217	312	241	272	273
10:00	**447**	372	273	270	287	464	386	330	357
11:00	**422**	269	251	223	235	397	340	280	305
12:00	**289**	233	216	213	247	331	280	240	258
13:00	**223**	205	193	207	211	288	249	208	225
14:00	**263**	270	219	210	289	228	197	250	239
15:00	**281**	272	259	282	248	205	162	268	244
16:00	**237**	269	241	272	239	158	175	252	227
17:00	**254**	233	265	235	237	151	150	245	218
18:00	**182**	189	186	177	225	147	141	192	178
19:00	**120**	129	107	122	140	113	110	124	120
20:00	**72**	91	97	81	113	82	70	91	87
21:00	**66**	65	76	75	97	47	50	76	68
22:00	**63**	59	50	73	77	58	35	64	59
23:00	**57**	59	54	57	69	19	28	59	49
12H,7-19	**3802**	**3493**	**3254**	**3218**	**3137**	**2907**	**2478**	**3381**	**3184**
16H,6-22	**4265**	**3993**	**3757**	**3717**	**3662**	**3191**	**2738**	**3879**	**3618**
18H,6-24	**4385**	**4111**	**3861**	**3847**	**3808**	**3268**	**2801**	**4002**	**3726**
24H,0-24	**4528**	**4273**	**4043**	**4026**	**3980**	**3408**	**2885**	**4170**	**3878**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**10:00**	**10:00**		
Peak	**528**	**485**	**515**	**546**	**416**	**464**	**386**		
Pm	**12:00**	**15:00**	**17:00**	**15:00**	**14:00**	**12:00**	**12:00**		
Peak	**289**	**272**	**265**	**282**	**289**	**331**	**280**		



Data produced by
Auto Surveys Ltd

12612	TWYCROSS SEPTEMBER 2023								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit MPH (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**
Site No: 12612002	Site 2 - A444 Twycross (S of Fenny Drayton) 52.563444, -1.482189	Channel: Northbound	Mon 04-Sep-23	Sun 10-Sep-23	50	30137	4751	4305	52.2
		Channel: Southbound	Mon 04-Sep-23	Sun 10-Sep-23		31106	4905	4444	51.0

Data produced by
Auto Surveys Ltd

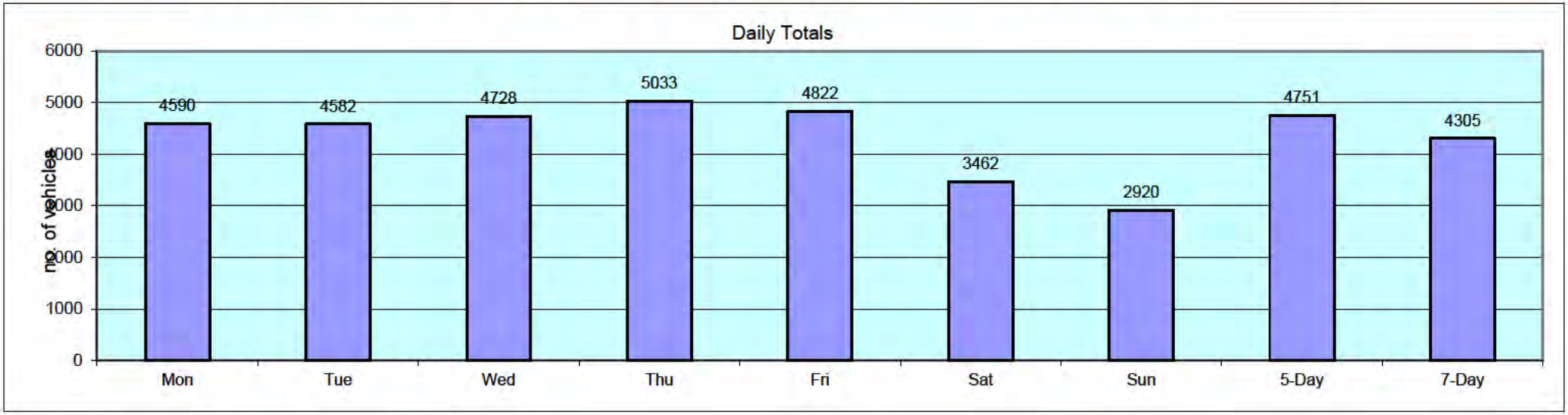
12612	TWYCROSS SEPTEMBER 2023					
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit MPH (PSL)**	**Average Mean Speed**
Site No: 12612002	Site 2 - A444 Twycross (S of Fenny Drayton) 52.563444, -1.482189	Channel: Northbound	Mon 04-Sep-23	Sun 10-Sep-23	50	46.4
		Channel: Southbound	Mon 04-Sep-23	Sun 10-Sep-23		45.4

12612		TWYCROSS		Site No: 12612002 Channel: Northbound		Location	Site 2 - A444 Twycross (S of Fenny Drayton)		
TIME PERIOD	Mon 04/09/23	Tue 05/09/23	Wed 06/09/23	Thu 07/09/23	Fri 08/09/23	Sat 09/09/23	Sun 10/09/23	5-Day Av	7-Day Av
Week Begin: 04-Sep-23									
00:00	**9**	15	6	27	25	29	30	16	20
01:00	**8**	19	19	20	19	13	11	17	16
02:00	**20**	10	18	18	17	19	16	17	17
03:00	**8**	33	38	27	24	16	9	26	22
04:00	**35**	32	16	32	36	14	16	30	26
05:00	**80**	93	98	86	90	29	36	89	73
06:00	**179**	169	174	194	171	60	53	177	143
07:00	**337**	342	349	324	309	120	86	332	267
08:00	**309**	312	346	315	306	174	118	318	269
09:00	**281**	267	250	279	224	280	229	260	259
10:00	**318**	270	268	243	259	345	255	272	280
11:00	**312**	255	276	252	264	355	240	272	279
12:00	**265**	245	291	273	307	322	272	276	282
13:00	**229**	226	256	253	369	302	275	267	273
14:00	**342**	310	328	314	411	221	209	341	305
15:00	**374**	348	367	382	435	219	205	381	333
16:00	**413**	432	439	538	448	207	192	454	381
17:00	**374**	470	460	532	362	187	187	440	367
18:00	**257**	274	264	423	271	140	149	298	254
19:00	**175**	177	173	204	184	132	134	183	168
20:00	**109**	117	109	130	107	100	85	114	108
21:00	**71**	75	74	66	79	61	54	73	69
22:00	**57**	59	67	59	59	62	39	60	57
23:00	**28**	32	42	42	46	55	20	38	38
12H,7-19	**3811**	**3751**	**3894**	**4128**	**3965**	**2872**	**2417**	**3910**	**3548**
16H,6-22	**4345**	**4289**	**4424**	**4722**	**4506**	**3225**	**2743**	**4457**	**4036**
18H,6-24	**4430**	**4380**	**4533**	**4823**	**4611**	**3342**	**2802**	**4555**	**4132**
24H,0-24	**4590**	**4582**	**4728**	**5033**	**4822**	**3462**	**2920**	**4751**	**4305**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**11:00**	**10:00**		
Peak	**337**	**342**	**349**	**324**	**309**	**355**	**255**		
Pm	**16:00**	**17:00**	**17:00**	**16:00**	**16:00**	**12:00**	**13:00**		
Peak	**413**	**470**	**460**	**538**	**448**	**322**	**275**		

Data produced by
Auto Surveys Ltd

12612	TWYCROSS	Site No: 12612002	Location	Site 2 - A444 Twycross (S of Fenny Drayton)
		Channel: Northbound		

TIME PERIOD	Mon 04/09/23	Tue 05/09/23	Wed 06/09/23	Thu 07/09/23	Fri 08/09/23	Sat 09/09/23	Sun 10/09/23	5-Day Av	7-Day Av



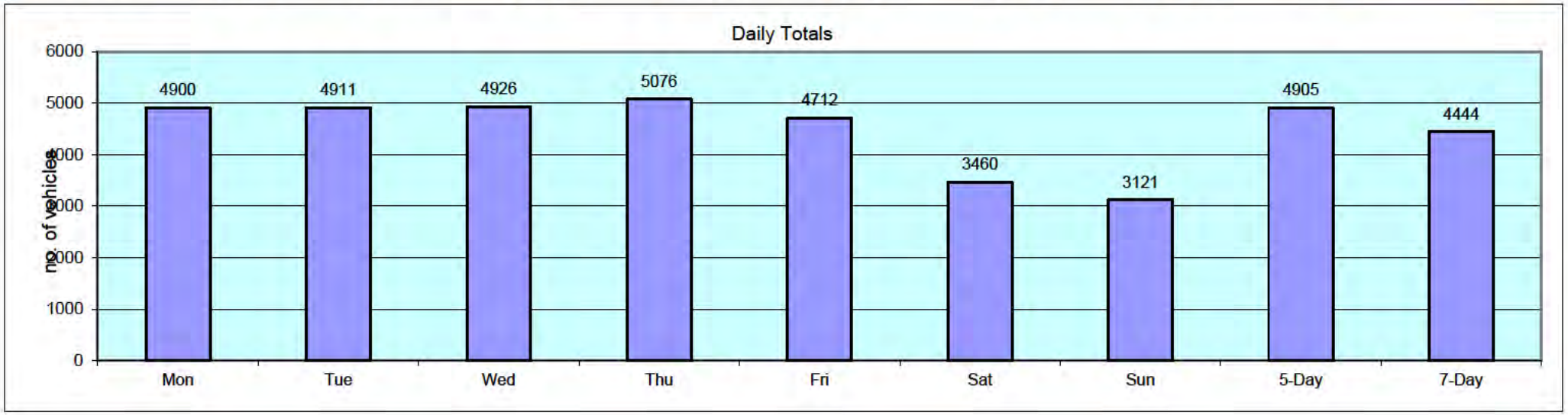
Data produced by
Auto Surveys Ltd

12612		TWYCROSS		Site No: 12612002 Channel: Southbound		Location	Site 2 - A444 Twycross (S of Fenny Drayton)		
TIME PERIOD	Mon 04/09/23	Tue 05/09/23	Wed 06/09/23	Thu 07/09/23	Fri 08/09/23	Sat 09/09/23	Sun 10/09/23	5-Day Av	7-Day Av
Week Begin: 04-Sep-23									
00:00	**11**	24	23	25	39	29	30	24	26
01:00	**6**	21	17	15	19	33	13	16	18
02:00	**9**	16	10	16	10	17	10	12	13
03:00	**21**	20	19	20	29	19	13	22	20
04:00	**30**	25	28	40	35	18	10	32	27
05:00	**79**	87	101	80	92	34	28	88	72
06:00	**226**	268	268	306	215	68	27	257	197
07:00	**523**	555	551	591	399	101	58	524	397
08:00	**461**	463	466	483	378	163	114	450	361
09:00	**309**	306	297	323	290	258	188	305	282
10:00	**223**	239	222	223	235	251	252	228	235
11:00	**267**	222	251	223	254	277	244	243	248
12:00	**237**	189	261	246	253	276	289	237	250
13:00	**284**	278	269	260	280	250	287	274	273
14:00	**272**	298	298	315	329	299	283	302	299
15:00	**395**	392	367	348	369	279	291	374	349
16:00	**424**	370	435	428	392	264	239	410	365
17:00	**394**	387	368	396	325	225	216	374	330
18:00	**238**	247	208	237	226	175	187	231	217
19:00	**171**	184	158	148	150	146	132	162	156
20:00	**100**	93	122	125	107	88	108	109	106
21:00	**86**	100	86	108	110	72	43	98	86
22:00	**76**	83	58	69	96	70	39	76	70
23:00	**58**	44	43	51	80	48	20	55	49
12H,7-19	**4027**	**3946**	**3993**	**4073**	**3730**	**2818**	**2648**	**3954**	**3605**
16H,6-22	**4610**	**4591**	**4627**	**4760**	**4312**	**3192**	**2958**	**4580**	**4150**
18H,6-24	**4744**	**4718**	**4728**	**4880**	**4488**	**3310**	**3017**	**4712**	**4269**
24H,0-24	**4900**	**4911**	**4926**	**5076**	**4712**	**3460**	**3121**	**4905**	**4444**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**11:00**	**10:00**		
Peak	**523**	**555**	**551**	**591**	**399**	**277**	**252**		
Pm	**16:00**	**15:00**	**16:00**	**16:00**	**16:00**	**14:00**	**15:00**		
Peak	**424**	**392**	**435**	**428**	**392**	**299**	**291**		

Data produced by
Auto Surveys Ltd

12612	TWYCROSS	Site No: 12612002	Location	Site 2 - A444 Twycross (S of Fenny Drayton)
		Channel: Southbound		

TIME PERIOD	Mon 04/09/23	Tue 05/09/23	Wed 06/09/23	Thu 07/09/23	Fri 08/09/23	Sat 09/09/23	Sun 10/09/23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

APPENDIX C

A5 / A444 Redgate Island Roundabout: Mitigation Scheme- MIRA Technology Park South Site

INDICATIVE

08

09a

09

09b

07

08a

06

05

04

03

02

25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- Carriageway
- Footway
- Cycleway
- Verge
- Landscaping

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	DC	20/07/2022	First issue	MS
A	ZM	27/07/2022	Revised layout	MS
B	ZM	02/08/2022	Revised layout	MS

Client

ERI MTP Ltd

Project

MIRA Technology Park South Site

Title

Proposed Mitigation Works
Overall Layout

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

17059/GA/01

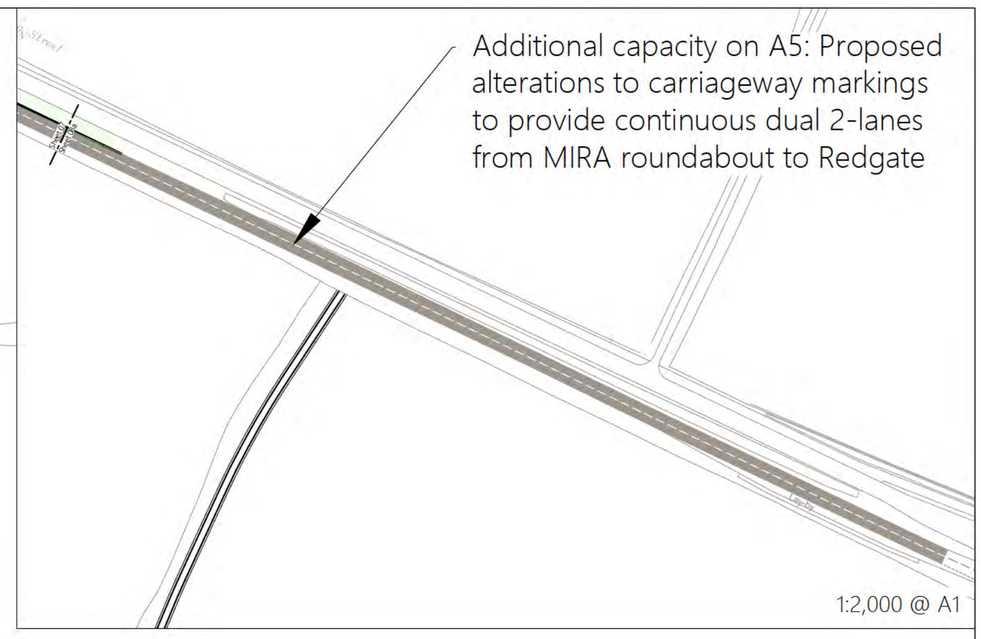
Scale:

1:2,500 @ A1

Revision:

B

INDICATIVE



78.5m

ATHERSTONE ROAD

Red Gate House

77.9m

A 444

The Redgate (PH)

New field direct access in accordance with DMRB CD 123 Section 4

Rookwood

The Shades

Park View

Sheet 08
Sheet 07

Sheet 08
Sheet 07

1:500 @ A1

Notes

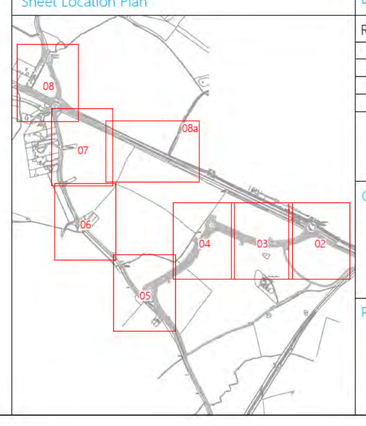
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.
3. All Earthworks slopes are at 1:3 gradient unless specified otherwise.

Ordnance Survey Licence number: 100057360

Key

- Carriageway
- Footway
- Cycleway
- Verge
- Landscaping

Sheet Location Plan



Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	AM	14/07/2022	First issue	MS
A	DC	20/07/2022	Amended Layout	MS
B	ZM	27/07/2022	Amended Layout	MS
C	ZM	02/08/2022	Amended Layout	MS

Client

ERI MTP Ltd

Project

MIRA Technology Park
South Site

Title

Proposed A5 - A444 Link Road and Off-Site Mitigation

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

17059/GA/08

Scale:

As Shown @ A1

Revision:

C

Forester House
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Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

From:	[redacted]
To:	PLANNING POLICY
Subject:	EXTERNAL: Draft Local Plan Consultation Response - Kegworth Parish Council
Date:	14 March 2024 10:41:47
Attachments:	Local Plan Consultation Response.Kegworth Parish Council.docx

---

I am attaching a response from Kegworth Parish Council to the NWLDC Draft Local Plan 2020-2040 consultation.
Please would you acknowledge receipt.

Donna Griggs

Clerk to Kegworth Parish Council

[redacted]

[redacted]

http://www.kegworthparishcouncil.gov.uk/

Working Days: Mon - Thurs, 9 am - 4 pm

Proposed Housing and Employment Allocations [D2]

Land North of Derby Road (A6), Kegworth (EMP73 (part))
[D2] 5.11-5.15
Land North of Remembrance Way (A453), Kegworth (EMP73 (part))
[D2] 5.16-5.20

Kegworth Parish Council has strong objections to the employment land allocations EPM73 (*Land North of Derby Road (A6), Kegworth* and *Land North of Remembrance Way (A453), Kegworth*) for the reasons set out in the document below.

Kegworth Is a distinct and well-defined village location and is long and well-established village being recorded in the Domesday Book in 1086. The Land North of the Derby Road represents the last green space at this village boundary and keeps the Village distinct from the extensive Highway network (M1, M50, A453). In permitting this land allocation, the primary access to the village from M1 J24, we will be greeted by a large industrial area that runs seamlessly into our Historic village centre. This will cause significant harm, changing the character of our village and making it an integral part of an urban sprawl, including EMG, EMA and Castle Donington. Councillors also note that the proposed extension of the limit of development of Kegworth includes the Land North of the A6 but does not include the land North of Remembrance way. Given that the sites are contiguous, linked by the access road and also given most of this land is within the boundary of Kegworth Parish that would seem to be an error. This does, however, highlight that the development sprawls from Kegworth into the adjacent Parish.

To quote from 'Draft Policy Ec4 – Employment Uses on Unidentified Sites' we note that sites are suitable *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*. Given the site across Derby Road is approved for new housing the adverse impact on residents well being due to loss of green space, heavy traffic and parking issues should be considered. It is clear that this site does create significant harm and adverse impact on our community.

The Employment land allocation is driven by a need to create opportunity for new employment. We note that in the table of section 5.2, there are six employment sites proposed totalling 127,710 sqm of building, of which 70,000 (55%) will fall within the enlarged village boundary of Kegworth. May we remind you that at the last census Kegworth had a population of 4,290. Clearly this site is not satisfying a local employment need. There are many thousands of existing employment opportunities at EMG, EMA and the various local distribution warehouse sites that far exceeds the local population. Within the wider context of NWL and the County of Leicester we contend that you have chosen the location with **the absolute least need** for extensive new employment opportunities. The Freeport and other development at the Ratcliffe on Soar site, is also very close by. This is a 265-hectare site and once fully occupied the redeveloped site claims the creation of between 7,000 and 8,000 jobs. The Fairham site North of Ratcliffe on Soar is providing an additional 100,000sqm of employment space. We find is hard to envisage there is convincing evidence that there

is a current and significant requirement for the development being proposed in this location.

The adjacent Highway infrastructure the (M1 J23A, J24, J24A) also serving the A453 and A50 is already highly stressed and has been continuously redeveloped over the last 30 years. The developments discussed above across the border in Rushcliffe are already causing concern about the additional stress on the highway network. This proposed land allocation exacerbates this problem and constrains potential solutions. Highway problems already have an impact on the quality of life for many Kegworth residents.

We also consider it imprudent to allocate land for development on top of the Derwent Valley Aqueduct (DVA). The DVA is a critical piece of vital national infrastructure that provides water for Loughborough and Leicester.

The site is on “Trent Valley Washlands” as denoted on Inset Map 15. The HS2 plans clearly showed this land is within the 100-year flood contour and is thus unsuitable for development. Hydrological changes within the last 10 years will have undoubtedly increased the flood risk for this area, certainly not decreased it. These sites will create more rapid surface run-off and remove volume from the flood plain. It is difficult to conceive of any mitigation that can be made on these sites. Effective detention ponds are not possible as the ponds would be on existing flood plain and indeed the lack of elevation above the Soar/Trent water table would also make proper mitigation impractical. This will increase flood risk in Kegworth and will have detrimental downstream effects and some limited upstream effects.

Councillors did note that the plan should have included possible access to the rear curtilage to Refresco which would allow HGVs to avoid the residential areas of Sideley.

Proposed Limits to Development Review [D3]

Kegworth Parish Council has the following comments on the document detailed above:

The changes *LtD/K/01 Refresco* and *LtD/K/02 New Brickyard Lane* shown in Inset Maps 15 and detail maps generally make sense and are supported.

As is detailed under employment land allocations, councillors are opposed to the loss of greenspace and other community impacts of the expansion to the North of Derby Road (emp73). We also believe this change is not shown correctly on the plans as it does not include the land within our Parish North of Remembrance Way which is contiguous, and which has common highway access within the village boundary. When this is included, this development then goes beyond our Parish boundary, sprawling into the next Parish.

Proposed Existing Employment Areas Draft Policy [Ec5] - Computer Centre Site, Kegworth

The Council believes that this site is an exception on account of its anomalous location in the overall Local Plan proposals regardless of 'reasonable demand to use the premises for the uses in Table 5 (E(g), B2 and B8)'.

In the case of Kegworth, policies Ec5 and H5 cannot safely be taken in isolation if the integrity of the village is to be maintained.

It is noted that the existing soft drinks factory and the proposed new Employment sites are all to the East of Derby Road. The Computer Centre site is to the West, potentially creating an urban rather than rural feel across that part of Derby Road and impinging on existing and new residential areas.

This is effectively a brownfield site. It is sandwiched between existing housing areas (Pritchard Drive/Munnmoore Close/Suthers Road) and committed housing areas (policy H5). Unless the employment created here were complementary to residential use to enhance and strengthen the facilities of a Local Service Centre, e.g. to include a supermarket or leisure centre, it would create not only a physical barrier and potentially a visual or environmental barrier. It would reduce the chances of the new 141 home development by M1J24 being integrated into Kegworth.

If the HS2 embargo is lifted, there is a one-off opportunity to replace a piecemeal approach development on the West side of Kegworth with something resembling an integrated community development. This can only happen if a sensitive approach is taken to including the Computer Centre site in both Housing and Employment considerations.

Houses in Multiple Occupation Topic Paper and **Draft Policy H8 - Houses in Multiple Occupation in Kegworth**

The Parish Council supports the rationale for the Draft Policy which is set out in the document topic paper and welcomes Policy H8.

Topic Paper para. 3.4: we note that the work to identify and map HMOs in Kegworth is a work in progress and suggest that 14.0% is almost certainly an underestimate.

Topic Paper para 3.8: we suggest that any policy that is adopted will be subject to challenge at the planning application stage while there is no licensing scheme in place at NWLDC to cover HMOs of occupancy 3 or 4. We have researched the matter and note that many local authorities have used their discretionary right, established under the Housing Act 2004 to go beyond the now mandatory licensing of HMOs of occupancy 5 or more. It is imperative that an Additional Licensing Scheme or some registration scheme be introduced for the whole district or for the parish of Kegworth as a matter of urgency so that policy H8 will be workable.

Topic Paper para 5.2: we believe that the number of HMOs, and maybe also the percentage of properties that are HMOs, will continue to increase. Given that 14% could be an underestimate, that Article 4 proved to be insufficient to slow the increase, a commitment to an annual review of the policy's operation and effectiveness based on sound data, improved monitoring and control across the relevant Council departments and Kegworth Parish Council is required, building on the openness that Appendix A represents.

Topic Paper para 5.2: in order to limit unnecessary growth both within the terms of the new policy and, we hope, as a result of having comprehensive data by the time the policy becomes effective, we suggest a separate clause and appropriate policy measure to require planning permission to continue as an HMO when an existing HMO is sold.

Policy H8 para 6.74: we note that 14.6% would be better stated as 'at least 14%' to reflect the, as yet, incomplete data.

Policy H8 para 6.79: we note that if records of HMOs are not comprehensive, that will not only be a disadvantage, but will also be a weakness, rendering the policy less effective and fair. An Additional Licensing Scheme for HMOs of 3 or 4 occupants and some other enforceable registration scheme will be essential and should be introduced ahead of the Local Plan process.

Car Parking Provision (6.84-6.86): the parish council strongly supports this section and the proposal at H8(c) for the provision of off-street parking of one space per occupant. The parish council wishes to see a similar car parking rule for self-contained apartments in Kegworth. either in a separate policy or in an amendment to the Leicestershire Highway Design Guide.

Wording: at 6.73 the word ‘smaller’ should be removed – it is larger HMOs, 4-bed and more, that predominate.

Town Centre Topic Paper / Policy Paper Appendix A, 'Policy Maps'

The area proposed for removal on High Street, Kegworth has traditionally been occupied by shops of similar development. The proposal is opposed. Whilst current economics make residential development more financially attractive to owners, the village is still growing in size, and we believe that proposals for future retail/commercial applications within this area should still be looked on favourably.

We suggest that an expansion of the Town/Village Centre boundary is needed, not a contraction. This is to compensate for the trauma of Covid 2020-22, felt in every commercial and community centre, but also the protracted and difficult Public Realm Project (2018 – present and ongoing). In the High Street, central community facilities extend as far as the Community Library and the Heritage Centre. In London Road as far as the Parish Office. In Dragwell as far as Orchard Surgery. These expanded limits should be reflected in the boundary.

We suggest that for Kegworth Town/Village Centre the diversity of facilities and infrastructure is limited for a fast growing 'Local Service Centre' located close to a Freeport and a central hub of the national road network. Bus services are good, but car parking is limited. There are no NWLDC/LCC owned car parks and the Parish Council needs support to improve this situation and expand car parking as soon as possible. If the Town Centre boundary is expanded as we suggest, options and opportunities for community asset acquisition and development will increase. To that end, the expanded boundary should include all the back land of properties in High Street, Derby Road, Dragwell, Church Gate, Market Place included in our suggested expansion.

East Midlands Airport (Draft Policy Ec8):
Land and air quality (Draft Policy En 6)
Donington Park Circuit (Draft Policy Ec 11)

para 7.50/7.53 The continuing ambition and expansion of the Airport outlined at para 7.50 and the emergence of the Freeport make the admission in 7.53, that the last Sustainable Development Plan was dated as long ago as 2015, concerning. The next Airport Sustainable Development Plan will certainly have implications for this Local Plan and the wording of 7.53 should be tightened to ensure proper scrutiny and adequate consideration by the Airport of the objectives, policies and allocations in the Draft Local Plan.

The relationship of Policy Ec8 to the Freeport's jurisdiction and to policy IF1 (Development and Infrastructure) and IF5 (Transport Infrastructure and New Development) both need to be clarified.

Clause (3)(d) expands upon the unrestricted support for Airport growth in Clause (1): Noise: Kegworth Parish Council applauds the Airport Noise Action Plan process but feels that the cumulative effect of noise from the Airport/aircraft, Donington Park Circuit, the M1, and the EMAGIC railhead is not properly acknowledged here or elsewhere in the Local Plan.

Clause (3)(b) fails to define 'local' in relation to Air Quality and is vague in relation to scientific monitoring. Proven links between Air Quality and Health, the reinstatement of Housing sites in Kegworth adjacent to the M1, and the latest focus on Fine Particulate Matter all suggest that the removal of all monitors in the Kegworth area was premature. At least one up to date device should be reinstated.

Clause (3)(d) seems to imply that the reduction of airport-generated road traffic is an effect of improved public transport but fails to say clearly that improved road infrastructure is a prerequisite of growth given the pressures on M1 J24 and the A453.

Clause (3) of Draft Policy En (6) is inadequate in the light of the significant obligations placed on the District and described in paragraphs 10.76 onwards. Self-assessment will only be effective if continuous air quality monitoring takes place and if precise limits are laid down, to be used at the planning stage and post development.

East Midlands Airport: Safeguarding (Draft Policy Ec 9)

Kegworth Parish Council supports this policy, not least because memories remain of the Kegworth Air Disaster. We wish to see land South of the Development Boundary remain as valuable agricultural land. We believe that the Melbourne Parklands designation fits the intention of this policy. In particular we support clause (2)(g) and suggest that large scale solar arrays can be best concentrated on the EMAGIC or other Freeport sites.

East Midlands Airport: Public Safety Zones (Draft Policy Ec10)

The reduction in the area and size of the PSZs described at 7.64 is unwelcome in a community where memories remain of the Kegworth Air Disaster. The proximity of the M1 was a high-risk factor in 1989 and remains so. As well as requesting a review of the 1 in 100000 risk contour East of the M1, we request that no unnecessary increases of activity are permitted. We regard that the use of words and phrases like 'low density' 'very few' and 'reasonable expectation of low intensity use' are subjective and unhelpful when it comes to deciding planning applications.

Housing Policy H2 (Housing Commitments)

(Land adjoining 90 Ashby Road, Land Adjacent to Computer Centre and J24)

We note that this policy is to be updated, particularly to cover any lapse of planning permission. This is pertinent to our two housing sites, both having Reserved Matters approved but delayed because of HS2. We request that special provision be made, as far as possible within planning law, for a review of the following before implementation of existing plans for the two Kegworth sites which will represent a 10% increase in population during the lifetime of the Plan:

- Measures in plans to ensure integration into other built and planned development sites with the rest of Kegworth ie connectivity for pedestrians, cyclists and cars. This is especially important for Social Cohesion, Health and Well Being, and the growth and viability of commercial sites in the Village/Town Centre.
- The provision of public open space and leisure and sport facilities, in particular full-size pitches and team facilities per head of population in Kegworth given the growth in population by 16% in the ten years to 2021 alone. The nearest leisure centre in the district is Coalville and we know of no cross-boundary arrangements with other districts.
- New overall noise and air quality assessments, including the adequacy of monitoring to take into account the cumulative effect of continuing growth and development since Reserved Matters were approved. Contributors to noise and air quality in Kegworth, M1, Donington Park, the Airport, EMAGIC and its railhead and the growth and development plans of the Freeport sites. Prevailing westerly winds increase the cumulative impact.
- The adequacy of supermarket floor space in Kegworth per head of population.

Housing Policy H4 (Housing Types and Mix) and related policies
Housing Policy H11 (Adapted Housing)

We are pleased to see this new policy which we believe should be applied to the two Committed sites in Kegworth. We are in broad agreement with the references to Affordable Rents but the policy preamble is not reflected in the proposed wording and falls short completely on ‘Housing for Older People’.

There is an overall shortage in Kegworth of the accommodation types listed at 6.16, including Adapted Housing (Policy H11). However, given the strong evidence base for this policy in the HEDNA, the APR and the HENA , and the long period of time elapsed since both initial planning applications and 'reserved matters' on our sites we consider that the selection of a 'criteria-based approach' leaves too many loopholes and, unless the obligation on developers is tightened, the need in Kegworth, in particular, will not be met as a result.

Clause 4 of proposed Policy H4 is inadequate to close the gap that has opened up across all the accommodation types listed at para 6.16. The clause 4 statement

'Developments which include housing suitable for older people will be supported' makes no suggestion that schemes that do not include such housing for older people will not be supported. Continuing, the use of 'a proportion' renders this useless in ensuring extra provision for older people and belies both the policy heading and the subsection devoted to this group.

From: [redacted]
To: PLANNING POLICY
Cc: [redacted]
Subject: EXTERNAL: Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Marrons Submission OBO Strata Limited
Date: 14 March 2024 12:24:09
Attachments: Publication Consultation Response Form - Strata.pdf
Representations on NWLDC Regulation 18 Consultation - Strata.pdf

---

Good afternoon,
I hope you're well.
I am emailing to submit Written Representations to the North West Leicestershire Draft Local Plan 2020-2040 Public Consultation (Regulation 18).
As per the attached Public Consultation Response Form, the attached Representations have been prepared by Marrons on behalf of Strata Limited and respond to the Proposed Policies Consultation Document, namely Draft Housing Policies H4 'Housing Types and Mix', H5 'Affordable Housing', H10 'Space Standards' and H11 'Accessible, Adaptable and Wheelchair User Homes'.
Please may I request receipt of this email and the attached document.
Many thanks,
Phoebe

Phoebe Conway
Planner

[redacted]

Marrons
Waterfront House, Waterfront Plaza, 35 Station Street, Nottingham, NG2 3DQ
DX10004 Nottingham 1

I'm empowered to work in ways that best suit the needs of our clients, colleagues and life, be that email, phone, video or in-person - which means I may work outside of traditional business hours. I do not expect that you will read, respond to, or action this email outside of your usual working pattern.

As a sustainable business, we try to minimise paper use so please use email where possible - although signed original documents should be returned as instructed.

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
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Last Name		Conway
Job Title (where relevant)		Planner
Organisation (where relevant)	Strata Limited	Marrons
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Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Please see supporting written Representations which respond to the following proposed policies: - Housing Policy H4 – Housing Types and Mix (Strategic Policy); - Housing Policy H5 – Affordable Housing (Strategic Policy); - Housing Policy H10 – Space Standards; and - Housing Policy H11 – Accessible, Adaptable and Wheelchair User Homes.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Phoebe Conway

Date: 14th March 2024

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Marrons

Part of Shakespeare Martineau

Representations in Respect of the Draft North West Leicestershire Local Plan 2020 – 2040 Public Consultation (Regulation 18)

March 2024

On behalf of Strata Limited

Waterfront House, Waterfront Plaza, 35 Station Street, Nottingham, NG2 3DQ
www.marrons.co.uk

Contents

		Page No
1.	Introduction	3
2.	Planning Policy Context	4
3.	Responses to the Proposed Policies	7

1. Introduction

1.1 These Representations are made in respect of the Draft North West Leicestershire District Council Local Plan 2020 – 2040 (Regulation 18) Public Consultation, on behalf of our client, Strata Ltd.

1.2 The Council is inviting comments between Monday 5th February and Sunday 17th March 2024.

1.3 The following chapters will review the overarching planning policy framework and respond to the Proposed Policies for Consultation Document, specifically Housing Policies H4 (Housing Types and Mix (Strategic Policy)), H5 (Affordable Housing (Strategic Policy)), H10 (Space Standards) and H11 (Accessible, Adaptable and Wheelchair User Homes).

2. Planning Policy Context

2.1 Chapter 3 of the National Planning Policy Framework 2023 (NPPF), addresses 'Plan Making' and states in paragraph 16 that, "*plans should:*

a. *Be prepared with the objective of contributing to the achievement of sustainable development;*

b. *Be prepared positively, in a way that is aspirational but deliverable;*

c. *Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*

d. *Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;*

e. *Be accessible through the use of digital tools to assist public involvement and policy presentation; and*

f. *Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area.*

2.2 Paragraph 35 explains that Local Plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements and whether they are sound. It goes on to state that "*plans are 'sound' if they are:*

a. ***Positively prepared –*** *providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*

b. ***Justified –*** *an appropriate strategic, taking into account the reasonable alternatives, based on proportionate evidence;*

c. ***Effective*** *– deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*

d. ***Consistent with national policy*** *– enabling the delivery of sustainable development in accordance with the policies in his Framework and other statements of national planning policy where relevant.*

2.3 In relation to draft Housing Policies H4 (Housing Types and Mix (Strategic Policy)), H5 (Affordable Housing (Strategic Policy)), H10 (Space Standards) and H11 (Accessible, Adaptable and Wheelchair User Homes) of the draft North West Leicestershire District Council (NWLDC) Local Plan the NPPF says the following:

2.4 Chapter 5, 'Delivering a Sufficient Supply of Homes', specifically paragraph 60 states that, "*the overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community".* Paragraph 61 explains that, "*to meet the minimum number of homes needed, strategic policies should be informed by a local housing needs assessment, conducted using the standard method in national planning guidance".*

2.5 Paragraph 63 identifies that "*within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies*."

2.6 Affordable Housing is addressed within paragraph 34 of chapter 3, 'Plan Making' under the category of 'Development Contributions' and states that, "*plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required".* It is also addressed in paragraph 64 which states that, *"where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:*

a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and

b) the agreed approach contributes to the objective of creating mixed and

balanced communities".

2.7 Chapter 12, '*Achieving Well-Designed and Beautiful Places',* lightly touches on space standards and accessible, adaptable and wheelchair user homes within paragraph 135, specifically footnote 52, which states, "*planning policies for housing should make use of the Governments optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the National Described Space Standard, where the need for an internal space standard can be justified".*

3. Responses to the Proposed Policies for Consultation

Draft Housing Policy H4 – Housing Types and Mix (Strategic Policy)

3.1 In line with Paragraph 61 of the NPPF, Draft Policy H4 sets out requirements for the mix of housing that residential developments should deliver across the District reflective of the up-to-date Leicester and Leicestershire Housing and Economic Needs Assessment 2022 (HENA). The draft Policy is set to replace the Adopted Local Plan Policy H6 (House Types and Mix).

3.2 In general, Strata are supportive of draft Policy H4 and the importance of ensuring the provision of a mix of housing types and tenure in meeting the needs of the District. The draft Policy is not overly prescriptive and the flexibility provided in this policy is essential in taking account of specific circumstances and viability considerations. The table identifying dwelling size breakdown from the HENA, is included within the Policy (point 2) and is to be used as the starting point. This thereby makes the findings of the HENA planning policy itself rather than just supporting text, unlike the adopted Local Plan position.

3.3 Point 2a allows for a deviation of up to 5% from the figures within the dwelling size table providing the criteria relevant to market housing are engaged. Strata support the flexibility of this approach, although Strata do comment that 5% is a narrow allowance for deviation from the HENA and would not sufficiently achieve the flexibility aims the deviation provides for. Strata would urge the Council to broaden their allowance for deviation from the HENA to at least 10%.

3.4 Additionally, we believe that there should be another criterion (iv) added to point 2a which refers to justification being permissible based upon up to date market evidence/local need.

3.5 Point 2b relates to affordable housing and allows for a deviation of up to 5% from the HENA figures where one or more of the criteria are relevant as justification. As stated in paragraph 3.3, Strata would encourage the Council to broaden their allowance for deviation from the HENA from 5% to at least 10%. One of the criterion is 'the Registered Provider's requirements' (2b. vi). In this respect, Strata would comment that further flexibility should be allowed for in the policy wording (in order to facilitate a deviation from the affordable housing position of the District) on the basis of the Registered Provider's (RP) interest in taking on a site alongside technical or operating requirements. Again, as in the case of point 2a, an allowance should also be made for market considerations and local need at the point of a planning application. In respect of custom/self-build/housing for older people, Strata would argue that an allowance should also be made for viability considerations.

3.6 In respect of both points a) and b), deviation from the HENA should also be deemed ok where an outline planning permission or Design Code indicate otherwise.

Draft Housing Policy H5 – Affordable Housing (Strategic Policy)

3.7 Draft Policy H5 sets out the requirements for sites to deliver an affordable housing contribution in the District. The draft Policy is set to replace the Adopted Local Plan Policy H4 (Affordable Housing), but at this stage does not include the percentage requirements or tenure mix, which are to follow, subject to a whole plan viability test. Without any set requirements, Strata are unable to comment at this stage on the onsite provision of affordable housing (point 1). Referring back to paragraph 2.5 of these Representations, Chapter 3 of the NPPF states that "*plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required",* and it is expected that this will be provided in future iterations of the draft plan.

3.8 Strata are largely supportive of draft Policy H5 point 2 and agree that in line with paragraph 64 of the NPPF (as noted above), any offsite provision should be robustly justified and should contribute towards the objective of creating mixed and balanced communities. In respect of point 3, Strata agree that a lower proportion of affordable housing should be acceptable where a viability assessment demonstrates that full policy compliance cannot be achieved. Strata would however also like to reiterate a point from paragraphs of these Representations above in that they strongly believe that a lower proportion of affordable housing, or a deviation from the HENA mix, should be acceptable if there is very little or no RP interest in or support for a site.

3.9 Strata are in full agreement with draft Policy H5 point 4 in that the affordable housing units should be integrated within the design and layout of a scheme in order to create mixed communities. This, in conjunction with delivering a mixed tenure of homes in compliance (subject to the allowances) with the HENA, should be supported.

Draft Housing Policy H10 – Space Standards

3.10 Draft Policy H10 requires all new housing to be built in accordance with the Nationally Described Space Standards, published in 2015 (NDSS). The inclusion of space standards within the New Local Plan would be a new policy for the District. Although the NPPF states that Space Standards are optional, Strata support the decision to include them within the Draft Plan.

3.11 The draft Policy is evidenced by the 'Space Standards for New Homes Topic Paper' which investigated 340 varying housetypes over 44 developments throughout the District, 25% of which were affordable and the remaining 75% were market, the findings concluded that 89% of the affordable homes were not NDSS compliant and 34% of the market homes were not NDSS compliant.

3.12 Strata strongly believe that all housing should meet the minimum NDSS

as set out within the table on page 75 of the Proposed Policies for Consultation Document, and there should be no differing requirements between market and affordable housing. Strata reiterate paragraph 6.104 of the Proposed Policies for Consultation Document in that housing with adequate internal space provides occupants with a decent standard of living and that this should be a mandatory requirement.

3.13 Following a review into the recent plan making practice of neighbouring Local Authorities, it is noted that Charnwood Borough Council have also included a planning policy on 'Internal Space Standards' within their Draft Local Plan (Policy H3) which seeks compliance with the NDSS for all new homes. Indeed, similar to North West Leicestershire District Council (NWLDC), Charnwood had not previously adopted a space standards policy within the Local Plan. This is the same for neighbouring Authority, Hinckley and Bosworth Borough Council, who having not previously adopted a space standards policy within their adopted Local Plan have now included a policy (HO03 'Space Standards') within their draft Local Plan. It would be fundamental that NWLDC retain this policy within their draft Local Plan to eliminate the insufficient provision of living and storage space within new build homes across the District and subsequent poor standards of living.

3.14 However, Strata disagree with paragraph 6.108 in support of draft Policy H10, and note that the requirements for all affordable rented homes to meet the standards as set out within the paragraph are far too restrictive. For instance, Strata would argue that the provision of some 2 bed 3 bed space homes should be allowed in affordable rent properties and the requirement for all 2 beds to provide 4 bed spaces is too restrictive, not necessary, nor conducive to creating a mix of house types and sizes.

3.15 Strata also query paragraph 6.111, in that they do not understand why the floorplans of affordable housing types should be clearly distinguishable from those for market housing. This is arguably contrary to the sentiment of draft Policy H5 point 4 which states that all affordable housing should be integrated within the design and layout of the scheme

such that they are externally indistinguishable from the market housing.

Draft Housing Policy H11 – Accessible, Adaptable and Wheelchair User Homes

3.16 In line with Paragraph 63 of the NPPF, draft Policy H11 requires all new homes to meet Part M4(2) of the Building Regulations and a proportion of new homes to meet Part M4(3) of the Building Regulations to deliver accessible, adaptable and wheelchair user housing.

3.17 Similar to draft Policy H10, this Policy would be a new requirement within the Local Plan. Strata agree that this is an important inclusion within the New Local Plan in order to meet the needs of differing groups and offer a better choice of accommodation to those with specific housing requirements.

3.18 However, Strata do not agree with draft Policy point 1 that all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). Internally, this is could be achievable and acceptable, however to accord with Part M4(2) externally could be challenging in certain circumstances, for example, such as in locations with a complex topography. In addition, it is asserted that there needs to be a degree of flexibility within this Policy to allow for viability, market conditions, and also specific housing needs at the time of a planning application.

3.19 Point 2 states that on housing developments of 10 or more dwellings, at least 9% of market housing will be required to meet Part M4(3)(2)(a) (point 2a) and at least 23% of affordable homes will be required to meet Part M4(3), with the expectation that these will be built to M4(3)(2)(b), although a provision of M4(3)(2)(a) will be considered where justified (point 2b).

3.20 Strata are extremely concerned with point 2. In terms of point 2a,

delivering 9% of all market dwellings as M4(3)(2)(a) without the appropriate evidence of need could reduce the saleability of the plots if they are not being sold to individuals who would require the additional requirements. Delivering an oversupply of M4(3)(2)(a) units, and for those not in need, would not make the best use of internal space. This would result in larger than necessary internal space in circulation areas that could otherwise be better made use of elsewhere in bedrooms or living spaces.

3.21 The same argument goes for point 2b, Strata would also express concern here for the extremely high percentage requirement for M4(3)(2)(b) units of at least 23%. Allocating 23% of all affordable housing on development sites as M4(3)(2)(b) without any justified need significantly reduces the number of standard affordable homes on each site, thereby limiting the target residents. Paragraph 6.120 in support of draft Policy H11 states that the figures are based on estimates, and as such, this strongly suggests that flexibility should be included within this Policy as the percentages ae not based on actual evidence of need.

3.22 Again, following a review of draft and adopted policy requirements for M4(2) and M4(3) of neighbouring Local Authorities, the opinion remains the same. The NWLDC draft Policy H11 requests are extraordinarily high, particularly the request for at least 23% of affordable homes to be M4(3)(2)(b). Within the Hinckley and Bosworth draft Local Plan, draft Policy HO05 'Accessible Housing' only requests 5% of all new housing to be M4(3), "*unless evidence of local need dictates otherwise".* Hinckley and Bosworth have adopted an approach that wheelchair accessible homes should only be applied to those dwellings where the Local Authority is responsible for allocating a person to live in that dwelling. Similarly, draft Policy H2 of Charnwood's draft Local Plan seeks at least 10% of all new market homes to be delivered as M4(2) and states that, "*an appropriate proportion of affordable homes to meet M4(2) and M4(3) should be sought in consultation with relevant RP's".* Strata would urge NWLDC to adopt a similar approach to their policy and reduce the requirements currently being proposed in order to ensure the policy has

the required flexibility in order for the plan to be viably delivered.

3.23 With regards to point 3 of draft Policy H11, Strata are in agreement with the concessions proposed, however, as noted above, this Policy has a strong potential of significantly affecting the viability of development sites. The delivery of M4(2) and M4(3) units is dependent on each site in terms of constraints, particularly topography *and* market/RP buyer requirements. Therefore, it is essential that a more flexible approach is proposed. As stated within footnote 52 of the NPPF, "*planning policies for housing should make use of the Governments optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties",* Strata do not believe there is justification to request such a high percentage contribution towards M4(2) and M4(3) without the appropriate identified need.

3.24 To conclude, Strata agree with the concept of draft Policy H11, however they strongly disagree with the percentage contributions of M4(2) and M4(3) dwellings across the District. Strata would argue that in its current form the Policy is not feasible, and thereby not justified, and needs serious reconsideration.

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
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Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Policy IW1

I do not support the new town development of Isley Woodhouse for the reasons below:

Too close to Diseworth, Donnington racetrack & EM airport

Will massively affect the flooding issues in Diseworth which are already a huge problem

Increased air, noise & light pollution as a result of over development

Will destroy acres of agricultural land affecting food production & hedgerows affecting wildlife

Road infrastructure will not be able to cope & Diseworth will become a rat run affecting the health & safety of the villagers – the 30/40 mile per hour limits are already ignored

How will the conservation village status of Diseworth be maintained when it is joined to such a large housing development

Policy EMP90

I am asking NWLDC not to include the EMP90 site for potential development for the following reasons:

Current road system cannot cope now when there is a diversion in place with traffic being re-routed through the village causing rat runs/traffic hold ups / safety issues with residents as well as the primary school located on a bend / increased littering & parking

Will massively affect the flooding issues in Diseworth – no amount of drainage will prevent additional flooding affecting residents homes, drivers & pedestrians safety

How can the effects of this development be mitigated by buffering, screening or any other term that suggests the impact will be minimal – it will not stop 24/7 noise & light, air pollution, increase traffic light & pollution, road changes – it will affect wellbeing & health

Will destroy acres of agricultural land affecting food production & hedgerows affecting wildlife

Increased noise, light & pollution not just from the development but also vastly increased HGV & normal traffic will affect villagers mental health & safety

Undemocratic process is being followed if the government impose this development due to freeport status

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Delia Platts

Date: 14/03/24

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Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

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		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

My response relates to both Policy EMP90 (the EMA / SEGRO industrial / warehousing development to the East of Diseworth) and IW1 (Isley Woodhouse new settlement to the West of Diseworth).

INTRODUCTION:

As a Diseworth resident, I am extremely concerned about the impact on the Conservation Village of Diseworth and its residents. I have lived in Diseworth since 1987, raised my children here, and cherish its special heritage and community.

I would like to start by saying that (particularly as a North Leics Litter Womble) I fully subscribe to the "Love Your Neighbourhood" message of this leaflet which accompanied my Council Tax Notice from NWLDC this week:

However, from reading the NWLDC Draft Local Plan, I question whether NWLDC shares my love of my neighbourhood. The two proposals on which I am commenting will not "make my environment better". They will make it worse, destroying hundreds of acres of countryside, productive farmland and wildlife habitat. I would prefer to feel that NWLDC is 'working together' with me with its proposals.

The two proposed developments to which I am objecting will permanently change the landscape around Diseworth and have the potential to not only affect the nature of our village and its environs, but also cause damage to the health of its residents and future generations.

NWLDC's proposals for these developments conflict starkly with other laudable policies in the DLP which promote well-being, caring for the countryside, flooding, pollution, air quality, climate change, sustainability, employment, heritage and more.

One of my prime concerns is that, for planning purposes, **these developments should NOT be seen in isolation from each other.** The cumulative effect on Diseworth of so many factors from multiple directions (including loss of wildlife habitat and rural landscape, air quality, light, noise, flooding, mental and physical health, traffic and more) must be viewed holistically.

The 'Green Lungs' around Diseworth are threatened with being lost forever.

It seems to me that both the EMP90 and IW1 developments are driven by Freeport Designation of our Area. As NWLDC is represented on the Freeport Board, how can you persuade me that your apparent support for both of these developments is not being pushed on to you by Central Government? If NWL had not been designated as a Freeport Zone, would you still be supporting the inclusion of these development proposals in the Draft Local Plan?

I am also concerned about the 'reach' of the Freeport designation. Where is the joined-up thinking of the three counties of Derbyshire, Nottinghamshire and Leicestershire? Why does NW Leics (and particularly Diseworth) appear to be bearing the brunt of this?

And may I ask about the "levelling up" justification of the Freeport designation of our area? I understand that NW Leics has some of the "highest levels of employment in the UK, with 1.2 jobs for every person of working age" (quoting from our MP). How does that qualify us for needing "levelling up"?

All of this comes on top of the various developments in NW Leics already experienced as a result of Diseworth being designated at the centre of the "Leicestershire International Gateway" as declared in NWL's Strategic Growth Plan published in 2018.

Nowhere in the Draft Local Plan can I see any reference to protecting agriculture and food production. Is this not a priority? Diseworth's landscape has been shaped by over two millennia of agriculture. Are we prepare to throw that away, not only for ourselves, but for our grandchildren and beyond? Where will our future food security come from?

Those involved in formulating NWLDC's DLP probably have children of their own. How can they be comfortable with the proposed legacy of wholesale, permanent countryside loss which they will pass on to their grandchildren and beyond?

But down to specifics of the EMP90 and IW1 Proposals …

EMP90 Industrial Development East of Diseworth:

My understanding is that there are two proposed developments in the pipeline:
1: EMA's proposal to develop south of the A453 down to Hyams Lane.
2: SEGRO's proposal to develop south of Hyams Lane down to Long Holden.
For a sense of scale, please see this mock-up of the village of Diseworth superimposed on those two sites:

Representative area of Diseworth Village (in black) superimposed on proposed EMA / SEGRO site of 250 acres (in white)

Image created by Protect Diseworth December 2023

What is the gain (apart from corporate profit from a cheap land grab) from destroying 250 acres of productive farmland, trees and (I estimate) at least 7 miles of hedgerow wildlife habitat to build industrial units? How can Biodiversity Net Gain be obtained from this destruction? Please do not tell me that you expect to get a BNG of 10% by planting trees elsewhere. This destruction is proposed to happen within the Parish of Long Whatton & Diseworth. Any BNG accrued should be within the zone that the destruction is occurring. What are NWLDC's plans for achieving that?
Why does NWLDC seem to have gone for the option of destroying the natural environment instead of utilising existing brownfield sites?

A Renewed Invitation:

In June 2023, residents of Diseworth invited all members of the Freeport Board (which includes NWLDC) to take an evening walk with us along Hyams Lane to see the area that would be destroyed if this goes ahead. We received no response from any Freeport Board Members, nor did any of them show up on the evening of our walk. We had a lovely stroll amongst the green fields. It's a shame that nobody from NWLDC (or anybody else on the Freeport Board) accepted our invitation. If they had, they might better understand the potential impact of this proposed destruction.

But it's not too late. If any representative of NWLDC is reading this and wishes to join me on a Spring evening stroll up Hyams Lane to see with your own eyes, please contact me:

Mike Doyle. [redacted]

Here's a picture of Hyams Lane where we would walk:

Lovely, isn't it? Would you like to join me on that walk, and see it with your own eyes?

IW1 (Isley Woodhouse new settlement to the West of Diseworth).

This proposal for a new settlement (I estimate about the size of Castle Donington) to the west of Diseworth is, unlike the EMP90 proposal, not within the Parish of Diseworth & Long Whatton. However, its impact on Diseworth would be significant.
My personal worries are:

- Seen in conjunction with the EMP90 proposal, this will squeeze Diseworth from both sides, with loss of a further 750 acres of agricultural land and ancient hedgerows.
- Diseworth is already subject to regular (and increasingly frequent) flooding from the west. Where will all the increased water from IW1 go?
- Air quality: given the prevailing westerly wind towards Diseworth, combined with Diseworth's situation in a dip (61 metres above sea level), how will the increased air pollution be managed? The current 'Green Lung' to the west of Diseworth, with its ability to scrub the air, will be lost to the new settlement.
- Why does so much of County & District Council's housing requirement need to be concentrated in this place, which comprises solely of undeveloped countryside?
- The IW1 proposal seems to me to be linked to Freeport development; Industrial development to the east of Diseworth, new settlement to the west of Diseworth.
  The cumulative impact of both of these proposals MUST be viewed as a whole for planning purposes.
- Increased pollution of all kinds for Diseworth … noise, air, light, traffic emissions (not just tailpipe, but increasing concern about tyre particulates) …
  Again, this MUST be seen holistically with the EMP90 proposal, as well as East Midlands Airport's continued expansion and current implementation of brighter lighting which is already affecting Diseworth.

A Final Observation regarding CLIMATE EMERGENCY:
This, to me, is the real kicker, and I write from my heart about it.

NWLDC (together with Leics County and City Councils), recognises that Global Warming and Climate Change is real, is accelerating, and that human activities are a major contributory factor. **NWLDC declared a Climate Emergency in 2019**, and set targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050.

I am trying (and failing) to see how the EMP90 and IW1 proposals, together with continued expansion of East Midland Airport (all three of which surround Diseworth), are driving us towards Net Zero.

Destroying hundreds of acres of carbon sink countryside either side of Diseworth to enable the building of EMP90 and IW1 puts us straight into carbon deficit before a spade is even put into the ground … doesn't it?
Why do these developments have to involve the destruction of Diseworth's Green Lungs?
Destroying open, rolling countryside to build them is totally inappropriate.

Please, consider the future world we are creating for those who come after us.
The NWLDC Local Plan shapes the legacy we leave for OUR children, grandchildren (yes … both yours and mine), and further generations to come.
What legacy will NWLDC's Local Plan create for our OWN future families down the generations?

There must be a balance between achieving economic growth, corporate profit, and destroying our environment to achieve it.
I believe that the EMP90 and IW1 proposals, combined with continued EMA expansion, have got this balance utterly wrong.

SUMMARY:

Frankly, my mind is frazzled by all this. The bucolic nature of my beloved village is under threat from three primary sources:

1. To the East, within our Parish: **EMP90 industrial development.**
2. To the West, bordering on our Parish: **IW1 new town.**
3. To the North: **East Midlands Airport**. Diseworth is located one mile south of the plateau on which EMA sits. EMA already has significant growth plans for the future, for both cargo and passenger flights. This EMA expansion gives me particular concerns about deteriorating air quality down in the "Diseworth Dip". Also, in recent weeks, EMA has erected new LED lighting which has increased light pollution shining directly down the hill into Diseworth. EMA did this without prior consultation with, or involvement of, Diseworth residents.

The feeling of powerlessness in the face of all of this is, I know, affecting the mental health of my neighbours and friends in Diseworth.

Finally … what do I ask of NWLDC?

I ask to feel listened to.

I ask to feel understood.

In particular, I would like NWLDC to clarify whether they really understand the cumulative effect of all the development threats to Diseworth, particularly those which appear to be sneaked in under the umbrella of Freeport designation.

I would like to feel that NWLDC really does 'Love My Neighbourhood'.

Right now, I find that difficult to do.

My invitation for somebody from NWLDC to walk up Hyams Lane with me, and simply have a chat, still stands.

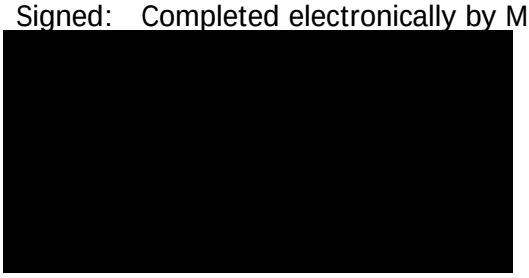
- Mike Doyle

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Completed electronically by Michael John Doyle



Date: 14 March 2024

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Please ask for: Grant Butterworth
Direct line: [redacted]
Email: planning.policy@leicester.gov.uk
Website: www.leicester.gov.uk
Our ref: **North West Leicestershire DC Local Plan consultation Feb/ Mar 2024**
Date: 14th March 2024

Planning Policy & Land Charges Team
North West Leicestershire District Council
PO Box 11051
Coalville
LE67 0FW

Dear Sir/ madam,

RE: North West Leicestershire District Council's Local Plan Consultation February/ March 2024

Thank you for consulting Leicester City Council on the Local Plan consultation. The following comments relate to the Proposed Policies Document:

Chapter 3 Background to the Plan

The Duty to Cooperate: Paragraphs 3.17 to 3.20

Reference to ongoing commitment to Duty to Cooperate around Leicester and Leicestershire SCOG is welcomed. We would welcome an ongoing commitment to this joint working to address unmet need.

Chapter 4: Strategy

Paragraph 4.8-4.9

The reference to Leicester's unmet need in the Strategy chapter is supported by LCC. The housing requirement has been calculated taking into account: the standard formula for calculating housing needs, included the figure from the SoCG of the 314 dwellings anticipated to be taken up from Leicester's unmet need, and acknowledges the 35% uplift that is relevant to Leicester.

Draft Policy S2: Settlement Hierarchy (Strategic Policy)

LCC supports the establishment of a settlement hierarchy (Draft Policy S2), and that housing supply will be supported by Local Needs Villages as a strategy for housing growth.

Chapter 5: Creating Attractive Places

Paragraph 5.33: Energy reduction bullet point

The bullet point states that *"The use of high energy efficiency lighting and mechanical ventilation with heat recovery should also be considered."* It is preferable to avoid installing mechanical ventilation systems as they increase energy consumption and carbon emissions during the summer. This runs counter to purpose of the "Energy Reduction" section of the Energy Hierarchy. Therefore, although we agree that the heat recovery should be utilised wherever mechanical ventilation are installed, we think it should be made clear in this section that the use of mechanical ventilation systems should only be acceptable where less energy intensive options have been considered beforehand and found not to be appropriate.

Paragraphs 5.45 to 5.55

It is good to see a strong section on Health and Wellbeing. However, this is a cross cutting issue that is relevant to so many of the topic areas in the Local Plan. In addition to a dedicated section on Health and Wellbeing, consideration could also be given to adding extra reference to Health and Wellbeing throughout the Plan. This will give the issue greater emphasis and ensure that this critical issue is central to the aims of the Local Plan.

Chapter 6: Housing

Draft policy H1: Housing Strategy (Strategic Policy)

The 10% buffer in policy H1 is welcomed.

Paragraph 6.90

The GTAA for North West Leicestershire was completed recently in November 2022. However, in December 2023 a change was made to Planning definition in the Planning Policy for Travellers Sites. It may be necessary to consider the implications of the change in planning definition for the study through an update or position statement.

Chapter 9: Infrastructure and Facilities

Supporting text for draft policy IF1: Development and Infrastructure

The supporting text for IF1 should mention the need to support public transport connections between the city and North West Leicestershire, in particular, routes that go to the various logistics hubs. This is because a large number of people who live in the city, work in these developments.

Paragraph 9.31

An earlier paragraph of the consultation document (para 7.2) states that "North West Leicestershire falls within the Greater Leicestershire Functional Economic Area" and this reflects the strong economic partnerships between the city and Leicestershire and the high level of commuting "containment." As such

we are concerned with any likely adverse highway impacts on routes into the city. The areas of concern include A7 Hinckley Road, A563 Outer Ring Road, A50 Groby Road, as well as parts of the Strategic Road Network (M1 and A46). Mitigation measures for Leicester's highway network may be required to support this new growth based on any strategic transport modelling findings. This should be recognised in paragraph 9.31.

Paragraph 9.34

The principle of the text is supportive, but it would be helpful to have a reference to Leicester, as its role as the "central city" as identified within the 2018 Strategic Growth Plan. This would assist in ensuring that there is effective public transport connectivity and accessibility to the city of Leicester.

Unmet Employment Need

The city council are looking to address an unmet employment need. Is there any land in North West Leicestershire that could be used to take some of this unmet need?

We would appreciate being consulted on further issues that may have cross border impacts on Leicester's infrastructure.

Yours sincerely,

Grant Butterworth
Head of Planning

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Andrew
Last Name		Large
Job Title (where relevant)		
Organisation (where relevant)	Tambak Capitol Limited	Andrew Large Surveyors Ltd
House/Property Number or Name	[redacted]	[redacted]
Street	[redacted]	[redacted]
Town/Village	[redacted]	[redacted]
Postcode	[redacted]	[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) <u>Oakthorpe Allocations - Proposed Housing and Employment Allocations for Consultation</u> A separate document giving a detailed response has been submitted on the viability of our client's site (referenced as 0a7 within the SHELAA 2021 Assessment of Potential Housing) alongside this form.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: *Andrew Large*

Date: 14/03/2024

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Land at Measham Road, Oakthorpe

Referenced as 0a7 within the SHELAA 2021 Assessment of Potential Housing

Figure one: Extract from SHELAA 2021 Assessment of Potential Housing

1.0 Background

The site known as Land at Measham Road, Oakthorpe was put forward during the 2021 SHELAA. It was not included in the most recent Proposed Housing and Employment Allocations for Consultation (Draft North West Leicestershire Local Plan 2020- 2040) however this document seeks to address any issues raised as part of the previous assessment and also provide further information on the opportunities and constraints specific to this site. A subsequent application would include a Design and Access Statement, Flood Risk Assessment, Transport Statement , Phase 1 Habitat Survey (followed up with any necessary species surveys), Bio Diversity net Gain Assessment, Coal Mining Risk Assessment, Mineral Risk Assessment, Section 106 Undertaking and anything else that the local authority deemed necessary.

2.0 Site Location

The site is located between Measham Road, New Street and Canal Street, with Saltersford Wood and adjoining car park on the north western boundary. The site slopes quite steeply downwards from its highest point at the rear of the houses along New Street to where it adjoins Saltersford Wood. There is a public footpath that runs along the site's boundary with Saltersford Wood (P64) and then a further footpath (P2) crosses straight through the site. There are overhead power cables currently present - running alongside the site's boundary with Measham Road and then a further set run diagonally across the very western extent of the site from Canal Street across to the north western boundary. Boundaries are predominantly mature hedgerows and trees.

Oakthorpe has a range of services and facilities including a post office, public house, primary school, leisure centre, general store, children's play area and benefits from a regular bus service. The nearest railway station is Tamworth, and East Midlands Airport is within the district.

3.0 Allocation details

Within the SHELAA 2021 Assessment of Potential Housing Sites, the following points were raised in terms of the lands suitability for development.

• Planning Policy

The site is located outside the Limits to Development as identified on the adopted Local Plan Policies Map (2017). The adopted Local Plan identifies Oakthorpe as a sustainable village. Within the latest consultation sites which fall outside the limits to development have been included for consultation. This cannot therefore be seen as a reason for exclusion, especially given the sites relationship to existing built form.

• Highways

The indicative layout (Appendix One) shows that a proposed vehicular access off Measham Road can be incorporated, which meets the standards set out in the Leicestershire Highways Design Guide. The previous SHELAA references an accident occurring in close proximity to the site. Looking at Crash Map Data UK there was a fatal traffic accident at the junction between Measham Road and New Street in 2015. This is

107 metres from the proposed access to the site, and it is understood that traffic calming measures have now been installed along this stretch of road.

• Minerals

The whole site falls within the Mineral Consultation Area for the potential presence near or at surface coal resources. As such the applicant understands that the County Council would need to be contacted regarding the potential sterilisation of this mineral resource. A Mineral assessment would also be undertaken and submitted as part of a future application.

The site also falls within a Coal Development High Risk Area, and as such a Coal Mining Assessment would be a prerequisite for any application.

• River Mease

The whole site is located within the River Mease catchment. As such we understand that any development needs to allow provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2.

We understand the necessity to ensure that any pollutants and sediments arising from the development do not reach the River Mease. A Construction Environmental Management Plan will be submitted as part of the application to address this.

It is understood there is likely to be capacity for additional sewage circa 2028 however given current constraints with capacity within the River Mease, a temporary non mains drainage solution can be been allowed for as shown within the indicative proposal with a transfer to main sewerage when capacity is available locally.

There is an existing public foul sewer which could serve the development as highlighted on the site layout. In the event that capacity wasn't available a temporary single package treatment plant would be used for the proposed residential units instead.

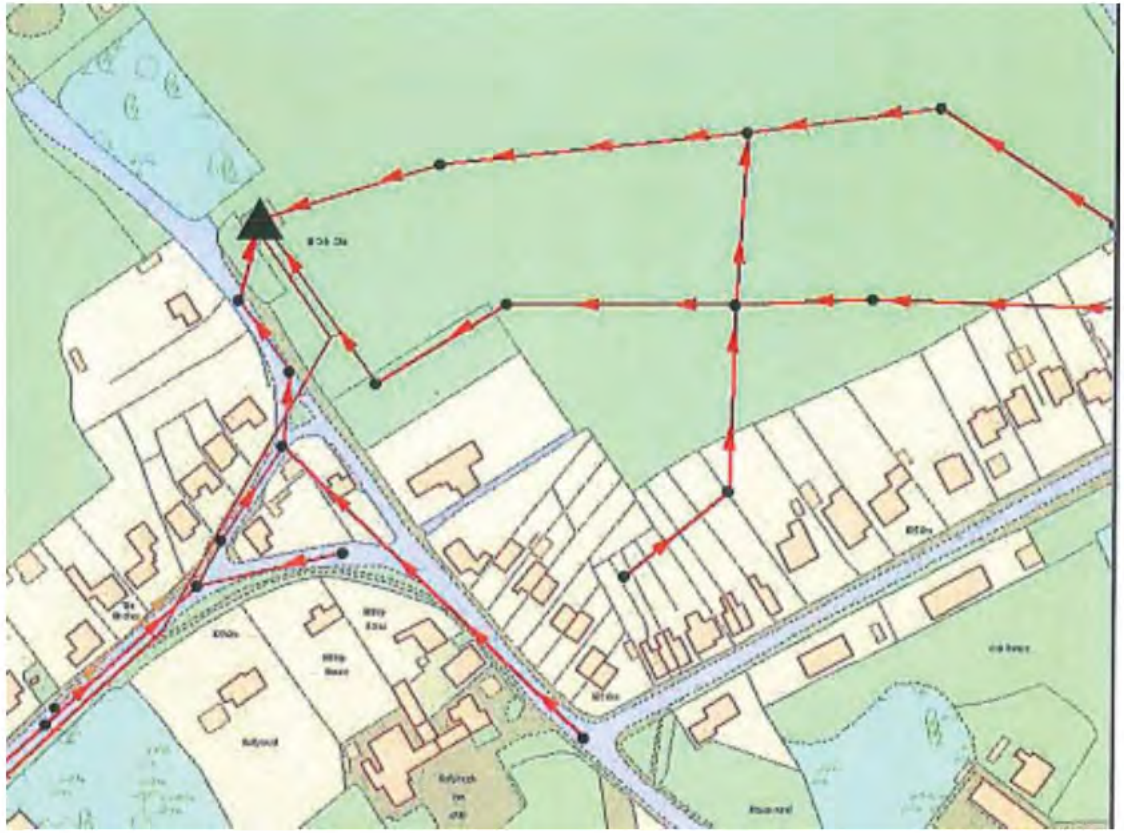


Figure two: Severn Trent Sewer Records

It is estimated that a tank capable of treating the equivalent population will be required.

A BioDisc / klargester type package treatment plant would be proposed.

The details of the unit and its output would be provided a as part of any application

The package treatment plant will discharge into the stormwater drainage and thereafter into the pond as shown for indicative purposes on the accompanying layout.

The construction of the new carrier drains would provide self-cleaning velocity for the relative pipe diameter as

per Building Regs 2015 Part H.

Minimum pipe dia. to be 100mm.

Minimum gradient to be 1:80 for 100mm pipe and 1:150m for 150mm pipe.

Manholes and inspection chambers to be located at no more than 45m centres.

• Ecology

As there is a potential for badgers to be on site, a Phase 1 Habitat Survey would be undertaken as part of the application which would form the basis of a bio diversity net gain calculation. Any submitted scheme would allow for a 10 metre buffer along the site's boundary with the woodland and buffer zones along the hedgerow. A Great Crested Newt (GCN) survey or entry into the GCN District Level Licensing Scheme would be required.

• Availability

The owner of the site is a developer and house builder with a good track record of delivering sites quickly within the district.

As well as the above, we envisage that any development would need to meet the following criteria:

(a) Provision of affordable housing in accordance with draft Policy H5

Affordable housing will be provided on site in line with policy requirements.

(b) Provision for self-build and custom housebuilding in accordance with draft Policy H7

Self – build and custom housebuilding will be provided on site in line with policy requirements.

(c) Areas of public open space

An area of public open space will be provided on site in line with policy requirements.

(d) Surface water drainage provision (SuDS)

A detailed drainage design will be submitted as part of the full application, allowing for SuDS and the sites location within the Rover Mease. The site is located within Flood Zone 1, but would still require a flood risk assessment as is over 1 hectare.

(e) Retention of the existing public rights of way in so far as possible, with any diversions made to a convenient route nearby;

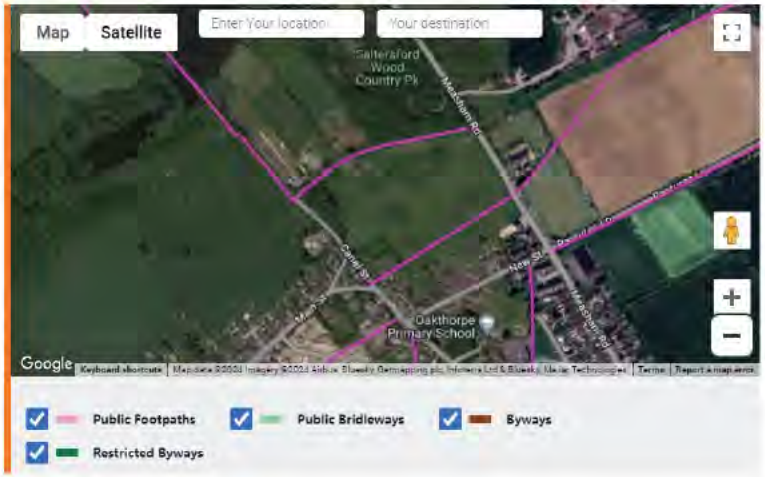


Figure three: Leicestershire County Council rights of way map extract

Two footpaths are currently located on or bordering the site, P64 and P2. P64 is located on the edge of the site and remains unaffected. The indicative layout shows that P2 can also be incorporated into the scheme with no diversions necessary.

Figure four: Indicative site layout with diversion of route P2 shown

(f) Provision of a high-quality landscaping scheme

The attached plan shows the incorporation of landscaping withing the scheme.

(g) Achievement of biodiversity net gain in accordance with national requirements;

The proposal is for the northern part of the site, bordering Saltersford Wood to be set aside for the Biodiversity net gain and National Forest Planting. This will also ensure that built line of development does not impact the nearby Local Wildlife Site at Saltersford Brook Wetlands in any way, and the footpath route P64 remains unaffected.

(h) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

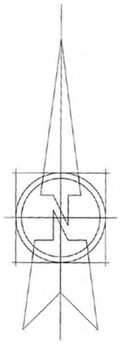
The attached plan shows how tree planting and landscaping can be incorporated into the scheme.

4.0 Conclusion

This report and attached plan have demonstrated that the site can allocated for housing development, as all potential constraints can be addressed.

APPENDIX ONE – INDICATIVE SITE LAYOUT

A0 SHEET SIZE
1189 x 841 mm



Google

Aerial View obtained from Google Earth Images
denotes indicative site boundary

KEY:

Public right of way path

The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Legislation, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with any relevant Engineer's drawings and specification. Figured dimensions are to be worked to.
This drawing is not intended to show details of foundations, ground investigations or ground contaminants. Each area of ground inked spoil to support any structure incurred thickness should be investigated by the Contractor to determine the method of foundation construction provided allowance for existing ground conditions. Any topsoil or subsoil to be removed from areas of proposed buildings is to be tested by a competent suitable expert. Any earthwork construction% shown indicate typical slopes for guidance only & should be further investigated by a suitable expert.
Trees shown thus ⊕ are to be retained & protected as detailed to a full Arboricultural Inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services. A suitable method of foundation is to be provided to accommodate the proposed tree planting.
Geoff Perry Associates Limited do not accept any responsibility for any losses /financial implications arising from the failure of the Client, Main Contractor, Sub Contractor or Contractor but not limited thereto) non- compliance with sites investment projects.
© This Drawing is the property of Geoff Perry Associates Limited and may not be copied or used for any purpose other than that for which it is supplied without the express written authority of Geoff Perry Associates Limited.

Appraisal Layout

Measham Road, Oakthorpe

This drawing illustrates a sketch proposal only and as such is subject to detailed site investigation including ground conditions / contaminants, drainage, design and planning / density negotiations. The layout may be based upon an enlargement of an o.s. sheet or other small scale plans and its accuracy will need to be verified by survey. Full risk assessment under CDM Regulations has not been undertaken.

nb. No account has been taken of any services laid on or around the boundaries of the site.

nb. This layout takes no account of any trees on or around the boundaries of the site.

Rev:	Description:	Initials:	Date:
A	BNG area noted.	BPC	7/3/2024

Geoff Perry Associates Limited
The Shrubbery,
28 Eldington Road,
Aldridge,
Walsall,
WS9 8UH
t: 01922 744 900
e: enquiries@geoffperryassoc.co.uk

Client:
Tanbach Capital Ltd
T/A James Madison Homes Ltd

Project:
Measham Road, Oakthorpe

Title:
Appraisal Layout

Date: 05 / 03 / 2024 **Scale:** 1:500 @ A0
Drawn by: GRP **Checked by:** -

Job No.	Drg No.	Rev.
A 971	28	A

Scale Check:

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Andrew
Last Name		Large
Job Title (where relevant)		
Organisation (where relevant)	Tambak Capitol Limited	Andrew Large Surveyors Ltd
House/Property Number or Name	[redacted]	[redacted]
Street	[redacted]	[redacted]
Town/Village	[redacted]	[redacted]
Postcode	[redacted]	[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Allocation 0a5 within the Draft North West Leicestershire Local Plan 2020- 2040 Proposed Housing and Employment Allocations for Consultation A separate document giving a detailed response has been submitted on the viability of Allocation 0a5 along side this form.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: *Andrew Large*

Date: 14/03/2024

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Land at School Lane, Oakthorpe

Allocation 0a5 within the Draft North West Leicestershire Local Plan 2020- 2040

Proposed Housing and Employment Allocations for Consultation

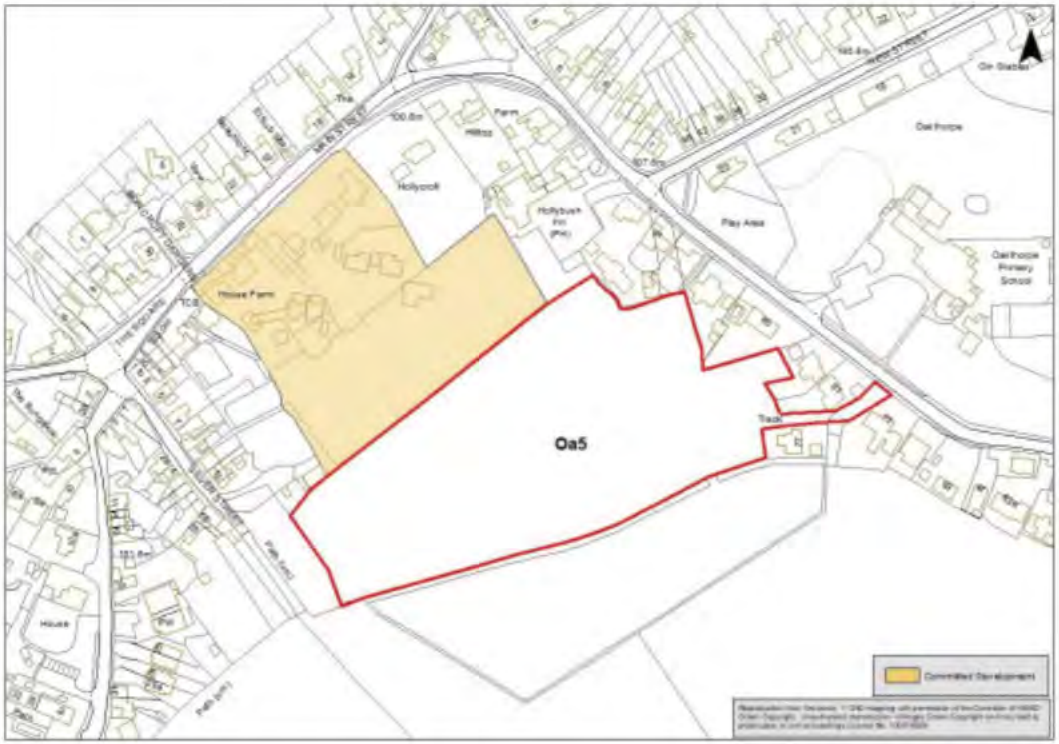


Figure One: Extract from North west Leicestershire Proposed Housing and Employment Allocations for Consultation Document January 2024

1.0 Background

The site has been put forward for allocation within the Draft North West Leicestershire Local Plan. It has subsequently been included within the Proposed Housing and Employment Allocation consultation. This document seeks to address any issues raised as part of this consultation and also provide further information on the opportunities and constraints specific to this site. A subsequent application would include a Design and Access Statement, Flood Risk Assessment, Transport Statement, Phase 1 Habitat Survey (followed up with any necessary species surveys), Bio Diversity net Gain Assessment, Coal Mining Risk Assessment, Mineral Risk Assessment, Section 106 Undertaking and anything else that the local authority deemed necessary. This representation is accompanied by an indicative layout at Appendix One.

2.0 Site Location

The site is situated to the south of the former Home Farm, Oakthorpe being enclosed on three sides by the village; Silver Street to the west, Main Street to the north and School street to the east. The site is accessed off school street and extends to 1.88 hectares. The boundaries are a mixture of hedgerows and fences bordering onto neighbouring residential and agricultural properties.

Oakthorpe has a range of services and facilities including a post office, public house, primary school, leisure centre, general store, children's play area and benefits from a regular bus service. The nearest railway station is Tamworth, and East Midlands Airport is within the district.

3.0 Allocation details

The Proposed Housing and Employment Allocation consultation states that the site 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)

We are confident that a scheme can be put forward that incorporates provision for all of the above. The indicative layout (Appendix One) shows provision for 47 units which would include a proportion of self build units and affordable housing provision. Public open space is incorporated within the development site. Attenuation for surface water drainage would be to a pond within the area shown labelled SUDS with discharge to the nearest watercourse or soakaway as applicable.

The consultation document further goes on to caveat that development of the site will be subject to certain requirements.

(a) Provision of a safe and suitable access from the adjacent residential development at Home Farm;

The applicant can confirm that access rights are available to the site owner and developer through the Home Farm development. The image below shows that an access through the site has already been created within the new development.

Figure two: Aerial Photography

(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;

A scheme can be devised which allows for the retention of the three existing public rights of way. The existing rights of way are shown in figure three below.

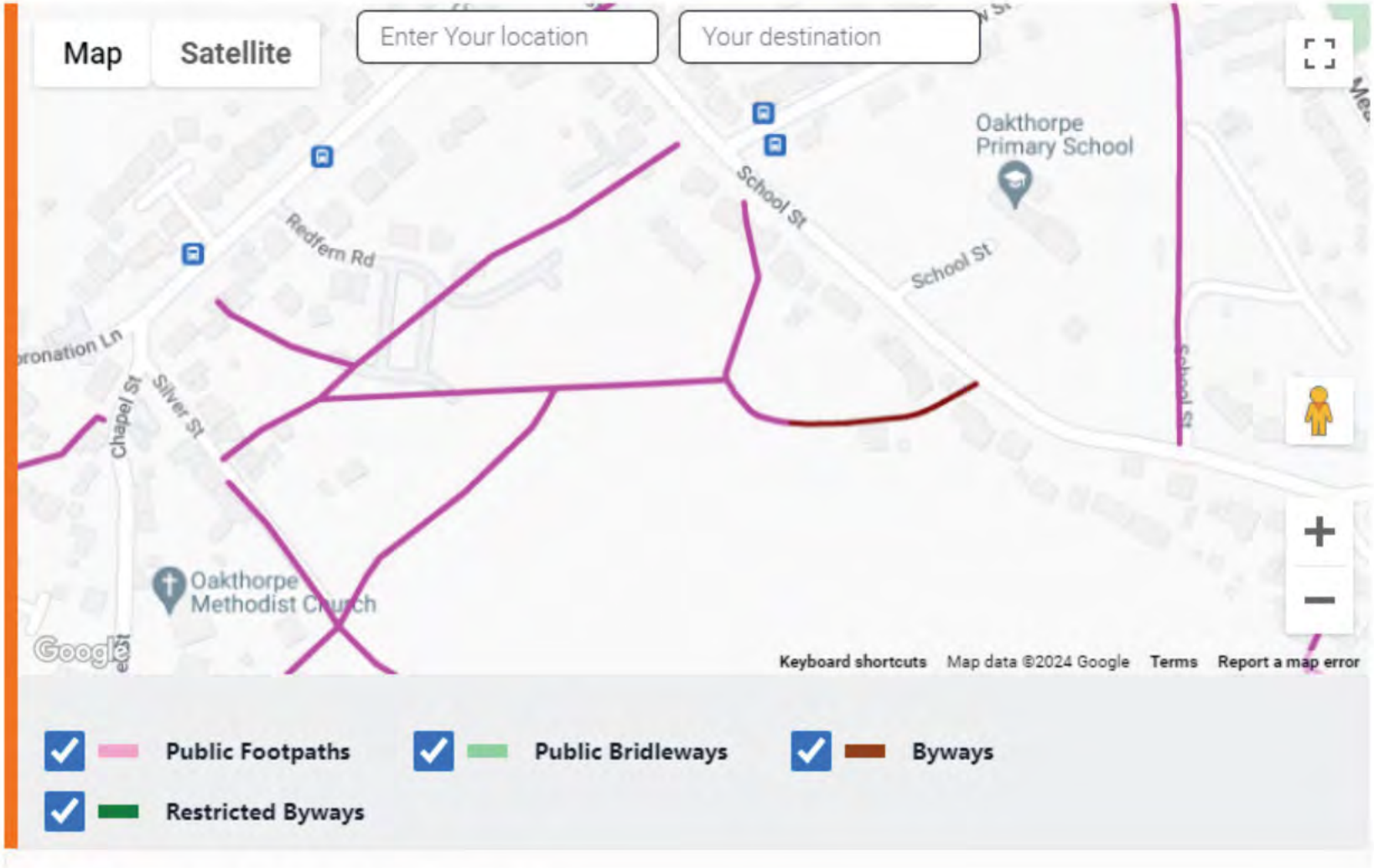


Figure three: Leicestershire County Council Rights of Way Plan

Figure four shows how the existing footpaths could be effectively diverted and retained.

Figure four: Indicative footpath routes through development

The routes shown at figure four would require minor diversions and which would form part of any planning application submission. To the east of the site; the existing connection to footpath P72 from School lane to Chapel St and that to footpath P71 from School Street to Silver Street would be incorporated within the proposed layout. To the south west of the site an access to Footpath 74 (From Footpath 71 to Chapel St) would be created utilising internal roads and a cut through the proposed landscaping shown on the indicative site layout. A similar approach was taken as part of the earlier contiguous scheme to the north as shown in figure five.

Figure five: Earlier scheme (Home Farm Residential Scheme) showing diverted footpath routes and access through to allocation site OA5

(c) Provision of a high-quality landscaping scheme to the southern and eastern boundaries to help mitigate the visual impacts of development;

The attached plan shows the incorporation of landscaping to the southern and eastern boundaries.

(d) Achievement of biodiversity net gain in accordance with national requirements;

Land is available to the south of the allocation which is available for Biodiversity net gain and National Forest Planting. The BNG land is therefore in the same local planning authority, immediately contiguous to the allocation and within the applicants control.

(e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

The attached plan shows how tree planting and landscaping can be incorporated into the scheme.

(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;

We understand the necessity to ensure that any pollutants and sediments arising from the development do not reach the River Mease. A Construction Environmental Management Plan will be submitted as part of the application to address this.

It is understood there is likely to be capacity for additional sewage circa 2028 however given current constraints with capacity within the River Mease, a temporary non mains drainage solution can be been allowed for as shown within the indicative proposal with a transfer to main sewerage when capacity is available locally.

There is an existing public foul sewer which could serve the development as highlighted at figure five below. In the event that capacity wasn't available a temporary single package treatment plant would be used for the proposed residential units instead.

Figure six: Severn Trent Sewer Plan showing sewers to the north and south of the site

It is estimated that a tank capable of treating the equivalent population of 350 will be required.

A BioDisc / klargester type package treatment plant would be proposed.
The details of the unit and its output would be provided a as part of any application
The package treatment plant will discharge into the stormwater drainage and thereafter into the pond as shown for indicative purposes on the accompanying layout, labelled SUDS and within the applicants control.
The construction of the new carrier drains would provide self-cleaning velocity for the relative pipe diameter as per Building Regs 2015 Part H.

Minimum pipe dia. to be 100mm.

Minimum gradient to be 1:80 for 100mm pipe and 1:150m for 150mm pipe.

Manholes and inspection chambers to be located at no more than 45m centres.

(g) Provision of a Mineral Assessment for at or near surface coal.

A Mineral assessment would be undertaken and submitted as part of a future application.

(h) Provision of a Coal Mining Risk Assessment; and

A Coal Mining Risk assessment would be commissioned and submitted as part of an application.

(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.

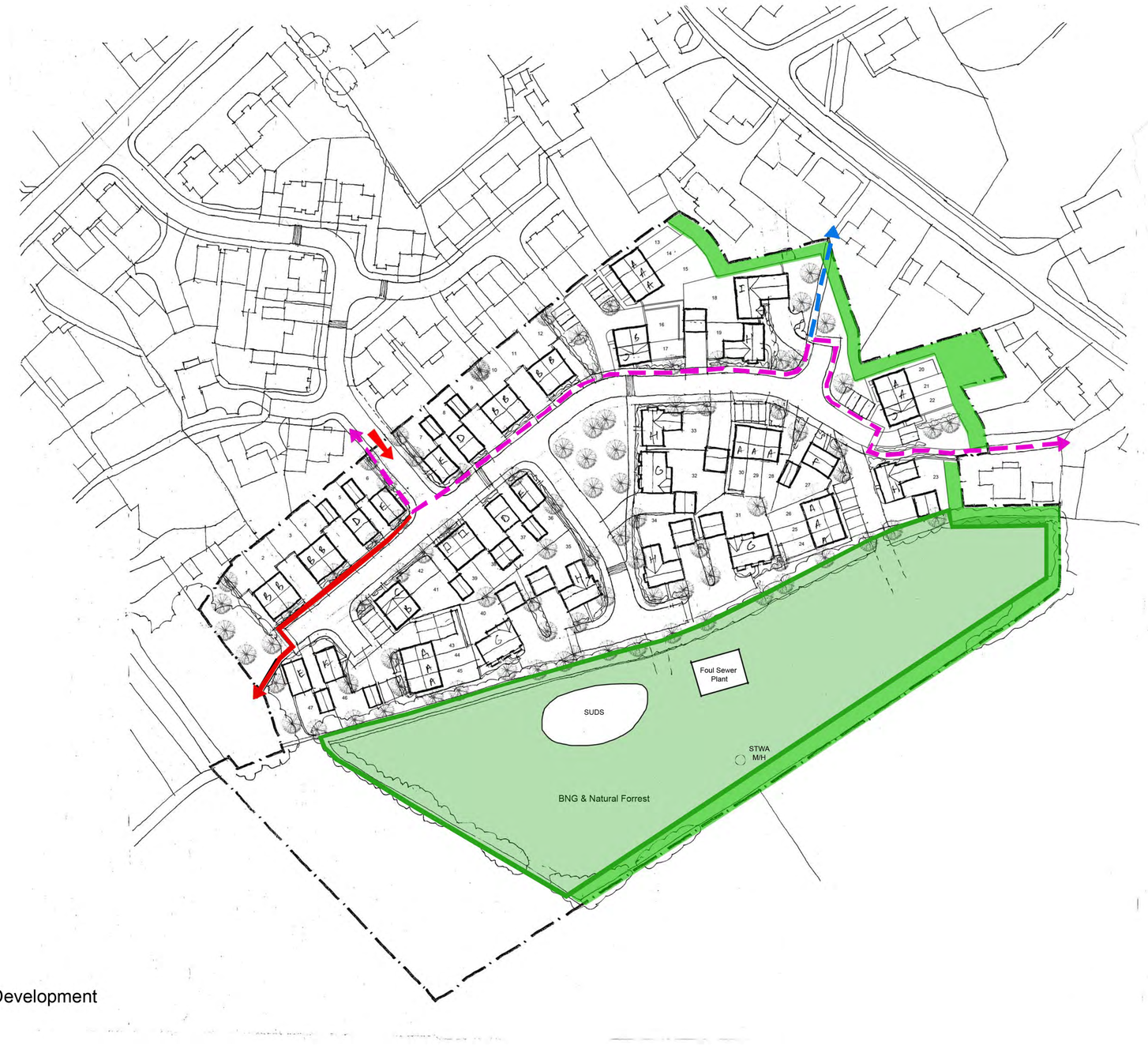
The applicant understands if approved the scheme will be subject to Section 106 financial contributions.

4.0 Conclusion

This report and attached plan have demonstrated that the site can allocated for housing development, as all potential constraints can be addressed.

APPENIDX ONE – INDICATIVE SITE LAYOUT

A0 SHEET SIZE
1189 x 841 mm



Aerial View obtained from Google Earth Images
denotes indicative site boundary

KEY:

- P71 Public right of way path
- P72 Public right of way path
- P74 Public right of way path
- Landscaping Buffer
- Site Access from Home Farm Development

Appraisal Layout

School Lane, Oakthorpe

This drawing illustrates a sketch proposal only and as such is subject to detailed site investigation including ground conditions / contaminants, drainage, design and planning / density negotiations. The layout may be based upon an enlargement of an o.s. sheet or other small scale plans and its accuracy will need to be verified by survey. Full risk assessment under CDM Regulations has not been undertaken.

nb. No account has been taken of any services laid on or around the boundaries of the site.

nb. This layout takes no account of any trees on or around the boundaries of the site.

The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Legislation, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with any specification or schedule prepared for the works and any discrepancies reported.
This drawing is not intended to show details of foundations, ground investigations or ground contaminants. Each area of ground relied upon to support any structure should be investigated separately by the Contractor to determine the most suitable method of foundation. Unless noted otherwise, it is assumed that all foundations will be taken down to a load bearing stratum of undisturbed ground and that no allowance has been made for existing ground conditions which may be encountered. Trial pits should be excavated in advance of any foundation design by a suitably qualified engineer. Any earthwork construction to slopes indicate typical slopes for guidance only & should be further investigated by a suitable expert.
Trees shown retained on this drawing are to be protected, subject to a full Arboricultural Inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services. A suitable method of foundation is to be provided to accommodate the proposed tree planting.
Geoff Perry Associates Limited do not accept any responsibility for any losses /financial implications arising from the use of this drawing by any party other than the Client/Employer or Contractor but not limited thereto) non- compliance with aforementioned provisions.
© This drawing is the property of Geoff Perry Associates Limited and may not be copied or used for any purpose other than that for which it is supplied without the express written authority of Geoff Perry Associates Limited.

Rev:	Description:	Initials:	Date:
B	Public rights of way added.		11/3/2024
A	Landscaping Buffer and additional detail added. Minor Plot swaps.	BPC	7/3/2024

Geoff Perry Associates Limited
The Shrubbery,
28 Erdington Road,
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Client:
Tanbach Capital Ltd
T/A James Madison Homes Ltd

Project:
School Lane, Oakthorpe

Title:
Appraisal Layout

Date: 05 / 03 / 2024 | Scale: 1:500 @ A0
Drawn by: GRP | Checked by: -

Job No.	Drg No.	Rev.
A 971	29	B

Scale Check:

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Local Plan 2017 - Limits to Development
Date: 14 March 2024 15:14:04

Dear Sir/Madam,

We write in respect of the line of the Limit to Development for the village of Belton, as defined in the Local Plan 2017. The delineation of this line came to our attention when we were looking at the consultation documentation available to the public in respect of the review of the 2017 Local Plan.

We have lived at [redacted] since 2006. Our concern is specifically about the line of the Limit to Development that is shown immediately behind our property and the properties numbered 21 to 29 Church Street.

When these properties were built in the early 1990's the Limit to Residential Development dissected the rear gardens of 21 - 29 Church Street. It ran from the rear boundary of the gardens on Thompson Ave through to the eastern edge of the garage (now demolished) of 29 Church Street, ending at the farm track known as Whatton Lane.

It therefore came as quite a shock to see that on the Limit to Development Plan for Belton, submitted as part of the review of the Local Plan 2017, a completely different line is shown as the 'existing line' at the rear of our property. The plan shows the 'existing Limit to Development' running along the rear boundary fence line of the properties 21 to 29 Church Street.

We have conducted research and established that the Limit to Development as we believed it to be, i.e. dissecting our rear garden, is shown as such in the 1991 - 2006 Local Plan and remained as such until the production of the 2017 Local Plan. The 2017 Local Plan shows the Limit to Development following a very different line. The issue being the 2017 version of the Local Plan is now being used as the definitive plan from which revisions can be drawn or proposed.

We can categorically state that we were never informed or consulted about the change to the Limit to Development for Belton that forms the existing 2017 Local Plan. As owners of a property directly affected by the change we should have been informed, in the same way that we would be informed about an application for planning consent adjacent to our property. Had we have been informed we would have objected strongly to the Limit to Development being relocated to the rear boundary fence line. Also, if we had been informed, we would have told you that there is a restrictive covenant contained with our and our neighbours property deeds that states that no building or buildings shall be erected on defined parts of the land. The defined parts are referenced in the Title Plans to each property. By moving the Limit to Development you, the planning authority, have given the impression that the restricted land is developable, whereas it is not. It should therefore not have been included within the Limit to Development either in the production of the 2017 Local Plan or indeed be considered a given in this current review.

The current consultation taking place on the review to the 2017 Local Plan should be brought to the attention of all residents in the district, in writing by letter, and not allowed to be reliant on social media, open days or residents accessing the District Council website to seek out information. This review has been taking place for some time. We only became aware of the review a few days ago and by pure chance. A third party had posted an item on social media. Had we not seen that post, we would have been unaware of the 2017

Local Plan review.

We would ask that the District Council demonstrate to us the powers and methodologies that were used to inform and consult residents on the production of the 2017 Local Plan, specifically the revisions to the Limit of Development that affected our property. Why weren't we consulted directly? And it begs the question, were the revisions we have described above lawful?

Yours faithfully

Christopher & Rosemary Groves

[redacted]

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Sport England [redacted] - Draft Local Plan Public Consultation (Regulation 18) for NW Leicestershire DC
Date: 14 March 2024 15:55:15
Attachments: [redacted]

Dear Planning Policy,
Thank you for consulting Sport England on the above consultation.
Please find attached our comments on the Proposed Policies Document and the Proposed Housing and Employment Allocations Document.
Kind regards,

Sharron Wilkinson [redacted]

Sport England | Sport England SIA award 2021

This Girl Can

We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy Statement is published on our website, and our Data Protection Officer can be contacted by emailing [redacted]

The information contained in this e-mail may be subject to public disclosure under the Freedom of Information Act 2000. Additionally, this email and any attachment are confidential and intended solely for the use of the individual to whom they are addressed. If you are not the intended recipient, be advised that you have received this email and any attachment in error, and that any use, dissemination, forwarding, printing, or copying, is strictly prohibited. If you voluntarily provide personal data by email, Sport England will handle the data in accordance with its Privacy Statement. Sport England's Privacy Statement may be found here https://www.sportengland.org/privacy-statement/ If you have any queries about Sport England's handling of personal data you can contact [redacted] Sport England's Data Protection Officer directly by emailing [redacted]

SPORT ENGLAND Creating sporting opportunities in every community

Planning Policy Team,
North West Leicestershire District Council,
PO Box 11051
Coalville
LE67 0FW

Email: planning.policy@nwleicestershire.gov.uk
14 March 2024

Letter by email only to planning.policy@nwleicestershire.gov.uk

Dear Planning Policy Team,

Draft Local Plan Public Consultation on Proposed Policies, Proposed Housing and Employment Allocations and Proposed Limits to Development Review

Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of national, regional and local policy as well as supporting local authorities in developing the evidence base for sport.

Sport England's role is focused exclusively on sport, although it is recognised that sport can, and does, play an important part in achieving wider social, community and economic benefits (most notably in the context of health). Sport England recognises the vital role that the planning system can play in assisting with the delivery of our strategy. In addition, the development of sport within a local area can provide sufficient benefits to assist local authorities with the implementation of Local Plans and Frameworks. In this, well designed and implemented planning policies for open space, sport and recreation are fundamental to deliver broader Government objectives.

Sport England's response to the consultations is outlined in the document below.

If you require any further information or clarification, please do not hesitate to contact the undersigned on the detail listed below.

Yours sincerely,

Sharron Wilkinson
[redacted]

North West Leicestershire Draft Local Plan

Proposed Policies for Consultation (Regulation 18 Consultation) January 2024

3.8 The Evidence Base

The NPPF deals with promoting healthy communities. Paragraph 102 states;

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. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

In light of the above, it is Sport England's policy to challenge the soundness of Local Plan documents which are not justified by:

- an up to date playing pitch strategy (carried out in accordance with a methodology approved by Sport England)
- an up to date built sports facilities strategy (carried out in accordance with a methodology approved by Sport England).

For a playing pitch strategy to be considered "up to date", it should have been undertaken within the last three years. For a built facilities strategy to be considered "up to date" it should have been carried out within the last five years.

The North West Leicestershire Playing Pitch Strategy and Action Plan (PPS) is dated April 2017 and so is considered "out of date." The Infrastructure Delivery Plan (2022) indicates that the Council had planned to refresh the 2017 PPS before the end of 2022. This refresh was not undertaken. There is a requirement for this document to

be updated to provide the robust assessment required by paragraph 102 of the NPPF.

In 2017 The Council commissioned an Indoor and Built Sport and Recreation Facilities Framework 2017- 2021. This Framework is out of date. There is a requirement for this document to be updated to provide the robust assessment required by paragraph 102 of the NPPF.

Paragraph 9.24 does acknowledge that "in view of the age of these studies the Council are in the process of commissioning updates. This future evidence work should be included in the list in 3.11.

Sport England has guidance on the production of Playing Pitch Strategies and other indoor and outdoor sport facilities studies, and they can be viewed on this links:

http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/playing-pitch-strategy-guidance/

http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/

4.4 Local Plan Objectives

3. Support is given to promoting active, healthy and sustainable communities. This objective would accord with Government policy in paragraph 96(c) of the NPPF (2023 and Sport England's 'Uniting the Movement' Strategy https://www.sportengland.org/about-us/uniting-movement.

11. In relation to community infrastructure, it is requested the objective protects and enhances community infrastructure as well as making sufficient provision for it as the Local Plan has a major role to play in influencing the protection/enhancement of existing infrastructure as well as providing for new infrastructure through development

Draft Policy S4 - Countryside (Strategic Policy)

Paragraph 103 of the NPPF offers clear advice on how sports facilities including playing fields should be protected from development. It states:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

There is a need for the criteria 2 in Policy S4 to include wording on the protection given to sports facilities and playing fields in accordance with paragraph 103. Therefore, Sport England **objects** to the current wording of this draft policy.

Draft Policy AP5 – Health and Wellbeing (Strategic Policy)

This policy is supported. Sport England believes that being active should be an intrinsic part of everyone's daily life – and the design of where we live and work plays a vital role in keeping us active. Good design should contribute positively to making places better for people and create environments that make the active choice the easy choice for people and communities.

Sport England in partnership with Active Travel England and the Office for Health Improvement and Disparities have produced the Active Design Guidance (2023). This guide seeks to help planners, designers and everyone involved in delivering and managing our places to create and maintain active environments. The foundation principle of "Activity for all" is supported by the remaining principles which are brought together under the three themes of 'Supporting active travel,' 'Active, high-quality places and spaces' and 'Creating and maintaining activity.'

The Active Design Principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design.

The guidance can be viewed on this link:
https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design

Draft Policy IF1 – Development and Infrastructure (Strategic Policy)

The content of the policy is broadly welcomed as it supports increased and improved community infrastructure (which includes sports facilities) As stated in the Evidence section above there is a requirement for the North West Leicestershire Playing Pitch Strategy and Action Plan (PPS) and the Indoor and Built Sport and Recreation Facilities Framework 2017- 2021 to be updated to provide the robust and up-to-date assessments, as required by paragraph 102 of the NPPF, to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

There is a need for (2) (b) to include sport and leisure facilities under the community facilities list.

Draft Policy IF4 – Open Space, Sport and Recreation Facilities (Strategic Policy)

9.25 Sport England welcomes the Council's commitment to update the Playing Pitch Strategy and the Built Facilities Assessment which are both out-of-date.

9.26 With regards to proposed thresholds, Section 8 of the NPPF advises that any new sports facility needs arising as a result of new development should be met. With an up-to-date and robust evidence base in place the Council can use Sport England's Playing Pitch Calculator and Sports Facilities Calculator which are important planning tools for assessing the demand and requirement for additional on site and/or off site provision and/or potential cost contributions arising from any development for indoor and outdoor sports facilities. The following links provide more information on these calculators:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/playing-pitch-calculator

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/sports-facility-calculator

The policy principles of Draft Policy IF4 would generally accord with Government policy in section 8 of the NPPF. However, the following issues are identified with the content of the policy and so Sport England **objects** to the current wording of this draft policy:

Loss of Open Space

4) The policy needs to apply to the protection of all playing fields, sport and recreation facilities in the District and not differentiate between protection for facilities within the Limits to Development and facilities within the Countryside. To apply different levels of protection would be contrary to the wording in paragraphs 102 and 103 of the NPPF.

- Criterion (b) should be amended for consistency with the NPPF and to provide greater clarity and offer less potential for misinterpretation when the policy is applied. The wording should be amended to reflect the wording in paragraph 103 of the NPPF:

  "the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use."

Proposed Housing and Employment Allocations Consultation Document

And Policy H3 – Housing Provision – New Allocations and Policy Ec3 – New Employment Allocations (Strategic Policy)

Draft Housing Allocations

C46 – Land at Broom Leys Farm

4.10 – Coalville Rugby Football Club lies to the north of this proposed allocation. This sports club is in community use and is included in the PPS as having four senior rugby pitches – one pitch near to the boundary of this site is fully floodlit and two pitches are partially lit. There are 2 mini rugby pitches. The pitches are used evenings and weekends. The Club also has a large clubhouse on site which is hired out and a car park for over 100 vehicles.

Paragraph 193 of the NPPF requires that new development should be integrated effectively with existing businesses and community facilities such as sports clubs. It further goes on to state that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Therefore, the applicant (or "agent of change") would need to include details of measures to protect the operation of Coalville Rugby Football Club from any significant adverse effect arising from the siting of this proposed housing development in order to comply with the requirements of the NPPF.

With regards to the above, the following requirements should be included in this draft policy:
Details of measures to protect the operation of Coalville Rugby Football Club from any significant adverse effect arising from the siting of this proposed housing development.

C83 - Land at [redacted]

Scotlands Playing Fields lies to the west of this proposed allocation. This playing field is in community use and is included in the PPS as having 6 football pitches.

The PPS states that the changing facilities at the site are of poor quality and in need of renovation.
Paragraph 193 of the NPPF requires that new development should be integrated effectively with existing businesses and community facilities such as sports clubs. It further goes on to state that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Therefore, the applicant (or "agent of change") would need to include details of measures to protect the operation of Scotlands Playing Fields from any significant adverse effect arising from the siting of this proposed housing development in order to comply with the requirements of the NPPF.

With regards to the above, the following requirements should be included in this draft policy:
Details of measures to protect the operation of Scotlands Playing Fields from any significant adverse effect arising from the siting of this proposed housing development.

C92 – Former Hermitage Leisure Centre, Silver Street, Whitwick

Part of Hermitage Recreation Ground is included in this allocation. The playing field is in community use and is included in the PPS as having 5 football pitches and a small sized 3G pitch.. The PPS states that the changing facilities at the site are of poor quality and in need of renovation and that the pitches are of poor quality.

The proposal to redevelop the site for housing would result in the loss of part of the playing field, would have the potential to have a prejudicial impact on the use of the playing field and may lead to the loss of ancillary facilities required to support the use of these pitches. Paragraph 103 of the NPPF requires that existing open space, sports and recreational buildings and land including playing fields should not be built on unless one of the three criteria applies. Sport England **objects** to the allocation of the Former Hermitage Leisure Centre for housing at this stage as it has not been demonstrated that any of the exception criteria in paragraph 103 of the NPPF would apply.

Money Hill, Ashby-de-la-Zouch (A5)

Part of this site lies adjacent to Ivanhoe School's Playing Fields. Paragraph 193 of the NPPF requires that new development should be integrated effectively with existing businesses and community facilities such as sports clubs. It further goes on to state that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Therefore, the applicant (or "agent of change") would need to include details of measures to protect the operation of Ivanhoe's Playing Fields from any significant adverse effect arising from the siting of this proposed housing development in order to comply with the requirements of the NPPF.

With regards to the above, the following requirements should be included in this draft policy:
Details of measures to protect the operation of Ivanhoe School's Playing Fields from any significant adverse effect arising from the siting of this proposed housing development.

[redacted]

From: Phoebe Conway [redacted]
Sent: 14 March 2024 15:55
To: PLANNING POLICY
Cc: David Pendle
Subject: EXTERNAL: Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Marrons Submission OBO Clarendon Land and Development
Attachments: Publication Consultation Response Form - Clarendon Land and Development.pdf; Representation to NWLDC Regulation 18 Consultation - Clarendon Land and Development.pdf

Good afternoon,
I hope you're well.
I am emailing to submit Written Representations to the North West Leicestershire Draft Local Plan 2020-2040 Public Consultation (Regulation 18).
As per the attached Public Consultation Response Form, the attached Representations have been prepared by Marrons on behalf of our client, Clarendon Land and Development. The Representations respond to the Proposed Policies Consultation Document, namely Policies S1, S2, H1 and H5, Proposed Housing and Employment Allocations Document, housing allocations AP15 and AP17, and Proposed Limits to Development Review Consultation Document proposed change reference LtD/AM/01.
Please may I request receipt of this email and the two attached documents.
Many thanks,
Phoebe

Phoebe Conway
[redacted]

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title		[redacted]
First Name		Phoebe
Last Name		Conway
Job Title (where relevant)		[redacted]
Organisation (where relevant)	Clarendon Land and Development	Marrons
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
	X	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Please see supporting written Representations which respond to the following proposed policies:

Proposed Policies Consultation Document:

- Policy S1 – Future Development Needs
- Policy S2 – Settlement Hierarchy;
- Policy H1 – Housing Strategy; and
- Policy H5 – Housing Provision – New Allocations.

Proposed Housing and Employment Allocations Consultation Document:

- Housing Allocation AP15; and
- Housing Allocation AP17.

Proposed Limits to Development Review Consultation Document:

- Proposed change reference: LtD/AM/01.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Phoebe Conway

Date: 14th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

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Representations to the Draft North West Leicestershire Local Plan Consultation (Regulation 18)

March 2024

On behalf of Clarendon Land and Development

Contents

		Page No
1.	Introduction	3
2.	Responses to the Regulation 18 Consultation	4
3.	[redacted]	12

1. Introduction

1.1 These Representations are made on behalf of our clients, Clarendon Land and Development, who are promoting the emerging residential allocation AP17 at Measham Road, Appleby Magna as identified by the North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations Regulation 18 Consultation.

1.2 The Council is inviting comments between Monday 5th February and Sunday 17th March 2024 in respect of three consultation documents:

- Proposed Policies for Consultation;
- Proposed Housing and Employment Allocations for Consultation; and
- Proposed Limits to Development for Consultation.

1.3 These Representations provide our views on the:

- The Plan Objectives;
- Amount of and Type of Housing Development;
- Plan Period;
- Settlement Hierarchy; and
- Land at [redacted]

2. Responses to the Regulation 18 Consultation

2.1 The Regulation 18 Consultation documents build upon the matters consulted on between January and March 2022 which 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 addressing climate change issues.

2.2 The documents set out a number of Plan Objectives for what the new Local Plan aims to achieve which provide a guiding framework for the Plan's policies and proposals.

2.3 We welcome Objective 2 which seeks to ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type. However, this objective could be strengthened through a commitment to address the acute housing affordability issues within the District rather than a simple reference to delivery of affordable housing.

2.4 Objective 3 seeks to achieve sustainable high quality development which responds positively to local character and creates safe places to live, work and travel. Objective 4 works in tandem with Objection 3 and seeks to reduce the need to travel including by private car and increase opportunities for travel by sustainable method alongside the delivery of new infrastructure.

2.5 The NPPF encourages focusing significant development on locations which are already or can be made sustainable. Accordingly, opportunities for enhancing the sustainability of places should also be referred within these objectives.

2.6 We are supportive of Objective 11 which seeks to 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 coordinated and timely way. It is clear that such an approach cannot be viewed in isolation and the relationship between this objective and others, particularly Objective 2, must be carefully considered.

Draft Policy S1 – Future Development Needs

2.7 Draft Policy S1 – Future Development Needs identifies a housing requirement for North West Leicestershire of 686 dwellings a year, a total of 13,720 dwellings over the plan period of 2020-2040. This figure comprises a local need figure of 372 dwellings per annum (2020-36) as detailed within the HENA (and extended to 2040 in alignment with the plan period) and a further 314 dwellings per year as a contribution towards meeting Leicester City's unmet housing need as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (SoCG) (June 2022).

2.8 Policy S1 is clear that it is this figure, the 686 dwellings per annum, that is to be utilised for the calculation of the council's five year land supply and Housing Delivery Test.

2.9 It is particularly relevant that when considered the various options, the Local Plan Committee of 27th September 2022 agreed that Option 7b was the preferred development strategy which identified an annual requirement of 730 dwellings per annum. This is clearly higher than the requirement figure now being pursued by the Council.

2.10 Ultimately, the Council is seeking to utilise their local housing need (LHN) figure of 372 dwellings per annum for the purposes of their spatial strategy given the additional dwellings to meet the unmet need from Leicester City are to meet the City's need rather than any proportional uplift within North West Leicestershire.

2.11 The Planning Practice Guidance is clear that the LHN is the minimum

starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN.

2.12 Meeting only the LHN for North West Leicestershire will not address housing-related deprivation because the LHN on its own only provides a need figure based on demographic projections with a mechanical affordability uplift. It does not consider the specific needs for affordable housing or other specialist housing types which will not be delivered purely by planning for LHN alone. Conversely, the provision of a higher growth option would provide a greater amount of opportunities to address affordability and specialist housing needs which will promote social inclusion and diversity.

2.13 This is a matter that the Council should continue to explore as further analysis is undertaken in respect of whole plan viability testing to inform Draft Policy H5 on affordable housing provision. Particularly given that the 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) concludes there is a need for up to 382 affordable homes of all tenures per year within the District which is higher than the LHN alone and represents around 56% of the overall annual housing requirement currently being pursued. Clearly, there will also be affordability issues associated with the 314 homes from unmet need.

2.14 The National Planning Policy Framework (NPPF) sets out at paragraph 22 that strategic policies should look ahead over a minimum of 15 years from adoption. Where larger-scale developments such as new settlements or significant extensions to existing settlements are part of the strategy, policies should be set within a vision that looks at least 30 years ahead, to take account of the likely timescales for delivery. A plan period to 2040 has been proposed and the plan contains large scale development proposals.

2.15 In the context of the Leicester and Leicestershire Strategic Growth Plan 2018 (SGP), any transformational housing growth to address matters of housing affordability, strategic infrastructure or economic prosperity

should be underpinned by a wider strategic vision that looks beyond 2041 to establish what the District will look like to 2050.

2.16 The Local Development Scheme (October 2023) programmes adoption of the plan for October 2026. A plan period to 2040 would fall short of the minimum time horizon established within the NPPF and more important when large scale development proposals form part of the strategy. We recommend this be reviewed as the plan-making process unfolds to ensure that at least a 15 year period from adoption is delivered and that the corresponding plan period will respond to the priorities of the Plan, its strategy for addressing these and the emerging evidence base, in particular the review to the SGP.

Draft Policy S2 – Settlement Hierarchy

2.17 Draft Policy S2 – Settlement Hierarchy seeks to direct new development to appropriate locations within the Limits to Development consistent with the settlement hierarchy defined within the policy. The exception to this being the focusing of growth at the new settlement at Isley Woodhouse.

2.18 The Policy is reliant on the Settlement Study undertaken in 2021 which formed part of the previous consultation undertaken in January 2022. The Settlement Study methodology includes an assessment of services and facilities available within a settlement, but also considered accessibility to services and facilities elsewhere by public transport. Given that such provision can contribute towards the sustainability of a settlement the site assessment should take into account settlements that are, or can be made, sustainable. This is considered a sensible approach in the context of the settlement pattern within North West Leicestershire.

2.19 Appleby Magna is identified as a Sustainable Village in the 4th tier of the hierarchy. Sustainable Villages form the 4th tier of the settlement hierarchy and are recognised as places which have a limited range of services and facilities, where a limited amount of growth will take. Importantly, Appleby Magna scores positively for facilities and services in relative terms compared to other Sustainable Villages (scoring 5 as

evidenced by the Council's Settlement Study 2021 - Table 4.1 Comparative settlement scoring from the assessments).

2.20 The proposed changes to the Limits to Development (reference LtD/AM/01) include the site (AP17) as a proposed housing allocation within the Limits of Development of Appleby Magna. The selection of site AP17 is supported (see further commentary in section 3).

Draft Policy H1 – Housing Strategy

2.21 Draft Policy H1 sets out how the 13,720 new homes will be distributed by the development strategy and settlement hierarchy required by Policy S1. The Policy says that the housing provision will be uplifted by 10% above the housing requirement in effect providing a flexibility allowance (criteria 3).

2.22 We welcome the recognition that the emerging Local Plan will need to provide more land for housing than the minimum housing requirement to ensure flexibility in supply and to safeguard to an extent against potential non-delivery. However, Table 2 within the Proposed Housing and Employment Allocations consultation document says that this 10% requirement is applicable only to the remaining dwellings necessary to meet the housing requirement as oppose to the housing requirement as a whole. This number of homes identified amount to 1,132 dwellings which represents only an 8.25% flexibility allowance.

2.23 Deliverability should also be a key consideration in the selection of any particular spatial strategy and contingency should not be relied upon in and of itself as a way to insulate from failure. This should include the allocation of smaller allocations which can often deliver quickly and thereby ensure any delays in delivery at the larger strategic allocations can be appropriately managed. Similarly, supply-side contingency is not sufficient to address a non-robust housing requirement and so, all these matters should still be given full and proper consideration, irrespective of the level of contingency planned for.

2.24 As identified in the Independent Review of Build Out – Final Report (the Letwin Review), local market absorption rates are the single biggest factor explaining slow build-out. In our view, plan-making can address this through adopting an overall level of housing provision which provides for choice and competition in the market; diverse types and tenures including enough affordable homes to meet need; a balanced spread of development across the District and providing for a variety of site sizes.

2.25 An allowance closer to 20%, rather than the 10% proposed (and 8.25% in actuality) within Policy H1, would assist in driving forward these objectives as well as insulating the Plan's strategy against economic uncertainty, or unexpected constraints and barriers for large scale sites.

2.26 Policy H1 Criteria 5 relates to affordable housing and says that 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.

2.27 However, there appears to be a disconnect between this objective (which clearly seeks to meet the affordable housing need) and Policy H5 which does not yet define an affordable housing percentage, preferring to await whole plan viability before doing so. There is a possibility that the emerging housing allocations will be sufficient to meet the housing requirement defined in Policy S1 but not to meet the (as yet undefined) affordable housing requirement of Policy H1. A per previous comments, the level of affordable housing need identified by the 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) is 382 affordable homes of all tenures per year within the District.

2.28 Careful consideration is clearly required to understand whether sufficient affordable housing will be provided as a result of the identified housing allocations and ultimately whether further allocation are to support an increased delivery.

Draft Policy H5 – Housing Provision – New Allocations

2.29 Policy H3 refers to the allocations identified within the Proposed Housing and Employment Allocations consultation document which are grouped within Table 1 below by settlement hierarchy tier.

Hierarchy Classification	**Number of Dwellings – Draft Allocations**
Principal Town	1,666
Key Service Centre	1,126 - (2,326 less the 1,200 units committed at Money Hill (site reference: A5))
New settlement (Isley Woodhouse)	1,900
Local Service Centre	450
Sustainable Villages	334
Local Housing Needs Villages	0
Small villages or hamlets in the countryside	0
Total	**5,476**

Table 1 – Draft Housing Allocations by Hierarchy Tier

2.30 Critically, the Council have identified the 1,200 units at Money Hill (A5) within the Draft Housing Allocations table, however these units are already allocated in the adopted Local Plan and are noted as a commitment within footnote 8. We do not criticise their inclusion in the Draft Housing Allocations table, but it is clear that the Council has

effectively counted the site twice. As detailed in Table 1 above, the total allocations total 5,476 dwellings which is below the 5,693 dwellings required in Table 2 within the Proposed Housing and Employment Allocations consultation document and represents an under provision of 217 dwellings against the total housing requirement. We note that further allocations are likely to be required to meet the housing requirement identified within the draft Local Plan.

2.31 Notwithstanding this, the allocations, and ultimately the Council's spatial approach, has been to focus growth on the most sustainable settlements consistent with the settlement hierarchy. We are supportive of this approach which allows for the delivery of a good mix of sites across a range of locations and more incremental expansion to rural settlements to facilitate deliverability.

2.32 As set out in respect of our commentary on Policy S1 and the need to review and potentially increase the housing requirement, we would encourage the Council to continue to focus growth in the most sustainable locations and explore opportunities to increase the yield of the identified allocations.

3. The Grange, 40 Measham Road, Appleby Magna (AP17)

3.1 We welcome the identification of the Land at 40 Measham Road, Appleby Magna as a draft Housing Allocation AP17 in conjunction with Land at Old End (AP15) for approximately 32 dwellings.

3.2 The site at [redacted] is located within the northern region of the village of Appleby Magna and extends to approximately 1.37ha (3.40 acres). The site comprises a single residential dwelling with surrounding paddocks, and benefits from immediate vehicular access from Measham Road (30mph speed limit).

3.3 The draft Local Plan identifies Appleby Magna as a Sustainable Village, remaining in the same tier as defined by the adopted Local Plan. The site is well related to the village, immediately adjoining existing residential development to the north and south (including draft allocation AP15) and west of the site, adjacent to Measham Road is Mulberry Homes development, Oak View (13/00797/FULM).

3.4 The village has access to a Primary School (Sir John Moore C of E Primary School), a Church Hall, two Pubs, a Place of Worship, a Recreational Ground with a Cricket Club, two LEAPs and allotment gardens. The site has a small number of employment opportunities within a 2km distance and also a bus service (number 7) running a service from Measham to Fenny Drayton, where there are an extended offering of services and facilities.

3.5 The New Local Plan Site Assessment Proforma for AP17 assesses the site as being 'potentially suitable', 'available' and 'potentially achievable' with a capacity of 27 dwellings. The Assessment concludes that there are no planning or technical constraints on the site which would prevent its future development. The developable area of the land is entirely within Flood Zone 1. There are no Public Rights of Way running through or adjacent to the site, nor are there any Nature Reserves or Sites of

Special Scientific Interest. There are no heritage assets within, or adjoining the site, and it is located outside of Historically Significant Landscape Areas.

3.6 The comments within the Assessment are generally positive and it can be concluded that with sufficient highways mitigation and sympathetic landscaping and design, development of the site is acceptable. This is confirmed through the sites draft allocation and inclusion within the Appleby Magna Limits to Development as within the Draft Local Plan.

3.7 Page 46 and 47 of the Proposed Housing and Employment Allocations for Consultation Document introduces draft housing allocations AP15, 'Land at Old End, Appleby Magna' and AP17, '[redacted]'. The two sites together are allocated for:

- Around 32 homes;
- Provision of affordable housing in accordance with draft Housing Policy H5;
- Provision for self-build and custom housebuilding in accordance with draft Housing Policy H7;
- Areas of public open space; and
- Surface water drainage provision (SuDS).

3.8 It is important to note that draft allocation AP15 has partially been built out. The eastern section of AP15 was granted Outline Planning Permission in May 2015 for the "*demolition of two existing buildings and the erection of four detached dwellings and garaging (including two self-build units) and creation of paddock for equestrian or agricultural use"* (14/00595/OUT), subsequently, four Reserved Matters Applications were approved for the four individual plots (plot 1 – 17/00862/REM, plot 2 – 17/00863/REM, plot 3 – 17/00864/REM and plot 4 - 17/00865/REM).

3.9 Draft Policy H7, 'Self-build and Custom Housebuilding' states that on sites of 30 or more dwellings, the Council will require a minimum of 5% of the site's capacity as services plots for self-build and custom house

builders, as such the draft Policy requirement for self-build on this joint allocation has been addressed. Therefore, it can be agreed that the provision of affordable housing, public open space and SuDS are still to be sought as part of the development, along with the requirements as set out within criterion 2a to g.

3.10 To conclude, we support the allocation of the AP17 in conjunction with AP15 for housing within the sustainable village of Appleby Magna. The site, specifically A17, is suitable, available and achievable for development within a 5-year period and can therefore assist in meeting housing need in the short-term in a logical location. Clarendon Land and Development are willing and able to take a flexible approach to the development of the site and welcome further discussions with the Council as the Local Plan continues to develop.

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Adrianne	
Last Name	Chester	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

EMP90

I oppose the potential location for the Freeport development for the following reasons:

- The impact this will have on wildlife.
- The road systems can't cope now with the traffic especially when there are issues on the M1 or events at Donington Park. Traffic in the village is bad now and will only become worse with a risk to the safety of the residents and school children.
- Loss of village status – we will become part of a logistics park.
- There is limited available workforce in the local area which will mean more people having to commute to the area causing more traffic chaos as there are not great transportation links nearby. Whereas there are more preferential sites like Clifton that are near to great transportation links from all across the city of Nottingham via the tram.
- If you allow development of this land no amount of elaborate drainage will capture all the water running off concrete that was previously absorbed by the earth. It will find its was into the village and into the dip of Diseworth, resulting in threats to homes, drivers, cyclists and pedestrians.
- My mental health will suffer as a result of increased noise and light pollution.
- We will see an increase in littering in the village which is already a concern with vehicles parking in the village and littering whilst waiting to pick up passengers arriving at East Midlands Airport.

Policy IW1

I oppose the proposed location for a new housing settlement at Isley Woodhouse for following reasons:

- The road systems can't cope now with the traffic especially when there are issues on the M1 or events at Donington Park. Traffic in the village is bad now and will only become worse with a risk to the safety of the residents and school children.
- It will destroy the rural nature of Diseworth especially if any part of the Freeport land is also developed.
- It will destroy 750 acres of agricultural land and miles of ancient hedges at a time when food production is critical.
- How will the conservation village status of Diseworth be maintained when it becomes adjoined to such a large housing development?
- It is likely to add massively to the flooding issues for Diseworth and Long Whatton.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Adrianne Chester

Date: 14/3/24

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Eilish	
Last Name	Gardner	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	National Forest Company	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

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Policy IF3 – Green and Blue Infrastructure (Strategic Policy)

Use this box to set out your response.

Suggested amended wording to criterion (2):

Add '*and enhanced*' to criterion (2) to encourage/secure improvements to existing green infrastructure.

(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 *and enhanced* wherever possible.

(Continue on a separate sheet /expand box if necessary)

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Eilish Gardner

Date: 14/03/2024

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Eilish	
Last Name	Gardner	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	National Forest Company	
House/Property Number or Name	[redacted]	
Street	[redacted]	
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PART B – Your Representation

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		Proposed housing and employment allocations
	/	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

Blackfordby Limits to Development

We consider that the limits to development in relation to the Butt Lane development (application ref: 18/01973) should be amended to only include the housing element of the development, i.e. run along Lawton Road. The change in the limits to development as shown includes a significant area of National Forest planting delivered by the development, which we consider should be excluded from the limits to development.

(Continue on a separate sheet /expand box if necessary)

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Signed: Eilish Gardner

Date: 14/03/2024

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Title	[redacted]	
First Name	Eilish	
Last Name	Gardner	
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Organisation (where relevant)	[redacted]	
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		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy Ec12 – Tourism and Visitor Accommodation (Strategic Policy)

Use this box to set out your response.

<u>Ec12 – Supporting text</u>

Suggested amendment to paragraph 7.80:

We request omitting reference to the National Forest Tourism Growth Plan 2017-2027 as we are working on an updated tourism plan with NWDLC Economic Development Officers. The document has the working title of 'Transformative Tourism Plan 2024-2029' and accordingly we request the following amendment to paragraph 7.80.

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~~. *<u>The National Forest Company's Transformative Tourism Plan 2024-2029 outlines approaches to support the development of sustainable tourism across the National Forest.</u>*

Suggested amendment to paragraph 7.86:

We request omitting '*…. especially where they are associated with the National Forest'* from the first sentence, and including more about the National Forest and visitor accommodation in the next criterion as we hope that the Policy is more supportive of (appropriate) tourism accommodation in the National Forest than elsewhere in the District.

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).

Suggested amendment to paragraph 7.87:

Include reference to retrofitted/existing accommodation as the Sustainable Tourism Accommodation Guide is a guide for new and retrofitted tourism accommodation, and include wording from paragraph 10.54 *[Can/should this criterion also refer to criterion 10.54 which provides an insight into the Sustainable Tourism Accommodation Guide?]*

7.87 *Within the National Forest, new and retrofitted visitor accommodation (which can range from glamping sites and cabins through to guest houses, pubs and hotels) will be supported where it is appropriately related to the National Forest and demonstrates distinctive National Forest character and sense of place by aligning to the design principles in the National Forest Company's Sustainable Tourism Accommodation Guide.*

Suggested additional paragraph in the supporting text referring to the Heart of the Forest:

Within the Heart of the National Forest tourist attractions and facilities should support the delivery of the Heart of the National Forest Vision as set out in policy En3 [see our suggested wording for a criterion relating to developments in the Heart of the Forest in our response to En3].

Ec12 – Policy wording

The Policy does not currently refer to the National Forest or the Sustainable Tourism Accommodation Design Guide. The NFC requests that there is a criterion referring to tourism attractions and facilities in the wider National Forest and within the Heart of the Forest, and reference to the Sustainable Tourism Accommodation Guide in the visitor accommodation section.

Suggested additional criterion in the tourism and attractions section of Policy Ec12:

Within the National Forest, appropriately located and designed sustainable tourism attractions and facilities should have regard to the National Forest Transformative Tourism Plan, and within

the Heart of the National Forest tourist attractions and facilities should support the delivery of the Heart of the National Forest Vision as set out in policy En3 [see our suggested wording for a criterion relating to developments in the Heart of the Forest in our response to En3].

Suggested additional criterion in the Visitor Accommodation section of Policy Ec12:

New and retrofitted visitor accommodation in the National Forest will be supported where distinctive National Forest character and sense of place is demonstrated by aligning to the design principles in the National Forest Company's Sustainable Tourism Accommodation Guide.

(Continue on a separate sheet /expand box if necessary)

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Eilish Gardner

Date: 14/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Eilish	
Last Name	Gardner	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	National Forest Company	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	/	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy En3 – The National Forest (Strategic Policy)

Use this box to set out your response.

<u>En3 - Supporting text</u>

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 CO2; 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.

Comment:

'….forest carbon sinks are considered the best natural mitigation measure against global warming.'

This reads a little dated and may not be true, is the ocean a larger carbon sink?

Could instead reference government policy to increase tree planting such as the Environment Act which sets out the policy to increase woodland and tree canopy cover in England to 16.5% of land area.

Suggested amended wording to paragraph 10.49:

We would request that the second sentence referring to the thresholds in the Guide is omitted as we are in the process of updating the National Forest planting thresholds. While the thresholds for residential and commercial/industrial development are unlikely to change, we are hoping to provide further clarity the types of developments which require National Forest planting [we will of course liaise with you on changes to the Guide].

We would request that the section of 10.49 from 'other appropriate habitats...' is amended as detailed below to more accurately reflect what is sought from National Forest woodland planting and landscaping.

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~~ *National Forest woodland planting and 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~~ *other appropriate habitats such as wood pasture, parkland and ponds where they form part of a connected green infrastructure network. Public access should be included in areas of green infrastructure and footpath/cycleway connections to adjoining woodlands and public rights of way should be incorporated.*

Suggested amended wording to paragraph 10.52:

The Heart of the Forest Vision is due to be launched in April 2024, and we would therefore be grateful for the following amendment to paragraph 10.52:

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~~. *The Vision identifies three investment priorities and six investment zones which will support more diverse and thriving wildlife; improve wellbeing; will be accessible for everyone; encourage more people to visit and stay for longer; create greener jobs, support sustainable modes of travel and renewable energy and increase participation and volunteering opportunities.*

Suggested additional paragraph in supporting text:

Development will be expected to incorporate the required National Forest planting in addition to compliance with Biodiversity Net Gain requirements set out in Policy En1 – Nature Conservation / Biodiversity Net Gain (Strategic Policy). The strategic significance multiplier in the metric will

apply to woodland habitats and tree planting within the National Forest.

En3 - Policy wording

We would encourage the following criterion to be included in the Policy relating to development in the Heart of the National Forest.

Suggested additional criterion:

Within the Heart of the National Forest development should support the delivery of the Heart of the National Forest Vision. The following types of development will be supported:

A) Tourism and leisure attractions

B) Visitor accommodation where it complies with the Sustainable Tourism Accommodation Design Guide.

C) Proposals associated with the woodland, environmental and green economy and education or research in those sectors.

D) Enhancements to the footpath and cycleway network.

E) Small scale renewable energy installations.

F) Volunteer facilities.

Development in the Heart of the National Forest should strengthen linkages to nearby urban areas and leisure and tourism attractions. Development will be exemplars of sustainable design and construction and seek to promote the use of non-motorised modes of travel. The District Council will support the National Forest Company and others in the delivery of the Heart of the National Forest Vision. Development in the Heart of the National Forest should demonstrate compliance with the Vision.

Other comment/s:

We would hope that the policy would be more supportive of tourism accommodation in the Forest than elsewhere in the District, particularly where the Sustainable Tourism Accommodation Guide has been taken into account.

(Continue on a separate sheet /expand box if necessary)

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

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Signed: Eilish Gardner

Date: 14/03/2024

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GLADMAN

North West Leicestershire District Council Local Plan 2020 - 2040

Regulation 18

Proposed Policies and Allocations Plan

March 2024

gladman.co.uk

01260 288888

CONTENTS

1 Introduction 3

1.1 Context 3

1.2 National Planning Policy Framework 3

2 Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies for Consultation 5

2.1 Background 5

2.2 S1 - Future Development Needs 5

2.3 S2 - Settlement Hierarchy 6

2.4 S4 - Countryside 7

2.5 AP4 - Reducing Carbon Emissions 7

2.6 AP6 - Health Impact Assessment 8

2.7 AP9 - Water Efficiency 8

2.8 H1 - Housing Strategy 9

2.9 H3 - Housing Provision – New Allocations 9

2.10 H4 - Housing Types and Mix 9

2.11 H5 - Affordable Housing 10

2.12 H7 - Self-build and Custom Housebuilding 10

2.13 H10 - Space Standard 11

2.14 H11 - Accessible, Adaptable and Wheelchair user Homes 11

2.15 IF1 - Development and Infrastructure 12

2.16 IF5 - Transport Infrastructure and New Development 12

2.17 EN1 - Nature Conservation/BNG 13

2.18 EN3 - National Forest 13

2.19 EN7 – Conservation and Enhancement of the Historic Environment 14

3 Conclusions 15

3.1 Summary 15

Appendices 16

Appendix 1: Site Submissions and Housing Provision – New Allocations 16

1 INTRODUCTION

1.1 Context

1.1.1 Gladman Developments Ltd. (Gladman) welcome the opportunity to comment on the Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies and Allocations Plan (Regulation 18) consultation and request to be updated on future consultations and the progress of the Local Plan.

1.1.2 Gladman specialise in the promotion of strategic land for residential development and associated community infrastructure and have considerable experience in contributing to the development plan preparation process having made representations on numerous planning documents throughout the UK alongside participating in many Examinations in Public.

1.1.3 Gladman have four land interests in the district which are being promoted through the emerging Local Plan, three of these sites are included within the emerging Local Plan as draft housing allocations. The sites are available, suitable and deliverable for housing as demonstrated in **Appendix 1** of this representation. Gladman looks forward to engaging further with the Council as the plan preparation process progresses.

1.2 National Planning Policy Framework

1.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied within which plan-making and decision-taking. The NPPF requires plans to set out a vision and a framework for future development and seek to address the strategic priorities for the area. Local Plans should be prepared in line with procedural and legal requirements and will be assessed on whether they are considered 'sound'.

1.2.2 The National Planning Policy Framework sets out four tests that must be met for Local Plans to be considered sound. In this regard, we submit that in order to prepare a sound plan it is fundamental that it is:

- **Positively Prepared** – The Plan should be prepared on a strategy which seeks to meet objectively assessed development and infrastructure requirements including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

- **Justified** – the plan should be an appropriate strategy, when considered against the reasonable alternatives, based on a proportionate evidence base.

- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

- **Consistent with National Policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

1.2.3 The NPPF reaffirms the Government's commitment to ensuring up-to-date plans are in place which provide a positive vision for the areas which they are responsible for, to address housing, economic, social, and environmental priorities and to help shape the development of local communities for future generations.

1.2.4 In particular, paragraph 16 of the NPPF states that Plans should:

a) Be prepared with the objective of contributing to the achievement of sustainable development;

b) Be prepared positively, in a way that is aspirational but deliverable;

c) Be shaped by early, proportionate, and effective engagement between plan-makers and communities, local organisations businesses, infrastructure providers and operators and statutory consultees;

d) Contain policies that are clearly written and unambiguous, so it is evidence how a decision maker should react to development proposals;

e) Be accessible through the use of digital tools to assist public involvement and policy presentation; and

f) Serve a clear purpose avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant)."

1.2.5 Paragraph 230 of the NPPF identifies that the policies within the revised NPPF (published 19 December 2023) will apply for the purpose of examining plans, where those plans reaching regulation 19 of the Town and County Planning (local Planning) (England) Regulations 2012 (pre-submission) stage after 19 March 2024. As identified within the consultation document, the Council's Local Development Scheme anticipates that Regulation 19 consultation will occur January to February 2025 and as such the Plan will be examined under the revised Framework.

2 DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040: PROPOSED POLICIES FOR CONSULTATION

2.1 Background

2.1.1 North West Leicestershire District Council is preparing a new Local Plan until 2040. Gladman support the Council's timescales relating to the new Local Plan as set out in the most recently published Local Development Scheme which is dated October 2023.

2.1.2 The sections that follow below include specific comments from Gladman on the proposed policies and housing allocations published by the Council for consultation with a particular focus on housing and residential development.

2.2 S1 - Future Development Needs

2.2.1 Draft Policy S1 identifies the housing requirement for North West Leicestershire as a total figure of 13,720 dwellings, which equates to an annualised requirement of 686 dwellings per annum. The Plan intends to cover the period 2020-2040. The explanatory text for the policy explains that this figure is composed of the Council's Standard Method figure which was identified as a minimum figure of 372 dwellings, the Council states that in line with the PPG accepted that it was appropriate to plan for a level above the housing need figure. This primarily appears to stem from the unmet housing need of Leicester City Council which has a current unmet need of approximately 18,700 homes. Gladman supports the Council's proactive stance on meeting housing needs not only within the local authority boundary but outside it as well.

2.2.2 Taking the above into account it currently appears that the Council have increased the housing figures from the Standard Method purely to meet the unmet housing need of Leicester City Council. However, it is key that the housing requirement also enables the Council to provide for aspects such as affordable housing. The Joint HENA identified that there is an annual need for social/affordable rented housing of 236dpa and for affordable home ownership of 146 dpa within North West Leicestershire, taken at face value this would amount to over half of the current annual delivery. The PPG[1] states that in order to help deliver the required number of affordable homes an increase in the total housing figure could be considered. As identified elsewhere in the document the percentage of affordable

[1] Paragraph 024 Reference ID: 2a-024-20190220

housing to be provided is yet to be defined but Coalville are experiencing a rising affordable housing need requirement and will need to demonstrate that the housing requirement assists in meeting this demand.

2.2.3 Within the Committee Report "New Local Plan – Proposed Housing and Employment Allocations" [2]which was presented to the Local Plan Committee on the 17th January 2024, the Council acknowledge that, currently, there is a shortfall in the number of dwellings allocated compared to the housing requirement both across the LPA with a total deficit of around 200 dwellings. As detailed in Appendix 1 Gladman demonstrates that through the sustainable increase of dwellings on already allocated sites and the further allocation of suitable and sustainable sites which are capable of being delivered quickly within the identified tiers, for instance at land off Blackfordby Lane, Moira, this deficit can be suitably rectified.

2.3 S2 - Settlement Hierarchy

2.3.1 The policy clearly sets out the Council's settlement hierarchy and Gladman supports the Council focussing development towards the most sustainable settlements in the district. Gladman would highlight that development should also be spread across the settlement hierarchy in a meaningful way to ensure that those settlements towards the lower end of the hierarchy still receive proportionate development and growth which will bring tangible benefits and ensure that these settlements do not stagnate and become increasingly unsustainable. This strategy would also enable that a broad range of sites can be brought forward at a similar time assisting the Council in achieving a sufficient supply of deliverable and developable land.

2.3.2 Gladman raise a query with regard to bullet 3. This identifies that if during the plan period any of the sustainable villages were to lose facilities and services then this would be taken into account, there is no indication that the reverse could occur, if a development came forward which proposed a new service(s), which would make the settlement more sustainable, would this also be taken into account?

[2] Item 5. New Local Plan – Proposed Housing and Employment Allocations https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=344&MId=2549

2.4 S4 - Countryside

2.4.1 Draft Policy S4 sets out the Council's approach to development within the Countryside, which is defined as all land outside the limits to development. The policy identifies that the Council will support developments as set out between (a) and (r). Bullet (2) then identifies that for those supported developments identified within the policy there are a list of further requirements in order to gain further support from the Council. Gladman's concern with this policy is that section 2 is reliant on sites progressing past section 1. As it is currently written a site which is not within the closed list (a) – (r) would then not be obliged to be assessed against (2) (a)-(d). If for instance the limits to development were found to be out of date in the future the Council would lack a landscape policy for development in the countryside. While the Council have a subsequent policy which covers 'Residential Development in the Countryside' Gladman do not consider that this fills the void currently in S4 in particular major residential development.

2.5 AP4 - Reducing Carbon Emissions

2.5.1 It is acknowledged that the planning system has an important role to play in tackling the effects of climate change. Chapter 14 of the NPPF deals specifically with Meeting the Challenge of Climate Chage, Flooding and Coastal Change. Paragraph 157 of the Framework identifies how the planning system should:

'Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribution to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure'.

2.5.2 This has clearly been recognised by the Council who declared a Climate Emergency in June 2019 and are committed to becoming a Net Zero Carbon district by 2050.

2.5.3 Gladman support policies which seek to tackle climate change and reduce carbon emissions. It is, nonetheless, vital that any policy requirements are justified by robust evidence and drafted with references and consideration to the relevant Building regulations and emerging Future homes Standard which offer the most appropriate mechanism to deliver low carbon and energy efficient developments. In December 2023, a Written Ministerial Statement was released which identifies that with regards to the energy efficiency building regulations a further change is planned to occur in 2025. This alteration

will mean that homes are to be built to be net zero ready and as such should not need any significant alterations or work to ensure that they can be net zero when the wider national infrastructure begins to decarbonise. Gladman also supports the Council's utilisation with the National Planning standards rather than setting any LPA specific standards so as to give clarity to developers.

2.5.4 Gladman would raise a concern that within the policy currently there appears to be no recognition of the difference in the level of information required to meet the policy requirements depending on whether an Outline Application, Reserved Matters or Full Application has been submitted. An Outline Application would not provide the same level of detail as a Reserved Matters or Full Application and as such would only be able to give a broad indication of measures that could be taken to reduce lifecycle carbon emissions and the reuse of materials as it does not identify the actual development on site. This however should not penalise the approval of a site but be updated within following, more detailed, applications.

2.6 AP6 - Health Impact Assessment

2.6.1 There is no draft policy to fully assess as the Council are still in conversation with other Leicestershire authorities and the Public Health Team at Leicestershire County Council on the final policy. However, Gladman would like to raise that Health Impact Assessments (HIA) are covered within the PPG which identifies them as a 'useful tool to use where there are expected to be significant impacts'[3], but it also outlines that the Local Plan as a whole should consider wider health issues in an area and ensure that policies respond to these. Additionally, these HIAs must be proportionate to the development being proposed, and any policy be clear as to the circumstances required to generate the need for a HIA.

2.7 AP9 - Water Efficiency

2.7.1 Draft Policy AP9 identifies the Council's emerging requirement identifies that new residential developments are required to achieve the national optional water efficiency standard of a maximum of 110 litres of water per person per day. The main evidence highlighted by the Council is an Environment Agency report on Water Stressed Areas which identified the Severn Trent as seriously water stressed and the letter from Steve Double MP which confirms that the letter can be used as evidence by local planning authorities to set

[3] PPG paragraph: 005 Reference ID: 53-005-20190722

out local plan policies requiring the 110 l/p/d if identified as being within areas of serious water stress.

2.7.2 However, while this supports the setting out of a local plan policy on water efficiency Gladman consider that more evidence is required to fully justify the adoption and subsequent implementation of the policy in particular the requirement of 110 l/p/d. The PPG sets out the requirements needed to implement this policy, a requirement to identify a clear local need, and for this need to be established through interaction by the Council not solely with the Environment Agency but with local water and sewerage companies and catchment partnership[4]. Additionally, the policy's impact on viability will need to be tested and confirmed in order that it does not hinder the development of housing within the authority.

2.8 H1 - Housing Strategy

2.8.1 Gladman support the housing strategy outlined within the policy. The 10% flexibility allowance will provide greater certainty for the Council to meet its overall housing need requirement, including the identified unmet housing need from Leicester City Council, over the plan period.

2.9 H3 - Housing Provision – New Allocations

2.9.1 Gladman's comments on the specific draft housing allocations is contained within appendix 1: Site Submission and Housing Provision – New Allocations.

2.10 H4 - Housing Types and Mix

2.10.1 Draft Policy H4 identifies the housing type and mix anticipated to be provided on new developments. It uses the HENA as a starting point, while Gladman acknowledges that within the wording of the policy a 5% deviation is in-built, Gladman would highlight that flexibility is key to this policy and ensuring that future development schemes are not hindered in their delivery.

2.10.2 Gladman would also note that the requirement for bungalow and for other single level housing needs to be considered in terms of viability and effects on site density.

[4] PPG Paragraph: 014 Reference ID:56-014029150327

2.11 H5 - Affordable Housing

2.11.1 As the Council are yet to set out the specific policy requirement for affordable housing provision, there is no specific detail to provide comment on. Nevertheless, Gladman support the Council's intention to undertake a viability investigation before setting the final affordable housing figure, the figures should not be set so high that negotiation is needed on every site.

2.11.2 A degree of flexibility is requested when applying the Affordable Housing requirement in particular where a site is adjacent to one settlement but falls within the affordable housing designation of another so as to not penalise development unnecessarily.

2.12 H7 - Self-build and Custom Housebuilding

2.12.1 The Council reference the PPG and 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 plots. The Council highlight that since April 2016 there have been 129 registrations on the Council's register. There is however no indication of how many people have left the register over that period, this is key considering that over this period 37 self-build and custom housebuilding plots were provided up to 30th October, it follows that the overall registration should be less 37 applicants, this does not appear to be the case. This may imply that those 37 self-build and custom housebuilding plots are not being taken up by those on the register for reasons unknown. On top of this 7 further self-build and custom housebuilding plots were provided through additional sources correspondingly lowering the current need further. The Council have utilised the increase in members on the register to calculate an overall demand over the plan period, resulting in a need of 415 self-build and custom housebuilding plots. With this overall figure the Council have proposed a requirement of 5% of sites of general market housing of 30 or more to be provided as serviced plots. An initial calculation based on the Council's draft allocations indicates that there will be 462 plots provided by the allocations, it is likely more will be provided as more sites are allocation. Gladman is encouraged with the Council's flexibility which allows for serviced plots to revert to Market Housing following 12 months marketing. Gladman would encourage the Council to investigate the utilisation of specific self-build and custom housebuilding sites of small to medium size in locations identified by those on the register.

2.13 H10 - Space Standard

2.13.1 Policy H10 requires that all new housing both Market and Affordable will need to meet or exceed the Nationally Described Space Standards. It is important to note that the Nationally Described Space Standards have been introduced as an optional target and the use of them required a clear need while also ensuring that development remain viable. The imposition of these standards requires justification as set out in footnote 52 of the NPPF and reiterated within the PPG (PPG ID: 56-020-20150327[5]) "Where a need for internal space standards is identified, local planning authorities should provide justification for requiring internal space policies". The PPG goes on to identify the types of evidence which would be required to justify the introduction of policy H10. This includes need, viability and timing. This is recognised by the Council within the Space Standards Topic Paper which accepts that the policy would need to be tested as part of the whole plan viability assessment. It is imperative that should the Council continue with the policy all the relevant justification is demonstrated.

2.14 H11 - Accessible, Adaptable and Wheelchair user Homes

2.14.1 The policy sets out that all new homes will be required to meet Part M4(2) of the Building Regulations and for housing developments of 10 or more dwellings or on sites of more than 0.5ha at least 9% of all market homes will be required to meet Part M4(3)(2)(a) and at least 23% of all affordable homes will be required to meet Part M4(3). 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.

2.14.2 Gladman would highlight that the PPG outlines the evidence required to introduce a policy such as H11, including the likely future need; the size, location, type and quality of dwellings needed; the accessibility and adaptability of the existing stock; how the needs vary across different housing tenures; and the overall viability.

2.14.3 The requirement for all new homes to meet Part M4(2) standard appears to originate in the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA, 2022). This evidence does not identify particular local circumstances which demonstrate that the needs

[5] PPG Paragraph: 020 Reference ID: 56-020-20150327

of Council differ substantially to those across the East Midlands or England as a whole. As such the Councill should provide further, detailed localised evidence making the specific case for North West Leicestershire which justified the inclusion of optional higher standards for accessible and adaptable homes in this policy.

2.14.4 The requirements to meet Part M4(2) will be superseded by changes to residential Building Regulation. The Government response to 'Raising accessibility standards for new homes'[6] states that the Government proposed to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations. The requirement to address this issue within planning policy is therefore unnecessary.

2.15 IF1 - Development and Infrastructure

2.15.1 Gladman do not have any particular concerns with the policy but would highlight that a development can only be required to mitigate its own impact and cannot be required to address existing deficiencies in the infrastructure or services. As such it is important that the Council understand the existing issues with the LPAs infrastructure and ensure that any contributions which are requested for a development would mitigate additional impacts.

2.16 IF5 - Transport Infrastructure and New Development

2.16.1 The policy recognises that the provision of infrastructure is vital to support for sustainable development to be brought forward whether it be physical, social or green. The Council's supporting text reiterates the requirements of national planning policy that there are three tests which any obligation must meet in order to be required by a new development. Gladman would reiterate previous comments in response to draft Policy IF1 that the development required must mitigate the impact of the development itself and not be utilised to address existing deficiencies present in the authority.

2.16.2 Gladman would recommend a change in the wording of bullet (5) which currently states that 'Development that has a demonstrable transport impact'. While demonstrable translates to a clearly apparent impact which in of itself does imply adverse effects, in the context of Town Planning Gladman consider that demonstrable conveys negative

[6] https://www.gov.uk/government/consultations/raising-accessibility-standards-for-new-homes/outcome/raising-accessibility-standards-for-new-homes-summary-of-consultation-responses-and-government-response#government-response

connotations to a development if it was to be found to have a 'demonstrable transport impact'. Instead Gladman would recommend using the phrase 'noticeable transport impact' or 'perceptible transport impact' this would achieve the same result without applying unnecessarily negative connotations to a development.

2.17 EN1 - Nature Conservation/BNG

2.17.1 Gladman has concerns with the wording of (1) (a) which identifies that development would provide a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. Gladman concern relates to the determination requirement. This goes against national policy and puts an unnecessary burden on development if national policy changes over the course of an application. Within the Governments up to date guidance on BNG[7] it notes for the current BNG regulations if a planning application for a development was made before day one of mandatory BNG (12th February 2024) the development is exempt from these BNG requirements. While there is no indication as to an upcoming change in national policy it is likely that if there is a change there will be a similar transitional exception which the Local Policy should reflect. As such Gladman recommend that development should instead provide a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is submitted.

2.17.2 Gladman confesses to some confusion with regards to 1(d) and whether this part of the policy relates to the biodiversity resources identified in (c) (i) – (vi) or if it also relates to the biodiversity net gain requirements, as biodiversity requirements should be district wide (through the purchase of credits) rather than needing to be located in close relation to the proposed development. Gladman feel that the overall policy may need further detail relating to the provision of off-site and statutory credits with regards to BNG provision. The policy could identify that on-site biodiversity should be fully explored before moving to consider off-site units or statutory credit, but to emphasise that these are options to be pursued when providing BNG.

2.18 EN3 - National Forest

2.18.1 This Policy sets out the development which the Council would support within the National Forest, which covers approximately 56% of North West Leicestershire, in particular the

[7] https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments

main development locations of the Coalville Urban Area, Ashby-de-la-Zouch, Ibstock and Measham. Reference is made within the explanatory text of the National Forest Guide for Developers and Planners which sets out the requirements for residential development over 0.5ha within the National Forest. It also sets out that there is a hierarchy to contributions and provisions towards the National Forest with an emphasis on on-site provision of tree covers before off-site provision or financial contributions. Gladman support the aims behind the policy and have no overriding issues with the policy and requirements within in.

2.18.2 Nonetheless, Gladman would recommend a change to the wording of the policy in order to convey greater clarity. While the explanatory text identifies the acceptance of residential development within the National Forest the policy as it is currently written within points (a) – (e) appears to not directly support residential development within the National Forest. Whilst there in an insinuation that residential development is allowed Gladman feel this could be set out clearer within the policy text itself highlighting that residential development is not excluded from the National Forest per se. This is especially critical as some of the key locations for housing delivery within the local planning authority fall within the National Forest. It may be useful to use similar terminology to that used within Draft Policy En4 which identifies there are some developments which would be given priority but does not rule out other development as long as it meets the policies criteria.

2.19 EN7 – Conservation and Enhancement of the Historic Environment

2.19.1 Gladman's only comment on this policy is whether there is the need for bullet (1) to be within the policy, this is a requirement of all planning applications as enshrined within National Planning Policy and Law.

3 CONCLUSIONS

3.1 Summary

3.1.1 Gladman welcomes the opportunity to comment on the issues and options that are currently being explored by the Council. These representations have been drafted with reference to the revised National Planning Policy Framework (NPPF 2023) and the associated updates that were made to Planning Practice Guidance. Gladman notes that the Council have set out that they will update the policies and general document in line with the revised NPPF 2023 in due course.

3.1.2 Gladman have provided comments on a number of the issues that have been identified in the Council's consultation material and recommend that the matters raised are carefully explored during the process of undertaking the new Local Plan.

3.1.3 We hope you have found these representations informative and useful towards the preparation of the new North West Leicestershire Local Plan.

3.1.4 Gladman welcome any future engagement with the Council and if you would like to discuss this representations or other matters, please contact us at policy@gladman.co.uk.

APPENDICES

Appendix 1: Site Submissions and Housing Provision – New Allocations

1 LAND AT THE JUNCTION OF WASH LANE AND COALVILLE LANE, RAVENSTONE

1.1 Context

1.1.1 Gladman are promoting land at the junction of Wash Lane and Coalville Lane for residential development. The site has been identified by the Council as a draft housing allocation (site reference: R17) for around 153 dwellings in the Draft Local Plan (Policy C48). The northern part of the site is currently subject to a 'live' planning application submitted by Gladman for up to 105 dwellings (application ref: 21/00494/OUTM).

1.1.2 The full site provides a logical and sustainable extension to the current built form of Coalville. As will be demonstrated within this site submission, development on this site will be of a high-quality and in line with the majority of draft policies of the emerging Local Plan. It will contribute to both Coalville's housing requirement and the wider housing need across North West Leicestershire.

1.1.3 Due to the presence of an active planning application on the northern parcel of the site, the following sections will refer in the main to the information provided as part of that application. It is Gladman's opinion that the southern part of the allocation would form a Phase 2 which would be brought forward following the grant of planning permission on the northern parcel of the site.

1.1.4 The 'live' application represents 4 hectares (ha) of land shown edged in red on Figure 1 below. The site would deliver up to 105 residential dwellings, structural landscape planting, 1.14 ha of formal and formal open space with the creation of New Woodland and Woodland belt. Vehicular access will be achieved from Wash Lane.

Figure 1: Land at the junction of Wash Lane and Coalville Lane, Ravenstone (R17).

Figure 2: Site Location Plan (9183-L-01 Rev B)

1.2 Site Location

1.2.1 The site is located to the west of the existing residential development on the edge of Coalville and is currently within the Parish of Ravenstone with Snibstone, following the changes to the limits of development, the site will fall within the Coalville Urban Area. The Coalville Urban Area is identified by the Council as the 'Principal Town' and the main location for new development due to its extensive range of services and facilities and access to sustainable transport. The site is located in a sustainable location and enables future residents to access a number of services and facilities by both walking and cycling including a primary school, a post office, supermarkets, a public house, bars, multiple play areas, supermarkets amongst others. The Transport Assessment submitted as part of the pending planning application demonstrates these are well within the 'preferred maximum' walk distance guidance. It is anticipated that the remainder of the site will also be able to capitalise on the sustainable location and utilise linkages through the site to the north.

1.2.2 The site is well served by public transport. The closest bus stops to the site are located to the north on Coalville Lane, with additional stops located on Wash Lane. These stops are served by two services currently the number 15 and 29A which provide services to Coalville centre, Ashby-de-la-Zouch, Ibstock and Swadlincote Bus Station, providing future residents with a plethora of opportunities to access services, facilities and employment in the surrounding area.

1.3 Access

1.3.1 A Transport Assessment was prepared and submitted as part of the outline planning application and subsequent discussion was held between the Highways Authority and the Applicant. The site is intended to be access via a priority T-Junction from Wash Lane incorporating a ghost island. There are no objections to the scheme on access grounds from Leicestershire County Council Highways. The access has been assessed as capable of successfully providing access for the remainder of the allocated site.

1.3.2 Draft allocation R17 requires that the development provides pedestrian connectivity to the existing built form of Coalville to the north east. To the existing built form of Coalville to the north east. The adjacent land has already been developed for housing and properties sold. Unless the Council adopted the internal highways within the development and no ransom strips have been retained by the developer, then it is unlikely that a link between the two

developments will be legally deliverable. This should therefore be rewritten as a 'desirable' rather than a strict requirement of the allocation.

1.4 Landscape

1.4.1 The Landscape and Visual Appraisal (LVA) submitted with the current application identifies that the site is not subject to any national or local designations that afford it specific protections. While it does lie within The National Forest it is subject to guidance around Green Infrastructure and tree planting requirements. The Appraisal assesses the landscape effects of the proposals to have a minor adverse – negligible impact at a local scale on completion and year 15.

1.4.2 The LVA notes that with the extensive green infrastructure proposed, along with the retention of existing trees and hedgerows along the site boundaries, would enable the scheme will soften the current edge of Coalville and help to reinforce the separation between Coalville and Ravenstone.

1.5 Ecology

1.5.1 An amended Ecological Impact Assessment was submitted to the Council in November 2021 reflecting comments received by Leicestershire County Council and constituting a desk-based study and an extended Phase 1 habitat survey including tree and hedgerow assessment, assessment of bat roost potential in trees and search for signs of badger to inform the baseline assessment of the ecology of the study area. This assessment found that the current habitats within the study area are generally of low ecological importance being dominated by arable land with associated species-poor field margins and native species perimeter hedgerows, scrub and mature trees. The Assessment outlines that through habitat creation and mitigation measures the development will avoid or otherwise minimise potential adverse impacts on habitats of ecological value and notable species, and is likely to enable a net biodiversity gain to be achieved.

1.5.2 Gladman recognise that this appraisal may now be out-of-date and are committed to ensuring that 10% biodiversity net gain can be achieved on site.

1.5.3 The statutory consultee found the Ecological Impact Assessment to be satisfactory subject to the recommendations within the report being followed and conditions recommended.

1.6 Flooding and Drainage

1.6.1 The site is located within Flood Zone 1 (i.e. less than a 1 in 1,000 annual probability of river or tidal flooding in any one year) and, on this basis, the site is considered to pass the sequential test. A Flood Risk Assessment was submitted as part of the application documents and detailed that the site will achieve greenfield run off rates via a complex hydrobrake system utilising a surface water attenuation located within the south western area of the site. Through detailed correspondence with the Lead Local Flood Authority and Severn Trent Water, as part of the application process, two potential options have been identified to deal with surface water flows for the development which include a combined gravity connection to Severen Trent combined sewer system down Wash Lane to the south or a pumped surface water connection to the north. Severn Trent is satisfied that the scheme can be drained and have no objection to the proposals subject to an appropriately worded condition. This is confirmed in the consultation response from the Lead Local Flood Authority in May 2022.

1.7 Heritage and Archaeology

1.7.1 The site does not contain, nor is in close to proximity of any listed buildings or conservation areas. An Archaeology and Built Heritage Desk-Based Assessment supported the planning application, while a number of Grade II and Grade II* listed Buildings were identified in the surrounding area, within both Coalville and Ravenstone, they are predominantly located towards the centre of the respective settlement as are the conservation areas for the two settlements. The assessment concluded that the site is not anticipated to impact upon the significance of any identified designated or non-designated heritage assets in the wider vicinity through changes in setting. Additionally, the site is considered to have low potential for significant archaeological remains from all periods.

1.7.2 In terms of the potential for as-yet to be discovered archaeological assets within the site, it is suggested that further work prior to or during development would ensure that any assets could be identified, recorded and conditioned.

1.8 Illustrative Framework Plan

1.8.1 An illustrative framework plan has been developed following a series of surveys and appraisals of the site and its surroundings. The findings from these investigations have fed

into the masterplanning process, with the masterplan showing how 105 homes can be suitably accommodated within the site boundary.

1.8.2 Figure 3 below shows how Gladman consider the site can come forward, but we would welcome the opportunity to discuss this further with the Council, especially in light of the Draft Planning Policies.

1.8.3 As the illustrative framework plan demonstrates, the site offers an exciting opportunity to deliver a scheme of new high-quality market and affordable homes.

1.8.4 The new housing will be set within a robust network of Green Infrastructure consisting of retained and new features, which will help to integrate development within the landscape and create a distinctive sense of place, as well as ensuring the site delivers net gains in biodiversity. Newly accessible formal and informal open space will be provided, designed to meet the express needs of the local community. It is also demonstrated that both vehicular and pedestrian linkages can be made to the remainder of the allocation to come forward as phase 2. .

1.8.5 In line with the strategic objective of adapting to climate change, Gladman fully acknowledge and are serious about the importance of ensuring future development is climate resilient. As such, the site will provide significant areas of Green Infrastructure, including new tree and structural planting (in line with the requirements of the National Forest Guidance) which will absorb CO_2 and create new habitats to support biodiversity. The new houses will be built to meet a high standard of energy efficiency and include provision of EV charging points and photovoltaics. By the very nature of the site's sustainable location on the edge of Coalville, services and facilities can be accessed via active or public transport, reducing need for the use of private vehicles.

Figure 3: Indicative Development Framework (9183-L-03 Rev H)

1.9 Draft Housing Allocation - R17 Land at Junction of Wash Lane and Coalville Lane, Ravenstone

1.9.1 As demonstrated in the red line location plan at the start of this section, the Council have allocated land to the east of Wash Lane and South of Coalville Lane for around 153 dwellings. The allocation is identified to deliver both affordable and self-build and custom housebuilding dwellings as part of the overall scheme, Gladman has made submissions on these specific policies within the main body of the representations. Part (2) of the policy sets out site specific requirements of R17. The above sections demonstrate how the site can meet the requirements of criteria (a) to (g). However, Gladman would recommend an alteration to the wording of criteria (c) as the site can explore the provision of pedestrian links internally within the site and can provide connections up to the edge of the site, to

facilitate future connections, but it would be unreasonable for the policy to request or condition these linkages as it requires land outside legal control.

1.9.2 Insert recommended wording for criteria C here. As stated previously Gladman believes this policy should be rewritten to emphasise that this link is desirable rather than a requirement of the allocation. As such Criteria C could read "exploration for the provision of a pedestrian link through the site from Wash Lane to the adjoining residential development to the east of the site" or the requirement could be altered to the provision of a pedestrian link to the edge of the site to enable future connectivity to existing development to the east".

1.9.3 Additionally, Gladman consider that the information provided as part of the planning application currently pending on phase 1 demonstrates that the wider allocation is capable of delivering more than the currently identified 153 across the entire site. Indeed, the northern portion of the site can deliver a high-quality well-designed scheme which meets the requirements of the Council for 105 dwellings. The Council have identified in the 17th January 2024 Local Plan Committee Report on "New Local Plan – Proposed Housing and Employment Allocations" that the Council are still some 300 dwellings short of the requirement for Coalville and are anticipating new submitted sites to account for this current deficit. There is the opportunity to reduce this deficit in a location the Council already identify as suitable and sustainable by increasing the number allocated to R17.

2 LAND SOUTH OF CHURCH LANE, NEW SWANNINGTON, COALVILLE

2.1 Context

2.1.1 Gladman are promoting land south of Church Lane, New Swannington, Coalville for residential development. The site has been identified by the Council as a draft housing allocation for around 283 dwellings in the Draft Local Plan (Parcel C48). The location of the site is shown on Figure 4 below.

2.1.2 The 15.08 hectare site offers an ideal opportunity to continue growth in Coalville and develop a high quality, sustainable residential scheme that could make an important contribution to meeting housing needs in North West Leicestershire as well as helping to ensure the viability of local services and facilities within Coalville.

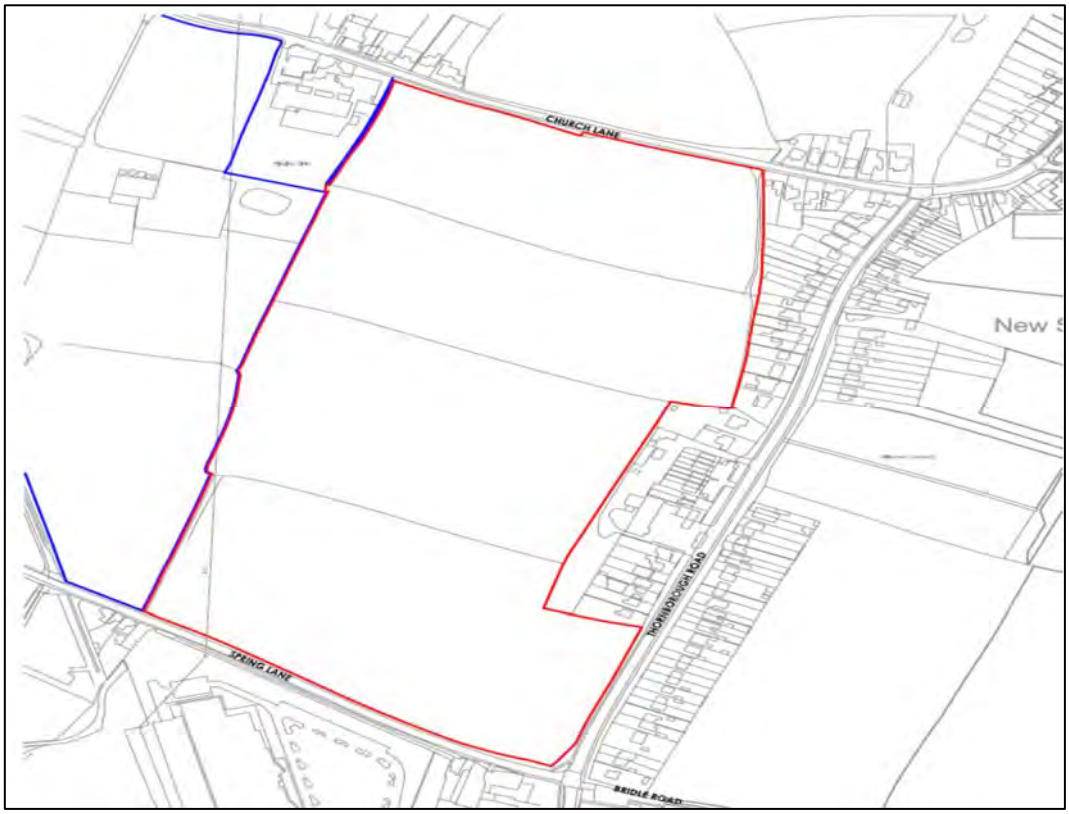

Figure 4 – Site location plan: Land south of Church Lane, Coalville

2.2 The Site

2.2.1 The site lies adjacent to the residential edge along Thornborough Road, in the north of Coalville. Coalville town centre lies approximately 1.3km south of the site. The site is bound

by Spring Lane to the south, and Church Lane to the north. Stephenson College is located approximately 100 metres south of the site.

2.2.2 The A511 dual carriageway lies approximately 230 metres south of the site and contains the northern edge of Coalville's urban area. Here, business and industrial parks line the southern side of the A511, which serves as a trunk road between Leicestershire and Burton-upon-Trent.

2.3 Site Location

2.3.1 The site is located close to the principal town of Coalville. New Swannington Primary School is located at the north western corner of the site. Stephenson College is located to the south of the site. Numerous retail facilities are located within 10 minutes walking distance of the site at the retail park located on Thornborough Road. Coalville town centre is roughly a 15-minute walk from the site. There are a good range of employment opportunities available within walking distance of the site at Stephenson Industrial Estate and the Coalville employment area.

2.3.2 The site is also well served by public transport. There are existing bus stops on both sides of Thornborough Road which are within 400m of the site. The no. 26 and 29 bus services operate half hourly along Thornborough Road to Leicester and Coalville. The no. 16 provides an hourly service to Loughborough and Whitwick. The Skylink bus service operates hourly to East Midlands Airport, and Nottingham.

2.3.3 In addition, the site has good public transport links to larger employment centres, such as Nottingham and Coalville itself. There are existing bus stops on both sides of Thornborough Road which are within 400m of the site.

2.3.4 Growth at Thornborough Road will both support, and be supported by, a range of services and facilities that are within walking and cycling route of the site. These include, but are not limited to; a primary school, a supermarket, two medical centres, a library, village hall, newsagent with Post Office, pubs, sports facilities and a dentist.

2.3.5 The nearest railway station to the site is Loughborough which can be accessed via the no. 16 bus service. From Loughborough station, employment, and service centres such as Leicester, Nottingham, Sheffield and London St Pancras can all be reached. New and existing residents of Coalville will have access to a wide range of locations as part of a wider multi-modal trip.

2.4 Draft Policy C48 – South of Church Lane, New Swannington

2.4.1 Gladman don't have any major comments on draft Policy C48. The majority of the outlined policy requirements were incorporated into the indicative Development Framework Plan (drawing ref: CSA/3006/101 Rev F) which was submitted in support of the previous application including:

- Provision of a safe and suitable access from both Spring Lane and Thornborough Road. No access was proposed previously via Spring Lane;
- Provision of active travel cycle routes through the site and pedestrian and cycle recreational routes with the site;
- Retention and enhancement of the existing public rights of way N43, O12 and O13;
- Achievement of a biodiversity net gain in accordance with national requirements (10% biodiversity net gain to be delivered on-site);
- Provision of tree planting and landscaping;
- Provision of a noise bund along the eastern boundary of the site where it adjoins existing business uses; and
- A design which respects the amenity of adjoining residential and employment uses.

Figure 5 – Indicative Development Framework Plan submitted with previous application

2.4.2 Gladman will ensure that an Archaeological Impact Assessment is submitted in support of any future application on the site to comply with policy requirement 2(f).

2.5 Previous planning application on the site

2.5.1 The site has previously been subject to an outline planning application (app reference: 16/01407/OUTM) submitted by Gladman in November 2016 for:

'Erection of up to 270 dwellings with public open space, landscaping, sustainable drainage systems, car parking area for New Swannington Primary School and vehicular access points from Thornborough Road and Spring Lane (outline - all matters other than part means of access reserved).'

2.5.2 Although the above application was refused by North West Leicestershire District Council in August 2017, there were no technical reasons for refusal cited within the Decision Notice. A comprehensive suite of technical reports and surveys were submitted as part of the outline planning application which demonstrated that there were no technical constraints to the delivery of the site. The key technical considerations of the site are summarised in the following sections below:

2.6 Access

2.6.1 A Transport Assessment was submitted as part of the previous outline planning application on the site. The site will be accessed from both Spring Lane to the south and Thornborough Road to the east, via priority controlled junctions. It was previously confirmed that the required visibility splays can be achieved and that the site access junction will operate comfortably within capacity in both the morning and evening peak periods. Gladman note the requirement in the draft policy for no vehicular access to be provided from Spring Lane to the north.

2.6.2 Improved connectivity to, and the retention and enhancement of the existing Public Right of Way networks across the site (PRoW No. O12, 013 and N43) which will provide new recreational and functional walking routes for new and existing residents. The provision of safe and convenient footways will help to reduce the reliance on private vehicles to access local services and facilities.

2.7 Landscape

2.7.1 A Landscape and Visual Impact Assessment (LVIA) was submitted with the previous application which concluded that the that the site is able to absorb residential development within its lower lying eastern section, and that the proposed development would cause a minimal localised landscape and visual impact, would be successfully integrated into the

settlement pattern of Thornborough Road, and would not cause harm to the landscape character or visual amenity. The development would not introduce any incongruent elements into the landscape, would not impact upon views to or from the wider landscape, nor would affect the sense of separation between settlements.

2.7.2 The proposed development would be contained by the local landform and both existing mature and establishing vegetation, within the extents of development set by the local limits along Thornborough Road, and that the proposals would retain the special quality of views within the local area, producing an enhanced settlement boundary to the west, and reinforcing the sense of separation with Swannington.

2.7.3 The LVIA also refers to the North West Leicestershire Settlement Fringe Assessment which identifies that the site had low potential to achieve mitigation in keeping with landscape character. It set out recommendations on the form of development in the event that the site was developed.

2.8 Ecology

2.8.1 An initial desk study and extended Phase 1 Habitat survey were undertaken in 2016, with additional Bat, Reptile, Badger, Breeding Bird and Great Crested Newt surveys being conducted between April and July 2017.

2.8.2 Gladman recognise that this appraisal may be out-of-date and are committed to ensuring that 10% biodiversity net gain can be achieved on site.

2.9 Flooding and Drainage

2.9.1 A Flood Risk Assessment and Outline Drainage Strategy and two Foul Drainage Analysis reports were submitted in support of the application. The Environment Agency flood zone maps indicate that the site lies within Flood Zone 1 (i.e. less than a 1 in 1,000 annual probability of river or tidal flooding in any one year). The site passes the sequential test.

2.9.2 To mitigate the risk of surface water flooding, the Flood Risk Assessment and Outline Drainage Strategy recommend minimum finished floor levels within the development, and the attenuation of surface water run-off rates. No objections were raised to the development by the Lead Local Flood Authority, subject to the imposition of appropriate conditions.

2.10 Heritage and Archaeology

2.10.1 The site does not contain, nor is in close to proximity of any listed buildings or conservation areas. In terms of non-designated heritage assets, the application was supported by an Archaeological Desk-Based Assessment which concluded that the site contains one non-designated asset, a HER record relating to a find of small sherds of Roman pottery.

2.10.2 In terms of the potential for as-yet to be discovered archaeological assets within the site, the Assessment concludes that the site has a low potential for any significant archaeological evidence. Gladman note that draft Policy C48 includes a requirement for an Archaeological Impact Assessment to be submitted in support of a planning application.

2.11 Illustrative Framework Plan

2.11.1 An illustrative Development Framework Plan was prepared in support of the previous application on the site, which was designed following a series of surveys and appraisals of the site and its surroundings. The findings from these investigations have fed into the masterplanning process and the final masterplan shows how the homes can be suitably accommodated within the site boundary.

2.11.2 We would welcome the opportunity to discuss the site in more detail with the Council. As the illustrative framework plan demonstrates, the site offers an exciting opportunity to deliver a scheme of new high-quality market and affordable homes.

2.11.3 The new housing will be set within a robust network of Green Infrastructure consisting of retained and new features, which will help to integrate development within the landscape and create a distinctive sense of place, as well as ensuring the site delivers net gains in biodiversity. Newly accessible formal and informal open space will be provided, designed to meet the express needs of the local community.

2.11.4 In line with the strategic objective of adapting to climate change, Gladman fully acknowledge and are serious about the importance of ensuring future development is climate resilient. As such, the site will provide significant areas of Green Infrastructure, including new tree and structural planting which will absorb CO_2 and create new habitats to support biodiversity. The new houses will be built to meet a high standard of energy efficiency and include provision of EV charging points. By the very nature of the site's sustainable location on the edge of Coalville, services and facilities can be accessed via active or public transport, reducing need for the use of private vehicles.

3 BROAD LOCATION WEST WHITWICK

3.1 Context

3.1.1 Gladman are promoting parcels C81 and C47 of the Broad Location site on land to the west of Whitwick, Coalville. The site has been identified by the Council as a Broad Location for potential future development for around 500 dwellings in the Draft Local Plan (Parcels C47, C77, C78, C86, C81). The location of the site is edged in red on Figure 6 below.

3.1.2 The approx. 35-hectare site offers a fantastic opportunity to continue growth in Coalville and develop a high quality, sustainable residential scheme that could make an important contribution to meeting housing needs in North West Leicestershire as well as helping to ensure the viability of local services and facilities within Coalville.

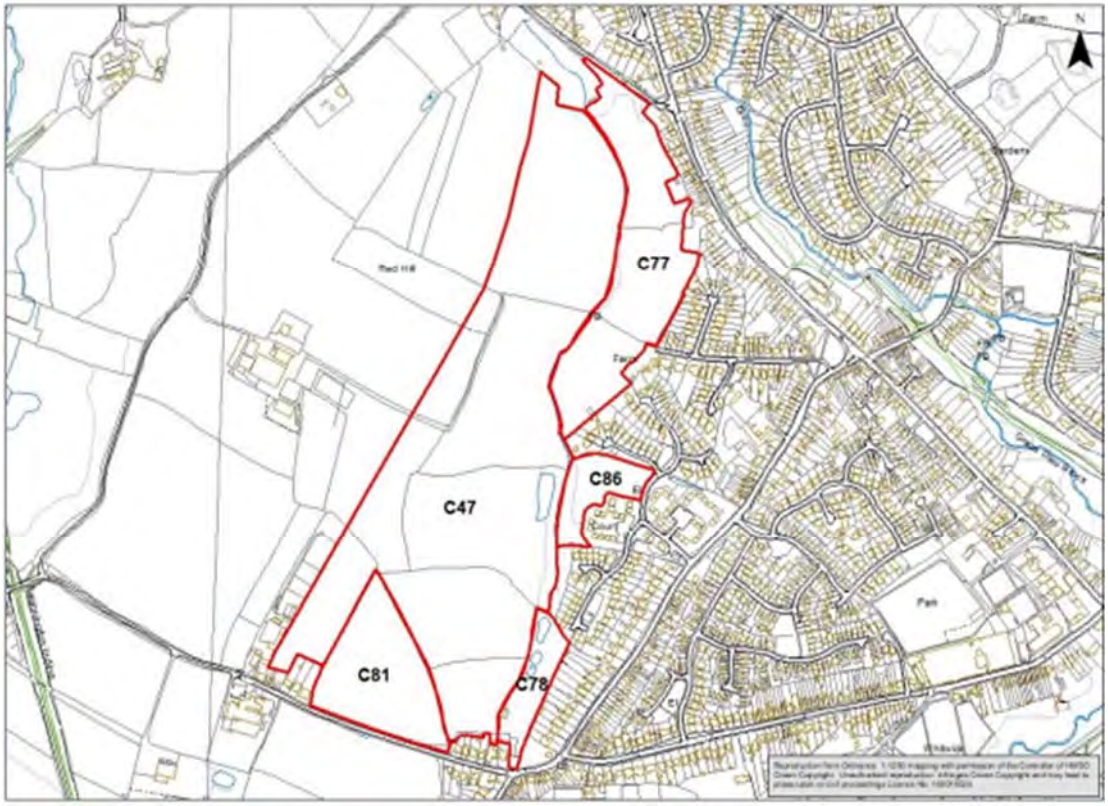

Figure 6 – Site location plan for Broad Location West Whitwick

3.1.3 Gladman recommends that following the close of the Regulation 18 local plan consultation, for Gladman and the landowners/site promotors of parcels C77, C78 and C86 to arrange a meeting with planning policy officers to discuss the best approach to bringing this site forward in a timely manner. This is reiterated in clause (2) of the draft policy which notes: *'there will need to be an agreement between the Council and the various site promotors 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) – (h)'.

3.1.4 In response to paragraph 4.36 of the supporting text, Gladman confirm that they are willing to establish a commitment to joint working alongside the various landowners and site promotors. Gladman would be happy to take a lead on the masterplanning work, supported by planning policy officers as well as the promotors/landowners of the various parcels. Following this and subject to the Council's approval, consultation can commence with the local community and key stakeholders.

3.2 Site Location

3.2.1 The site is located close to the principal town of Coalville. New Swannington Primary School is located at the south-west corner of the site. Stephenson College is located to the south of the site. Numerous retail facilities are located within 10-15 minutes walking distance of the site at the retail park located on Thornborough Road. Coalville town centre is roughly a 15-minute walk from the site. There are a good range of employment opportunities available within walking distance of the site at Stephenson Industrial Estate and the Coalville employment area.

3.2.2 The site is also well served by public transport. There are existing bus stops on both sides of Brooks Lane which are within 400m of the site. The no. 26 and 29 bus services operate half hourly along Brooks Lane to Leicester and Coalville. The no. 16 provides an hourly service to Loughborough and Whitwick. The Skylink bus service operates hourly to East Midlands Airport, and Nottingham. In addition, the site has good public transport links to larger employment centres, such as Nottingham and Coalville itself.

3.2.3 Growth at the Broad Location site will both support, and be supported by, a range of services and facilities that are within walking and cycling route of the site. These include, but are not limited to; a primary school, a supermarket, two medical centres, a library, village hall, newsagent with Post Office, pubs, sports facilities and a dentist.

3.2.4 The nearest railway station to the site is Loughborough which can be accessed via the no. 16 bus service. From Loughborough station, employment, and service centres such as Leicester, Nottingham, Sheffield and London St Pancras can all be reached. New and existing residents of Coalville will have access to a wide range of locations as part of a wider multi-modal trip.

3.3 Site Considerations

3.3.1 As part of any development proposal, a multi-disciplinary team of specialist consultants will be commissioned to undertake a series of detailed surveys and appraisals of the site and its setting. These technical studies will assess the site's ability to accommodate a sustainable residential development, taking account of features and characteristics including landscape, heritage and access.

3.3.2 It is anticipated that the site main vehicular access points into the site will be situated off Talbot Street to the north and Church Lane to the south of the site. However, this isn't explicitly stated within the draft policy or within the supporting text. An initial access appraisal would be required to be undertaken to determine the best locations for the points of access.

3.3.3 Improved connectivity to, and the retention and enhancement of the existing Public Right of Way networks across the site (which include PRoW no.s N34, N36, N43, O14 and O15) will provide recreational and functional walking routes for new and existing residents. The provision of safe and convenient footways will help to reduce the reliance on private vehicles to access local services and facilities.

3.3.4 The site is located entirely located within Flood Zone 1, at the lowest risk of flood and there are no sources of surface water flood risk on site.

Summary and Delivery

3.3.5 Parcels C47 and C81 of the wider site are in the control of willing landowners who are committed to progressing a residential-led proposal as soon as possible. In Gladman Developments Ltd, the site has the benefit of a promoter with the necessary experience and expertise to successfully guide a proposal through to implementation.

3.3.6 The site has the ability to accommodate a high-quality residential development that could be successfully assimilated into its landscape setting. It is sustainably located in relation to Coalville's services and facilities, and benefits from sustainable modes of transport.

3.3.7 As noted within the draft policy, 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.

4 LAND OFF BLACKFORDBY LANE, MOIRA

4.1 Context

4.1.1 Gladman are promoting land off Blackfordby Lane, Moria for residential development. The majority of the site falls under the neighbouring parish, although the two northernmost fields sit within Blackfordby Parish, east of Driftside and Blackfordby Lane. The site is shown edged red on Figure 7 below.

4.1.2 The 6.39 hectare site lies adjacent to the settlement boundary of Moira and is capable of delivering up to 115 dwellings (including a policy complaint level of affordable housing). The site offers an ideal opportunity to continue growth in the village and develop a high quality, sustainable residential scheme that could make an important contribution to meeting housing needs in North West Leicestershire as well as helping to ensure the viability of local services and facilities within Moira.

Figure 7 – Site location plan: Land off Blackfordby Lane, Moira

4.2 The Site

4.2.1 The site comprises five distinct but adjoining parcels of land to the east of Blackfordby Lane and is currently in agricultural use. The site is fairly flat and each parcel of land is bound by mature hedgerows. To the south of the site are residential dwellings and to the south-west

corner is Moira Primary School. The site is within the Minerals Consultation Area for the potential presence of at or near surface coal resources. It lies within the catchment of the River Mease SAC.

4.3 Site Location

4.3.1 Moira is designated as a 'Sustainable Village' in the adopted North West Leicesterhsire Local Plan and in the new Draft Local Plan. Sustainable villages are defined as settlements which have a limited range of services and facilities. Moira features a good range of services including a local shop, post office, primary school, village hall, industrial business park, and a public house which are all within 2km walking and cycling distance of the site.

4.3.2 Moira has good public transport links providing a choice of travel means. There are existing bus stops on both sides of Blackfordby Lane is within 400m walk and cycling distance of the site. The no. 29 A/29B/X29 bus service operates through Moira on Blackfordby Lane and Ashby Road, providing two services per hour to larger settlements including Coalville, Ashby-de-la-Zouch and Leicester. The site is therefore considered to occupy a sustainable location.

New Homes

4.3.3 The site can deliver a wide range of market and affordable homes to meet the county's general and specialist housing needs, with the potential to deliver up to 200 new homes. The site would deliver a policy compliant level of affordable homes.

4.3.4 This will contribute significantly towards the Council's affordable housing supply requirements, without subsidy, and will provide people with a local connection to the area an affordable property to call their own.

Landscape

4.3.5 The site is not subject to any landscape quality designation and lies outside of the Green Belt, AoNB and Special Landscape Area. The site, nor the immediate landscape, contains any rare or unusual landscape features.

Highways

4.3.6 It is proposed that the site will be accessed from Blackfordby Lane, via a simple priority junction. The required visibility splays can be achieved and the site access junction will

operate comfortably within capacity in both peak periods with the proposed development traffic.

Biodiversity, Green Open Space and Local Wildlife

4.3.7 Development the site is not expected to negatively impact on statutory and non-statutory designated sites within the local area due to its scale and distance from sites.

4.3.8 The site could deliver net benefits for wildlife in the form of additional habitats which include substantial areas of green public open space, additional hedgerow and tree planting, and the provision of a SuDS feature There are also opportunities to provide additional biodiversity enhancement measures alongside the new housing.

Flooding and Drainage

4.3.9 The entire site lies within Flood Zone 1 and therefore is considered to be at low risk of fluvial flooding and appropriate for residential development.

4.3.10 New Sustainable Drainage System features will be provided in the lower parts of the site which will form an integral part of the development's green infrastructure and be designed to maximise landscape and biodiversity benefits.

Heritage and Archaeology

4.3.11 The site does not contain, nor is in close to proximity of any listed buildings or conservation areas. There is only a single Grade II Listed Building within 1km of the site (Norris Hill Farmhouse) to the north-west of the site's boundary, however it is anticipated that development of the site would have a less than substantial harm impact upon the asset.

4.3.12 In terms of the potential for as-yet to be discovered archaeological assets within the site, it is suggested that further work prior or during development would ensure that any asset could be identified and recorded and conditioned.

Development Framework Plan

4.3.13 Gladman have prepared an indicative Development Framework Plan (see Figure 8 overleaf) to demonstrate how any development on the site may take shape and how the aforementioned benefits will be integrated into the site.

4.3.14 The site is relatively flat and there are no public rights of way crossing the site. There is a line of single tier pylons running along the western boundary of the site. The new housing

will be set within a robust network of Green Infrastructure consisting of retained and new features, which will help to integrate development within the landscape and create a distinctive sense of place, as well as ensuring the site delivers net gains in biodiversity. Newly accessible formal and informal open space will be provided, designed to meet the express needs of the local community.

4.3.15 A significant area of public open space (approx. 3.15ha) will be provided on-site which will included proposed tree and woodland planting, proposed footpath and cycle links, attenuation basis, equipped children's play area, trim trail and the retention of the existing woodland.

Figure 8 – Indicative Development Framework Plan. Land off Blackfordby Lane, Moira

4.3.16 In line with the strategic objective of adapting to climate change, Gladman fully acknowledge and are serious about the importance of ensuring future development is climate resilient. As such, the site will provide significant areas of Green Infrastructure, including new tree and structural planting which will absorb CO_2 and create new habitats to support biodiversity. The new houses will be built to meet a high standard of energy efficiency and include provision of EV charging points. By the very nature of the site's sustainable location on the edge of Coalville, services and facilities can be accessed via active or public transport, reducing need for the use of private vehicles.

SCHOOL

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)

Title	[redacted]	
First Name	Duncan	
Last Name	Ferguson	
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Organisation (where relevant)		
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Street		
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	
	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

This is a response to application 23/01697/EAS, Policy IW1, the proposed new settlement of Isley Woodhouse.

I oppose the application for the following reasons:

1. This in my opinion is lazy planning. Dumping all of NWLDC housing allocation on one site is just lazy. Whilst I appreciate this then meets the thresholds for the construction of amenities such as shops, surgeries and schools the application does not meet the needs of the surrounding villages and is not sympathetic to the local aesthetic. Diseworth has conservation village status, having a large new development adjacent to the village would impact this.
2. Such a large development is not in-keeping with the local area, especially the historic villages of Diseworth, Wilson, Tonge, Breedon-on-the-Hill, Islay Walton, Worthington and Belton, and will have a detrimental effect on the surrounding villages aesthetics.
3. Environmental impact on the surrounding area. The proposed site sits at approx. 90m elevation whilst Diseworth sits at approx. 60m elevation, Wilson sitting at approx. 55m elevation and Long Whatton sits at approx. 50m elevation. Diseworth Brook is fed from field run-off from the surrounding countryside (this includes the farmland that the proposed site would replace) and the overflow holding ponds from East Midlands Airport. Diseworth already suffers from an increasing flood problem. The new settlement (along with other proposed developments as opposed below) will have a significant impact on Diseworth Brook and will require significant infrastructure to mitigate any increase on already high levels of surface water from entering Diseworth Brook.
4. Increase in air, noise and light pollution. With the airport kicking out as much light pollution as Loughborough, a further development of the magnitude of the proposed site will only increase the light pollution. With Diseworth sitting in a dip, the village will be surrounded by light. The proposed site will take a very long time to build, this will increase the air pollution long term with not only the physical building of the proposed site but also the increased traffic going to the site in the long term once it is completed. Noise pollution will also increase with the building of the site due to onsite traffic and groundworks being completed. The surrounding villages will have to tolerate more traffic as they will become rat-runs for traffic to and from the proposed site in the future.
5. Current road infrastructure will not cope with the increase in traffic to and from the proposed site. Any changes to the current road infrastructure, such as turning the A453 into a dual-carriageway, will mean that Diseworth would then be surrounded on all sides by multiple carriageway roads with the M1, and A42 flanking the village already. This will only increase noise and air pollution.
6. Food production is critical in the UK. This development will destroy 750 acres of agricultural land and miles of ancient hedgerows and trees. Not only would we permanently lose this rich farmland but also the carbon sink that it provides, contributing to the climate crisis.
7. Have other proposals been considered, such as smaller developments sympathetically attached to existing villages. Smaller developments built onto existing villages may be more welcomed than one massive development.
8. The single development site proposed would attract more crime in the area as the allure of new houses on such a large scale will attract criminality.
9. Having a large development on the doorstep of smaller villages that is not in-keeping with the area may have a detriment on house prices, those already living in the

surrounding villages may see a significant fall in house prices due to ongoing building work, increase in crime and other impacts already mentioned such as air quality.

This is a response to application 22/00938/EAS, the further SEGRO freeport development EMP90. I oppose the application for the following reasons:

1. This is a cumulative development, along with the planning application above this would surround the historic village of Diseworth with an inappropriate amount of new development that would destroy the historic, rural nature of the village which has conservation village status.
2. The warehouse development would abut the village boundary causing significant detriment to the village aesthetic, especially those properties on the eastern edge of the village. This would no longer be a rural village.
3. The warehouse development would have a significant impact on surface run-off of rainwater towards Diseworth, a village that is already plighted by an increase in flooding and would be severely impacted by further run-off.
4. Current road infrastructure will not support the proposed development, new road infrastructure will have to be considered and this will cause more noise, light and air pollution.
5. Biodiversity will be hugely impacted, replacing the agricultural land, hedgerows and trees with concrete and steel will have a negative impact on local wildlife. Buffering, shielding or screening will not mitigate the negative impact caused by building the proposed warehouses in the first place.
6. There will be a significant increase in air, noise and light pollution. Diseworth sits down hill and this development will appear to tower over the village. This will have a significant impact on the mental and physical wellbeing of village residents.
7. The Local Plan states "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", why then is this land even being considered within the local plan? A freeport is 45km in diameter which will include a number of customs sites. Have other more appropriate sites been considered which can be proposed instead of the one that the Local Plan states is unacceptable? Could areas along the A453 towards Nottingham be considered, areas along the A50 corridor, the former Willington power station site, A46 corridor, land surrounding existing industrial sites at Bardon Hill, West Hallam, Langley Mill or Appleby Magna.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: DFerguson

Date: 13/03/24

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

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Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
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First Name	Kay	
Last Name	Armitage	
Job Title (where relevant)		
Organisation (where relevant)		
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Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? IW1 2. EMP 90		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

		Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) I am writing to oppose both of the above schemes because it seems absurd to surround a small village with a large housing estate and Freeport. Not only will it destroy agricultural land and natural habitats, it will completely destroy a rural village with noise and light pollution. Flooding is already a problem in Diseworth and these schemes will undoubtedly make everything worse. I'm sure the planners could find other places nearby which would be just as good without ruining the lives of many of my friends , other Diseworth families , the land and the natural habitat containing an abundance of wild life .

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: K. Armitage

Date: 14/032024

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name		Jessica
Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

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		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy S1 - Future Housing and Economic Development Needs (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to Part 1 of Draft Policy S1 which states: '*the housing requirement for North West Leicestershire is 686 dwellings each year and 13,720 dwellings over the plan period 2020-2040 as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area'.*

The National Planning Policy Framework ('NPPF') (paragraph 60) and Planning Practice Guidance ('PPG') (reference 2a-010-20190220) set out the Government's objective of significantly boosting the supply of homes. North West Leicestershire District Council's ('NWLDC') proposed housing requirement (686 dwellings per annum) has been calculated using the standard method (372 dwellings per annum) in addition to the agreed contribution towards Leicester City's unmet need (314 dwellings per annum). This means that there is no contingency buffer included for the purposes of calculating the District's local housing need. National planning policy and guidance is clear that, the standard method identifies the minimum annual housing need which should be used as a starting point (PPG reference 2a-002-20190220).

Paragraph 6.25 of the Plan states that: *'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'*. The PPG (Paragraph: 024 Reference ID: 2a-024-20190220) encourages local planning authorities to consider increasing planned housing numbers where this can help to meet the identified affordable need. We therefore consider that the proposed housing requirement for the District should be increased above the minimum standard method figure in order to address affordability needs. The contribution towards Leicester City's unmet needs should then be added.

In addition to the above, at the Hinckley and Bosworth Council ('HBBC') Full Council meeting on the 30

January 2024, HBBC agreed to sign the Statement of Common Ground ('SoCG') but disputed 87 of the 187 dwellings apportioned to them[1]. As a result of this decision, there will be a shortfall across the Housing Market Area ('HMA') which might need to be accommodated by one or more of the HMA authorities should HBBC continue to dispute the contribution. NWL will need to continue to engage with HBBC and the other HMA authorities in order to ensure that the Leicester City shortfall is fully accommodated.

Should a higher housing requirement be pursued, then additional residential sites will need to be identified. David Wilson Homes East Midlands ('DWH') is promoting land in the northern part of the Coalville Urban Area to the east of Thornborough Road for residential development (SHELAA reference C18). The Site is circa 17 hectares (42 acres) with a net developable area of circa 10.1 hectares (25 acres) and could deliver circa up to 400 dwellings. The Site offers an immediate development opportunity which could be delivered within the next 5 years.

Coalville Urban Area (comprising Coalville, Donington le Heath, Greenhill, Hugglescote, Snibston, Thringstone, Whitwick and Bardon employment area) is identified as the 'Principal Town' in the emerging Local Plan where the highest proportion of growth will be concentrated. Draft Policy S2 – Settlement Hierarchy (Strategic Policy) recognises that Coalville Urban Area is *'the primary settlement within the District which provides an extensive range of services and facilities…which is accessible by sustainable transport from surrounding areas to other large settlements outside the District'*.

The DWH Site was assessed as potentially available, achievable and suitable in the 2021 SHELAA. The SHELAA concludes that *'the Site is within an Area of Separation and it would be necessary for any development proposal to demonstrate that development would not erode the separation between Coalville and Whitwick. It would also be necessary to demonstrate that issues relating to flooding and minerals/geo environmental factors can be satisfactorily addressed. Subject to these the site is considered potentially suitable'*. Since the SHELAA assessment, DWH now have an option on the Site so could deliver the site in the short term if required.

As stated above, the Site is located within the Area of Separation (AoS) (Policy EN5) between Coalville and Whitwick. As part of the promotion of the site landscape advice will be sought and it is considered development can be focused on areas which play a limited role in separating Coalville and Whitwick. It is also considered that landscape buffers and planting could be proposed in order to retain separation between the settlements (please also refer to our response to Policy EN5).

In addition to the above, the report that was taken to the NWLDC Local Plan Committee on 17th January 2024[2] recognised at paragraph 5.30 that there is a shortfall of dwellings identified in the Coalville Urban Area and that the allocation of sites within the AoS should be considered: '*not allocating any further land within the AoS does mean there would be a shortfall in the Coalville Urban Area of at least 300 dwellings compared to option 7b. If at the Regulation 19 stage it is apparent that there is still a shortfall in the Coalville Urban Area, then this issue will have to be addressed. Members are advised that this is likely to require the allocation of more land in AoS if the Council is to be able to demonstrate at Examination that it has prepared a 'sound' plan. Based on the AoS study, any additional allocation will involve some areas identified as making a primary contribution to the AoS'* [Savills Emphasis].

Paragraph 5.20 of the NWLDC Local Plan Committee Report (17th January 2024) recognises that *'The AoS is a local designation which is not specifically recognised in the NPPF'* and states that *'whilst recognising*

[1] Hinckley and Bosworth Council Agenda 30 January 2024 https://moderngov.hinckley-bosworth.gov.uk/ieListDocuments.aspx?CId=119&MId=2374

[2] https://minutes1.nwleics.gov.uk/documents/s42824/New%20Local%20plan%20Proposed%20Housing%20and%20Employment%20Allocations%20Local%20Plan%20Committee%20Report.pdf

that allocating for land for housing development in the AoS is likely to be unpopular it would be consistent with the comments of the Planning Inspector who conducted the Examination of the adopted Local Plan and who concluded that "there is scope for reconsideration of the detailed boundaries and land uses of the AoSs, 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"' [Savills Emphasis].

As set out above, it is considered that the housing requirement should be increased in order to address affordable housing needs. Additional residential sites will be required and as stated in the Local Plan Committee Report (17th January 2024), housing needs within the Coalville Urban Area are not currently being met and sites within the AoS may be required. Although the DWH Site is within the AoS, the SHLAA has assessed the site as potentially suitable, available and achievable. It is considered that mitigation could be provided in order to avoid coalescence of Coalville and Whitwick. We therefore consider that the site should be allocated within the emerging Local Plan.

In addition to the above, we do not consider that the current plan period included is appropriate. NWLDC have included a new settlement as a draft allocation (IW1 – Isley Woodhouse) for 4,500 dwellings (1,900 dwellings built by 2040). Paragraph 22 of the NPPF states *'that when the proposed local plan strategy incorporates larger scale developments such as new settlements or significant extensions to existing villages and towns, policies should be set within a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery'.* This is also stated in the PPG at Paragraph: 083 Reference ID: 61-083-20211004). Furthermore, Page 6 of Lichfield's Start to Finish Report (February 2020) states that *'The average time from validation of an outline application to the delivery of the first dwelling for large sites* [2,000+ dwellings] *ranges from 5.0 to 8.4 years dependent on the size of the site'.* We therefore consider that the plan period should be extended to at least 2050 and the housing requirement should be adjusted accordingly.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

[redacted]

Date: 14/03/2024

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	Personal Details	**Agent's Details (if applicable)**
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First Name		Jessica
Last Name		Graham
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Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

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1. To which consultation document does this representation relate?	☑	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy S2 – Settlement Hierarchy (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **support** Policy S2 and the Coalville Urban Area being identifed as *'the Principal Urban Town'* and *'the primary settlement in the district which provides an extensive range of services and facilities'.* Policy S2 also confirms that '*the largest amount of development will be directed here'.*

Paragraph 5.6 of the Settlement Study (2021) states that the '*Coalville Urban Area is the most sustainable settlement having regard to the range of services and facilities available'*. Table 5.1 of this study scores Coalville Urban Area as '33' (the higher the number the most sustainable the settlement). Ashby de la Zouch is the second most sustainable settlement listed in table 5.1 but only scored '23' so significantly less sustainable than the Coalville Urban Area.

It is clear from Settlement Study (2021) that the Coalville Urban Area is highly sustainable and should therefore be identifed as the principal town and be the subject to the most housing growth. From the table on page 10 of the Proposed Housing and Employment Allocations for Consultation document, it is evident that although the Coalville Urban Area is identifed as the most sustainable settlement, this is not where most growth is going. The table proposes to allocate 1,666 dwellings in Coalville Urban Area. However, a greater number of dwellings (2,326 dwellings) are proposed to be allocated in Ashby de la Zouch and Castle Donington which are lower in the hierarchy and less sustainable than the Coalville Urban Area. The Coalville Urban Area is also not constrained by the River Mease SAC unlike Ashby de la Zouch and therefore more housing growth should be directed to the Coalville Urban Area in the shorter term.

Furthermore, there is a draft allocation proposed for around 32 dwellings (site reference C92 Former Hermitage Leisure Centre, Sliver Street Whitwick) (north east of the David Wilson Homes (East Midlands) 'DWH' site) and therefore if this site was developed we consider that DWH's site at Thornborough Road being allocated would be a natural extension of the existing settlement. As explained in our representation to draft Policy S1 although it is acknowledged that DWH's Site is located within the Area of Separation ('AoS'), the Council have recognised that some of the land in the AoS may need to be allocated and DWH consider that Site (SHELAA reference C18) could be developed sensitively in order to retain separation between Coalville and Whitwick.

Additionally, as explained in the representation to draft Policy H3, we do not think there is currently enough evidence to support IW1 Isley Woodhouse being allocated as a new settlement and therefore if additional sites are needed to replace this draft allocation, DWH's Site within the most sustainable settlement in the District, should be considered.

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 14/03/2024

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First Name		Jessica
Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
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PART B – Your Representation

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Policy S4 – Countryside (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to Draft Policy S4 – Countryside. The policy states *'land outside the Limits to Development, as shown on the Policies Map, is identifed as countryside where uses listed (a) to r) below will be supported, subject to the considerations set out in criteria (a) to (d)'*. It is considered that the policy should be amended to be more flexible recognising that sometimes uses beyond those listed (a) to (r) will need be supported to meet the housing need according to the market. Language used should be positive and this is in accordance with paragraph 16 (b) of the National Planning Policy Framework 'NPPF' which states: *'plans should be prepared positively in a way that it is aspirational but deliverable'.*

Often land outside or adjacent to the limits to development may be the most suitable location for new development and that existing sites within the development limits may not be the most appropriate land to deliver the development required (nor the most sustainable option). Paragraph 7 of the NPPF recognises that '*the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner'.* Paragraph 69 of the NPPF also states that *'planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability'.*

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Policy AP1 – Design of New Development (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

The principle of Draft Policy AP1 is supported however the Council have not yet drafted a policy in relation to this. It is considered that any District Design Code prepared needs to acknowledge that site specific circumstances are a key consideration and wording within the code should be flexible e.g. 'where possible' rather than applying unrealistic blanket restrictions to all development. This is in accordance with paragraph 16 (b) of the National Planning Policy Framework which states: *'plans should be prepared positively in a way that it is aspirational but deliverable'.*

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Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft Policy AP4 and consider it goes beyond national requirements. The December 2023 Written Ministerial Statement[1] which states that '*a further change to energy efficiency building regulations is planned for 2025 meaning that homes built to that standard will be net zero ready and should need no significant work to ensure that they have zero carbon emissions as the grid continue to decarbonise. Compared to varied local standards, these nationally applied standards provide much-needed clarity and consistency for businesses, large and small, to invest and prepare to build net-zero ready homes'*. It goes on to state that *'the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned buildings regulations'* [Savills Emphasis]. Therefore, it is considered that the plan should only require development to comply with current or planned building regulations.

[1] https://questions-statements.parliament.uk/written-statements/detail/2023-12-13/hcws123

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Policy H1 – Housing Strategy (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes (East Midlands) ('DWH') **object** to part 1 of the policy which states that '*provision will be made to address the requirement of 13,720 new dwellings in the period to 31 March 2024'.* A detailed response to the proposed housing requirement is set out in our response to draft Policy S1.

Part 8 of Policy H1 states that proposals for residential development will be supported where they contribute positively towards meeting local housing needs and achieving sustainable development. The Policy also goes on to state that *'applications for major 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'*. We consider that it is important that any policy is realistic and ensures that housing delivery will not be compromised or stalled due to overly prescriptive requirements, for example, requiring a specific housing mix that does not consider market demand at the time of the application. This is in accordance with paragraph 16 (b) of the National Planning Policy Framework which states *'plans should be prepared positively, in a way that is aspirational but deliverable'*.

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Policy H4 – Housing Types and Mix (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes (East Midlands) ('DWH') **object** to policy H4 as currently written. Part 1 of the policy states that *'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]'.* A separate response has been submitted in relation to Policy H7.

DWH do not support the Local Plan applying a blanket requirement for housing mix and types across the District. Proposed housing types and mix should be determined on a site by site basis at the time of an application and be informed by market demand. This is considered to be the true measure of housing need within the locality. This is in accordance with paragraph 31 of the National Planning Policy Framework which states '*the preparation…of all policies should be underpinned by relevant and up to date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals'.*

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Policy H5 – Affordable Housing (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

This policy states that affordable housing will be provided on site as part of major residential and mixed-use developments. However, the percentage requirements and tenure mix have not yet been set and are awaiting whole plan viability testing.

David Wilson Homes East Midlands ('DWH') supports the need to address the affordable housing requirements of the District. However, a blanket approach should not be applied for on-site provision, this instead should be considered on a site by site basis. It is considered that this is an approach in accordance with paragraph 35 (b) of the National Planning Policy Framework which states that '*plans are 'sound' if they are justified and are based on proportionate evidence'*. Any affordable housing policy taken forward should be caveated that the provision of affordable housing will be subject to viability.

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Policy H7 – Self-build and Custom Housebuilding

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to policy H7 which requires market housing sites of 30 or more dwellings to deliver a minimum of 5% of the site's capacity as serviced plots for self-build and custom-housebuilding. We do not support large sites being required to deliver a percentage of self-build housing. The requirement for custom and self-build housing plots should be determined on a case by case basis and based on the preferences of those on the self-build register.

The Self-Build Topic paper (February 2024) states that the data '*supports a demand of 24 plots a year for self-build and custom housebuilding'.* It is therefore considered unreasonable (and will deliver over the need) for all sites over 30 or more dwellings to provide 5% self-build, the register is purely interest and the Council do not have to provide the means for everyone on the register to build a house.

Furthermore, paragraph 12.136 of the Leicester and Leicestershire Housing and Economic Needs Assessment (2022) states that '*as a first step the local authorities should seek to adopt a general 'encourage' policy for all sites but might consider implementing a further policy on strategic sites'* [Savills emphasis]. Draft Policy H7 goes beyond a 'general encourage policy'. We therefore do not consider that the proposed policy aligns with the evidence provided.

In addition to the above, the very nature of self and custom build housing means that it is difficult to plan for precise locations of delivery. The delivery of such provision can present a number of operational and health and safety issues which has the potential to act as a drag on the progression of development sites. Such requirements should be based on local evidence such as the self and custom build register and local eligibility test (Planning Practice Guidance: Paragraph: 025 Reference ID: 57-025-20210508).

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Policy H10 - Space Standards

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to Draft Policy H10 which states that *'all new housing will be required to meet or exceed the Nationally Described Space Standard (NDSS) (or any subsequent government update) for gross internal floor areas and storage space'.*

Footnote 52 of the National Planning Policy Framework states that policies can require NDSS where the need for an internal space standard can be justified. Should NDSS be required then the Council must provide evidence to justify the requirement taking account of the need, viability and timing (PPG Reference ID: 56-020-20150327). If evidence is provided, then the policy should be worded to "encourage" rather than "require" major developments to deliver housing to meet the NDSS. Site specific circumstances and the type of product being produced means that it would be onerous to apply the standards in a blanket fashion.

The Space Standards Topic Paper (February 2024) states that there is evidence that the majority of one, two and three bed homes do not meet the minimum gross internal floorspace standards as set out in the NDSS (paragraph 7.1). The Topic Paper does not provide evidence that these homes have not sold or do not meet the needs of the residents of these homes.

Declaration

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Signed:

[redacted]

Date: 14/03/2024

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PART B – Your Representation

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Policy H11 – Accessible, Adaptable and Wheelchair User Homes

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft policy H11 which requires on housing developments comprising 10 or more dwellings (or on sites more than 0.5 hectares) to provide:

A) At least 9% of all market homes will be required to meet Part M4(3)(2)(a)

B) At least 23 % of all affordable homes will be required to meet Part M4(3)

Requirements for M4(2) and M4(3) standard dwellings should only be included when justified by evidence (PPG Paragraph: 009 Reference ID: 63-009-20190626) and should be done on a site by site basis. The Planning Practice Guidance (PPG) states that Councils have the option to "*set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access*" where there is a justified need (PPG Paragraph: 002 Reference ID: 56-002-20160519. We therefore consider that the requirement included within policy should be evidenced and balanced against the need to make the most efficient use of land available and ensure site viability.

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Policy IF1 – Development and Infrastructure (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft Policy IF1 part 1 as it states that *'development <u>will</u> 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 its communities'* [Savills emphasis]. The National Planning Policy Framework paragraph 75 states that *'planning obligations must only be sought where they meet all the following tests:*

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'

Development should only be required to mitigate its own impact and cannot be required to address existing deficiencies in infrastructure or services. It is therefore essential for the Infrastructure Development Plan (IDP) to clearly show the existing and known deficiencies in the current infrastructure, before reaching any conclusion on the cumulative effects of new development, and any contribution that is needed from new development to mitigate any additional individual and/or cumulative impacts.

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Policy IF2 – Community Facilities (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to part 3 of the draft policy. This states *'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 new development'*. This policy provides no detail in relation to what is regarded as 'insufficient'. It is considered that this policy needs to be reworded to provide sufficient detail. This is in accordance with paragraph 31 of the National Planning Policy Framework which states: *'the preparation and review of all policies should be underpinned by relevant and up-to-date evidence.*

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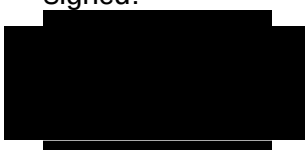

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Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy**)**

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Part 1 (a) of Policy EN1 is **supported** which states that the council will seek to conserve and enhance the biodiversity in the district by *'ensuring that development provides net gain in biodiversity consistent with any national policy prevailing at the time a planning application is determined'*. This proposed policy is in accordance with paragraph 35 (d) of the National Planning Policy Framework which states *'plans are 'sound' if they are: consistent with national policy - enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.'* Should the Council pursue a requirement above national standards then this would need to be sufficiently justified and tested against its impact on viability and site yields.

.

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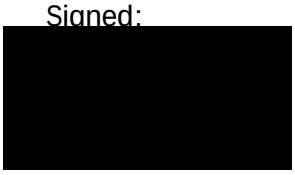

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Policy En5 – Areas of Separation

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft Policy EN5 Areas of Separation ('AoS') which states that the land as identifed within the policies map is an area of land *'where only agricultural, forestry, nature conservation, leisure and sport and recreation uses will be allowed'*. David Wilson Homes East Midlands' ('DWH') site land north of Thornborough Road (SHLAA reference C18) is located within the Area of Separation (AoS) (Policy EN5) between Coalville and Whitwick.

Adjacent to DWH's Site is the Leisure Centre and the land this has been constructed on was previously included in the AoS. In the Officer's Planning Committee report for the approved application it was concluded that *'whilst the site lies within an AoS as defined in the adopted North West Leicestershire Local Plan, the impacts on AoS would be limited to a degree, given the extent of enclosure of the site and, when taking into account the need for and the benefits of the proposed scheme, the harm to the AoS would be outweighed by the benefits of the scheme in the overall planning balance. In particular, the design is considered acceptable, and there are no technical issues that cannot be addressed'*.

Following this North West Leicestershire District Council 'NWLDC' produced an Area of Separation Study Update (May 2022) which takes into account the recent development of the Whitwick and Coalville Leisure Centre. Therefore it is considered that the policy is not as permissive as it should be and the wording should allow for development provided it does not make settlements physically or visually coalesce any more. In Charnwood's adopted Policy CS 11 Landscape and Countryside it includes the following wording: *'we will protect the predominantly open and undeveloped character of Areas of Local Separation unless new development clearly maintains the separation between the built-up areas of these settlements'.* It is considered that wording of a similar nature should be included to Policy EN5. Furthermore, as part of any future development on the site, it is considered that landscape buffers and planting could be proposed in

order to retain separation between the settlements.

In addition to the above, the report that was taken to the NWLDC Local Plan Committee on 17th January 2024[1] recognised at paragraph 5.30 that there is a shortfall of dwellings identified in the Coalville Urban Area and that the allocation of sites within the AoS should be considered: '*not allocating any further land within the AoS does mean there would be a shortfall in the Coalville Urban Area of at least 300 dwellings compared to option 7b. If at the Regulation 19 stage it is apparent that there is still a shortfall in the Coalville Urban Area, then this issue will have to be addressed. Members are advised that this is likely to require the allocation of more land in AoS if the Council is to be able to demonstrate at Examination that it has prepared a 'sound' plan. Based on the AoS study, any additional allocation will involve some areas identified as making a primary contribution to the AoS'* [Savills Emphasis].

Paragraph 5.20 of the NWLDC Local Plan Committee Report (17th January 2024) recognises that *'The AoS is a local designation which is not specifically recognised in the NPPF'* and states that *'whilst recognising that allocating for land for housing development in the AoS is likely to be unpopular it would be consistent with the comments of the Planning Inspector who conducted the Examination of the adopted Local Plan and who concluded that "there is scope for reconsideration of the detailed boundaries and land uses of the AoSs, 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"'* [Savills Emphasis].

As set out in our response to Policy S1 and as stated in the Local Plan Committee Report (17th January 2024), housing needs within the Coalville Urban Area are not currently being met and sites within the AoS may be required. Although the DWH Site is within the AoS, the Strategic Housing and Economic Land Availability Assessment has assessed the site as potentially suitable, available and achievable. It is considered that mitigation could be provided in order to avoid coalescence of Coalville and Whitwick. We therefore consider that the site should be allocated within the emerging Local Plan.

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[1] https://minutes1.nwleics.gov.uk/documents/s42824/New%20Local%20plan%20Proposed%20Housing%20and%20Employment%20Allocations%20Local%20Plan%20Committee%20Report.pdf

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Money Hill, Ashby-de-la-Zouch (A5)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to this allocation being included in the emerging plan. This is a historic allocation that has been retained from the adopted Local Plan due to no planning applications being submitted for part of the Site. Paragraph 126 of the National Planning Policy Framework ('NPPF') states that '*planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability'* [Savills Emphasis]. As part of the Local Plan Review North West Leicestershire District Council should assess whether there is any reasonable prospect of this site being delivered within the plan period. If there is no evidence provided on its deliverability then it should be removed.

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New Settlement Isley Woodhouse (IW1)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes (East Midlands) ('DWH') **object** to draft allocation IW1 – Isley Woodhouse being included in the plan. It is considered that the proposed 'new settlement' does not have sufficient evidence to prove it is deliverable. The National Planning Policy Framework ('NPPF') (paragraph 35 (b)) states that '*plans are 'sound' if they are justified - – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence'*. The Isley Woodhouse Site Assessment (date unknown), states that *'the land is being promoted for the comprehensive development by a consortium acting on behalf of landowners'* and it also states that *'the infrastructure costs associated with bringing forward a stand-alone settlement will be considerable and it will be important that these are planned and phased so they can be successfully and viably delivered'* [Savills Emphasis].

We have reviewed the Strategic Housing and Economic Land Availability Assessment ('SHELAA') (2021) site analysis and in summary the analysis concludes that the proposed new settlement is potentially suitable, potentially available and potentially achievable. It also states *'it would be necessary to demonstrate that issues relating to flooding and geo environmental factors can be satisfactory addressed'*. Until these issues have been clearly addressed it is considered other allocations should be considered. It is also unclear if all of the landowners are supportive of the proposed allocation and whether there are any agreements in place between the various parties. Having multiple landowners involved can cause delay in the delivery of large sites.

Furthermore, along with allocating IW1 – Isley Woodhouse the consultation plan proposes to allocate a number of sustainable urban extensions (A5 - Money Hill, Ashby de la Zouch and CD10 - Land North and South of Park Lane, Castle Donington) which are all 1,076+ dwellings. Page 18 of the Lichfield Start to Finish Report February 2020 states that *'a number of local plans have hit troubles because they overestimated the yield for some of their proposed allocations…[and] for local authorities to deliver housing in a manner which is truly plan-led, this is likely to mean allocating more sites rather than less, with a good mix of types and sizes, and being realistic about how fast they will deliver so supply is maintained throughout the plan period'*. There is no proposed trajectory currently available for IW1. Until the trajectory is available we consider that additional sites could be needed to accommodate any growth not delivered

within the plan period.

A new settlement is also heavily reliant on new infrastructure and there is currently limited evidence available on this in regards to costs and delivery timescales. The supporting text of Policy IW1 in the Proposed Housing and Employment Allocation for Document draft plan states: *'The overall infrastructure requirements are likely to be significant covering not just transport but also education, health and recreation. These will be identifed as part of an overall Infrastructure Delivery Plan which is in preparation. Much of this will need to be funded by the development itself' and 'the Regulation 19 version of the Plan will provide more details regarding what infrastructure is required'* [Savills Emphasis]. Allocating smaller sites such as DWH's site (SHELAA reference C18) will ensure that delivery is maintained throughout the plan period and is not held up by significant infrastructure requirements. DWH's Site is circa 17 hectares (42 acres) with a net developable area of circa 10.1 hectares (25 acres) and could deliver circa up to 400 dwellings. The Site offers an immediate development opportunity which could be delivered within the next 5 years.

Declaration

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Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
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PART B – Your Representation

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Policy S1 - Future Housing and Economic Development Needs (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to Part 1 of Draft Policy S1 which states: '*the housing requirement for North West Leicestershire is 686 dwellings each year and 13,720 dwellings over the plan period 2020-2040 as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area'.*

The National Planning Policy Framework ('NPPF') (paragraph 60) and Planning Practice Guidance ('PPG') (reference 2a-010-20190220) set out the Government's objective of significantly boosting the supply of homes. North West Leicestershire District Council's ('NWLDC') proposed housing requirement (686 dwellings per annum) has been calculated using the standard method (372 dwellings per annum) in addition to the agreed contribution towards Leicester City's unmet need (314 dwellings per annum). This means that there is no contingency buffer included for the purposes of calculating the District's local housing need. National planning policy and guidance is clear that, the standard method identifies the minimum annual housing need which should be used as a starting point (PPG reference 2a-002-20190220).

Paragraph 6.25 of the Plan states that: *'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'*. The PPG (Paragraph: 024 Reference ID: 2a-024-20190220) encourages local planning authorities to consider increasing planned housing numbers where this can help to meet the identified affordable need. We therefore consider that the proposed housing requirement for the District should be increased above the minimum standard method figure in order to address affordability needs. The contribution towards Leicester City's unmet needs should then be added.

In addition to the above, at the Hinckley and Bosworth Council ('HBBC') Full Council meeting on the 30 January 2024, HBBC agreed to sign the Statement of Common Ground ('SoCG') but disputed 87 of the 187 dwellings apportioned to them[1]. As a result of this decision, there will be a shortfall across the Housing

[1] Hinckley and Bosworth Council Agenda 30 January 2024 https://moderngov.hinckley-bosworth.gov.uk/ieListDocuments.aspx?CId=119&MId=2374

Market Area ('HMA') which might need to be accommodated by one or more of the HMA authorities should HBBC continue to dispute the contribution. NWL will need to continue to engage with HBBC and the other HMA authorities in order to ensure that the Leicester City shortfall is fully accommodated.

Should a higher housing requirement be pursued, then additional residential sites will need to be identified. David Wilson Homes East Midlands ('DWH') is promoting land to the east of Abney Drive in Measham for residential development (SHELAA reference M14). The Site is approximately 6.53 hectares (16.2 acres) and could deliver circa 199 dwellings. The Site offers an immediate development opportunity which could be delivered within the next 5 years.

An application (18/01842/FULM[2]) was submitted to NWLDC in October 2018 for 150 dwellings and is pending a decision. The quantum of development (150 dwellings) was informed by the residual amount in the event the Measham Wharf (450 dwellings) site could not come forward due to HS2 as there was also a reserve site *Land off Ashby Road/Leicester Road'* for up to 300 dwellings should the route of HS2 prohibit the development of Site H2a '*Land west of High Street'*. Therefore, it was considered that there would be a gap of 150 dwellings in new housing delivery rates in the short-term and, the proposed development, subject to this full planning application, could contribute to filling this.

This application demonstrates that the Site is deliverable in the short term. The Planning Statement submitted concludes at paragraph 8.6 that *'there are no technical constraints to prevent development and the proposed development accords with all other Development Plan policies. The Site can be delivered quickly and will make a significant contribution to maintaining the Council's five-year housing land supply'*. Paragraph 8.7 sets out the key planning benefits which comprise of affordable housing, provision of housing to meet District's housing need and rolling five year housing land supply, publicly accessible open space, improvements to biodiversity, provision of homes in walking distance to key services and the creation of jobs through construction and related supplies.

In the 2021 SHELAA, the Site was assessed as 'potentially suitable, available and potentially achievable'. In the Site Assessment in the SHLEAA (page 405), it concluded that as the Site is outside of the Limits to Development, '*there would need to be change in the boundaries of the Limits of Development for the Site to be considered suitable'*. Paragraph 5.32 of the Planning Statement explains that *'the Site is better related to the settlement of Measham, rather than the surrounding open countryside; it lies adjacent to the identified Limits to Development for Measham and is bounded by existing built development to the north, west and south. It is also visually well-contained to the north and east by the existing mature vegetation within and adjacent the Site, along with the route of the old Ashby Canal, providing a natural barrier to the surrounding countryside'*. Paragraph 5.32 goes on to state that *'the proposed development retains the existing woodland and boundary trees and hedgerows where possible and introduces new planting and a landscape buffer along the western boundary. New housing would not add a discordant element into the landscape setting and would therefore be unlikely to result in any significant harm to the visual character and appearance of the settlement and the wider landscape setting'.*

The Site has no identifed technical constraints that cannot be mitigated and we therefore consider that the Site should be allocated for residential development within the emerging plan to contribute towards the increased housing requirement (to address affordable housing needs) and to ensure that a sufficient range of sites of all scales are proposed within the plan.

Furthermore, the draft Local Plan is proposing to allocate a new settlement (IW1 – Isley Woodhouse) and sustainable urban extensions (A5 - Money Hill, Ashby de la Zouch and CD10 - Land North and South of Park Lane, Castle Donington) which are all 1,076+ dwellings. Page 18 of the Lichfield Start to Finish Report (February 2020) states that *'a number of local plans have hit troubles because they overestimated the yield for some of their proposed allocations…[and] for local authorities to deliver housing in a manner which is truly plan-led, this is likely to mean allocating more sites rather than less, with a good mix of types and sizes, and being realistic about how fast they will deliver so supply is maintained throughout the plan period'*. It is therefore considered that there should be further smaller sites identified within the plan, like

[2] https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=documents&keyVal=PG4MV7LRHYA00

DWH's site adjacent to the sustainable settlement of Measham.

In addition to the above, we do not consider that the current plan period included is appropriate. NWLDC have included a new settlement as a draft allocation (IW1 – Isley Woodhouse) for 4,500 dwellings (1,900 dwellings built by 2040). Paragraph 22 of the NPPF states *'that when the proposed local plan strategy incorporates larger scale developments such as new settlements or significant extensions to existing villages and towns, policies should be set within a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery'.* This is also stated in the PPG at Paragraph: 083 Reference ID: 61-083-20211004). Furthermore, Page 6 of Lichfield's Start to Finish Report (February 2020) states that *'The average time from validation of an outline application to the delivery of the first dwelling for large sites* [2,000+ dwellings] *ranges from 5.0 to 8.4 years dependent on the size of the site'.* We therefore consider that the plan period should be extended to at least 2050 and the housing requirement should be adjusted accordingly.

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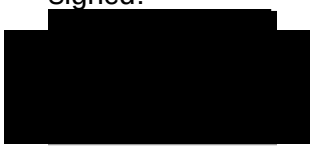
Signed:



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First Name		Jessica
Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
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PART B – Your Representation

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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy S2 – Settlement Hierarchy (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to Policy S2 and the identification of Measham as a *'local service centre'*. The settlement hierarchy states that the settlement *'provides services and facilities primarily of a local nature meeting day to day needs and where a reasonable amount of new development will take place'* [Savills Emphasis].

In Table 5.1 of the Settlement Study (2021), Measham is ranked the 5th most sustainable settlement in the District scoring '18' (the higher the score the more sustainable the settlement) and the 2nd most sustainable local service centre. Ibstock scored '19' and is the highest ranking local service centre and Kegworth scored '17' which is the third highest ranking. Despite Measham offering a range of services and facilities, no new residential sites are proposed to be allocated. The only new site allocated in the Local Service Centres settlements is in Ibstock (Ib18 – Land of Leicester Road, Ibstock). This is allocated for 450 dwellings. Ibstock is only slightly more sustainable that Measham in the Settlement Study and housing should be distributed across the settlements. As stated in our response to Policy S1, the housing requirement should be increased and therefore additional allocations will be required. Our client's site (Strategic Housing and Economic Land Availability Assessment 'SHELAA' reference M14), is immediately adjacent to Measham with a live application being determined and should be considered for an allocation within the plan.

Additionally, as explained in the representation to draft Policy H3, we do not think there is currently enough evidence to support IW1 Isley Woodhouse being allocated as a new settlement and there is no proposed trajectory currently available. Until we the trajectory is available we consider that additional sites could be needed to accommodate any growth that will not be delivered in the plan period.

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Policy S4 – Countryside (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to Draft Policy S4 – Countryside. The policy states *'land outside the Limits to Development, as shown on the Policies Map, is identifed as countryside where uses listed (a) to r) below will be supported, subject to the considerations set out in criteria (a) to (d)'*. It is considered that the policy should be amended to be more flexible recognising that sometimes uses beyond those listed (a) to (r) will need be supported to meet the housing need according to the market. Language used should be positive and this is in accordance with paragraph 16 (b) of the National Planning Policy Framework 'NPPF' which states: *'plans should be prepared positively in a way that it is aspirational but deliverable'.*

Often land outside or adjacent to the limits to development may be the most suitable location for new development and that existing sites within the development limits of settlements may not be the most appropriate land to deliver the development required (nor the most sustainable option). Paragraph 7 of the NPPF recognises that '*the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner'.* Paragraph 69 of the NPPF also states that *'planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability'.*

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Policy AP1 – Design of New Development (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

The principle of Draft Policy AP1 is supported however the Council have not yet drafted a policy in relation to this. It is considered that any District Design Code prepared needs to acknowledge that site specific circumstances are a key consideration and wording within the code should be flexible e.g. 'where possible' rather than applying unrealistic blanket restrictions to all development. This is in accordance with paragraph 16 (b) of the National Planning Policy Framework 'NPPF' which states: *'plans should be prepared positively in a way that it is aspirational but deliverable'.*

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Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft Policy AP4 and consider it goes beyond national requirements. The December 2023 Written Ministerial Statement[1] which states that '*a further change to energy efficiency building regulations is planned for 2025 meaning that homes built to that standard will be net zero ready and should need no significant work to ensure that they have zero carbon emissions as the grid continue to decarbonise. Compared to varied local standards, these nationally applied standards provide much-needed clarity and consistency for businesses, large and small, to invest and prepare to build net-zero ready homes'*. It goes on to state that *'the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned buildings regulations'* [Savills Emphasis]. Therefore, it is considered that the plan should only require development to comply with current or planned building regulations.

[1] https://questions-statements.parliament.uk/written-statements/detail/2023-12-13/hcws123

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Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
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PART B – Your Representation

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Policy H1 – Housing Strategy (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes East Midlands 'DWH' **object** to part 1 of the policy which states that '*provision will be made to address the requirement of 13,720 new dwellings in the period to 31 March 2024'.* A detailed response to the proposed housing requirement is set out in our response to draft Policy S1.

Part 8 of Policy H1 states that proposals for residential development will be supported where they contribute positively towards meeting local housing needs and achieving sustainable development. The Policy also goes on to state that *'applications for major 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'*. We consider that it is important that any policy is realistic and ensures that housing delivery will not be compromised or stalled due to overly prescriptive requirements, for example, requiring a specific housing mix that does not consider market demand at the time of the application. This is in accordance with paragraph 16 (b) of the National Planning Policy Framework which states *'plans should be prepared positively, in a way that is aspirational but deliverable'*.

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Signed:

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Policy H4 – Housing Types and Mix (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes (East Midlands) 'DWH' **object** to policy H4 as currently written. Part 1 of the policy states that *'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]'.* A separate response has been submitted in relation to Policy H7.

DWH do not support the Local Plan applying a blanket requirement for housing mix and types across the District. Proposed housing types and mix should be determined on a site by site basis at the time of an application and be informed by market demand. This is considered to be the true measure of housing need within the locality. This is in accordance with paragraph 31 of the National Planning Policy Framework which states '*the preparation…of all policies should be underpinned by relevant and up to date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals'.*

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Policy H5 – Affordable Housing (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

This policy states that affordable housing will be provided on site as part of major residential and mixed-use developments. However, the percentage requirements and tenure mix have not yet been set and are awaiting whole plan viability testing.

David Wilson Homes (East Midlands) ('DWH') supports the need to address the affordable housing requirements of the District. However, a blanket approach should not be applied for on-site provision, this instead should be considered on a site by site basis. It is considered that this is an approach in accordance with paragraph 35 (b) of the National Planning Policy Framework which states that '*plans are 'sound' if they are justified and are based on proportionate evidence'*. Any affordable housing policy taken forward should be caveated that the provision of affordable housing will be subject to viability.

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Policy H7 – Self-build and Custom Housebuilding

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes (East Midlands) ('DWH') **object** to policy H7 which requires market housing sites of 30 or more dwellings to deliver a minimum of 5% of the site's capacity as serviced plots for self-build and custom-housebuilding. We do not support large sites being required to deliver a percentage of self-build housing. The requirement for custom and self-build housing plots should be determined on a case by case basis and based on the preferences of those on the self-build register.

The Self-Build Topic paper (February 2024) states that the data '*supports a demand of 24 plots a year for self-build and custom housebuilding'.* It is therefore considered unreasonable (and will deliver over the need) for all sites over 30 or more dwellings to provide 5% self-build, the register is purely interest and the Council do not have to provide the means for everyone on the register to build a house.

Furthermore, paragraph 12.136 of the Leicester and Leicestershire Housing and Economic Needs Assessment (2022) states that '*as a first step the local authorities should seek to adopt a general 'encourage' policy for all sites but might consider implementing a further policy on strategic sites'* [Savills emphasis]. Draft Policy H7 goes beyond a 'general encourage policy'. We therefore do not consider that the proposed policy aligns with the evidence provided.

In addition to the above, the very nature of self and custom build housing means that it is difficult to plan for precise locations of delivery. The delivery of such provision can present a number of operational and health and safety issues which has the potential to act as a drag on the progression of development sites. Such requirements should be based on local evidence such as the self and custom build register and local eligibility test (Planning Practice Guidance: Paragraph: 025 Reference ID: 57-025-20210508).

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Policy H10 - Space Standards

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Wilson Homes (East Midlands) ('DWH') **object** to Draft Policy H10 which states that *'all new housing will be required to meet or exceed the Nationally Described Space Standard ('NDSS') (or any subsequent government update) for gross internal floor areas and storage space'.*

Footnote 52 of the National Planning Policy Framework 'NPPF' states that policies can require NDSS where the need for an internal space standard can be justified. Should NDSS be required then the Council must provide evidence to justify the requirement taking account of the need, viability and timing (PPG Reference ID: 56-020-20150327). If evidence is provided, then the policy should be worded to "encourage" rather than "require" major developments to deliver housing to meet the NDSS. Site specific circumstances and the type of product being produced means that it would be onerous to apply the standards in a blanket fashion.

The Space Standards Topic Paper (February 2024) states that there is evidence that the majority of one, two and three bed homes do not meet the minimum gross internal floorspace standards as set out in the NDSS (paragraph 7.1). The Topic Paper does not provide evidence that these homes have not sold or do not meet the needs of the residents of these homes.

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Policy H11 – Accessible, Adaptable and Wheelchair User Homes

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft policy H11 which requires on housing developments comprising 10 or more dwellings (or on sites more than 0.5 hectares) to provide:

A) At least 9% of all market homes will be required to meet Part M4(3)(2)(a)

B) At least 23 % of all affordable homes will be required to meet Part M4(3)

Requirements for M4(2) and M4(3) standard dwellings should only be included when justified by evidence (PPG Paragraph: 009 Reference ID: 63-009-20190626) and should be done on a site by site basis. The Planning Practice Guidance (PPG) states that Councils have the option to "*set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access*" where there is a justified need (PPG Paragraph: 002 Reference ID: 56-002-20160519. We therefore consider that the requirement outlined in the policy wording should be evidenced and balanced against the need to make the most efficient use of land available and ensure site viability.

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Policy IF1 – Development and Infrastructure (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to draft Policy IF1 part 1 as it states that *'development <u>will</u> 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 its communities'* [Savills emphasis]. The National Planning Policy Framework paragraph 75 states that *'planning obligations must only be sought where they meet all the following tests:*

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'

Development should only be required to mitigate its own impact and cannot be required to address existing deficiencies in infrastructure or services. It is therefore essential for the Infrastructure Development Plan (IDP) to clearly show the existing and known deficiencies in the current infrastructure, before reaching any conclusion on the cumulative effects of new development, and any contribution that is needed from new development to mitigate any additional individual and/or cumulative impacts.

.

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Policy IF2 – Community Facilities (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to part 3 of the draft policy. This states *'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 new development'*. This policy provides no detail in relation to what is regarded as 'insufficient'. It is considered that this policy needs to be reworded to provide sufficient detail. This is in accordance with paragraph 31 of the National Planning Policy Framework which states: *'the preparation and review of all policies should be underpinned by relevant and up-to-date evidence.*

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Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 14/03/2024

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Please complete both Part A and Part B.

PART A – Personal Details

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name		Jessica
Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	☑	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Part 1 (a) of Policy EN1 is **supported** which states that the council will seek to conserve and enhance the biodiversity in the district by *'ensuring that development provides net gain in biodiversity consistent with any national policy prevailing at the time a planning application is determined'*. This proposed policy is in accordance with paragraph 35 (d) of the National Planning Policy Framework which states *'plans are 'sound' if they are: consistent with national policy - enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.'* Should the Council pursue a requirement above national standards then this would need to be sufficiently justified and tested against its impact on viability and site yields.

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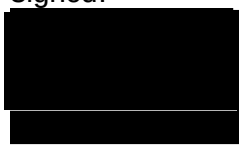
Signed:



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Last Name		Graham
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Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
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Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Draft Policy En2 states that until such time as wastewater is pumped out of the River Mease catchment, new development will be allowed where there is sufficient headroom capacity available at the named Wastewater Treatment Works (WWTW) and the proposed development is in accordance with the provisions of the Water Quality Management Plan.

The policy states where there is no headroom capacity available or no capacity within the Developer contributions scheme *'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'* [Savills Emphasis]. From what we understand currently North West Leicestershire District Council 'NWLDC' do not have a developer contributions scheme in place and although they are working on producing a new one the timescales are not known.

The Notice of Designation of Sensitive Catchment Areas 2024[1] identifies the River Mease SAC as a phosphorus sensitive catchment area. The notice identifies that *'in designated catchments water companies have a duty to ensure wastewater treatments works serving a population equivalent over 2,000 meet specified nutrient removal standards by 1st April 2030. Competent authorities (including local planning authorities) considering planning proposals for development draining via a sewer to a wastewater treatment works subject to the upgrade duty are required to consider that the nutrient pollution standard will be met by the upgrade date for the purposes of Habitats Regulations Assessments. A limited exemption process will be completed by 1 April 2024, when wastewater treatment works exemptions will be confirmed, which may affect the levels of nutrient mitigation that development must secure for specific wastewater treatment works in some catchments. It is important that planning decisions continue to be taken based on material planning considerations'* [Savills Emphasis].

[1] https://www.gov.uk/government/publications/notice-of-designation-of-sensitive-catchment-areas-2024/notice-of-designation-of-sensitive-catchment-areas-2024#effect-of-this-notice

The Council may want to further consider the role of the water industry in the protection of water resources and nutrient neutrality. This policy currently places a lot of emphasis on the development industry to protect water quality whereas most of the actual responsibility for these elements will be reliant on the work of the water industry.

Declaration

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Signed:

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name		Jessica
Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
Street		[redacted]
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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Money Hill, Ashby-de-la Zouch (A5)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

We **object** to this allocation being included in the emerging plan. This is a historic allocation that has been retained from the adopted Local Plan due to no planning applications being submitted for part of the Site. Paragraph 126 of the National Planning Policy Framework states that '*planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability'.* As part of the Local Plan Review the council should assess whether there is any reasonable prospect of this site being delivered within the plan period. If there is no evidence provided on its deliverability then it should be removed.

Declaration

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name		Jessica
Last Name		Graham
Job Title (where relevant)		Associate Director
Organisation (where relevant)	David Wilson Homes (East Midlands)	Savills (UK) Limited
House/Property Number or Name	C/O Agent	[redacted]
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1. To which consultation document does this representation relate?		
		Proposed policies
	☑	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

New Settlement Isley Woodhouse (IW1)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

David Willson Homes (East Midlands) 'DWH' **object** to draft allocation IW1 – Isley Woodhouse being included in the plan. It is considered that the proposed 'new settlement' does not have sufficient evidence to prove it is deliverable. The National Planning Policy Framework ('NPPF') (paragraph 35 (b)) states that '*plans are 'sound' if they are justified - – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence'*. The Isley Woodhouse Site Assessment (date unknown), states that *'the land is being promoted for the comprehensive development by a consortium acting on behalf of landowners'* and it also states that *'the infrastructure costs associated with bringing forward a stand-alone settlement will be considerable and it will be important that these are planned and phased so they can be successfully and viably delivered'* [Savills Emphasis].

We have reviewed the Strategic Housing and Economic Land Availability Assessment ('SHELAA') (2021) site analysis and in summary the analysis concludes that the proposed new settlement is potentially suitable, potentially available and potentially achievable. It also states *'it would be necessary to demonstrate that issues relating to flooring and geo environmental factors can be satisfactory addressed'*. Until these issues have been clearly addressed it is considered other allocations should be considered. It is also unclear if all of the landowners are supportive of the proposed allocation and whether there are any agreements in place between the various parties. Having multiple landowners involved can cause delay in the delivery of large sites.

Furthermore, along with allocating IW1 – Isley Woodhouse the consultation plan proposes to allocate a number of sustainable urban extensions (A5 - Money Hill, Ashby de la Zouch and CD10 - Land North and South of Park Lane, Castle Donington) which are all 1,076+ dwellings. Page 18 of the Lichfield Start to Finish Report February 2020 states that *'a number of local plans have hit troubles because they overestimated the yield for some of their proposed allocations…[and] for local authorities to deliver housing in a manner which is truly plan-led, this is likely to mean allocating more sites rather than less, with a good mix of types and sizes, and being realistic about how fast they will deliver so supply is maintained throughout the plan period'*. There is no proposed trajectory currently available for IW1. Until we the trajectory is available we consider that additional sites could be needed to accommodate any growth we do not consider will be delivered in the plan period.

A new settlement is also heavily reliant on new infrastructure and there is currently limited evidence available on this in regards to costs and delivery timescales. The supporting text of Policy IW1 states: *'The overall infrastructure requirements are likely to be significant covering not just transport but also education, health and recreation. These will be identifed as part of an overall Infrastructure Delivery Plan which is in preparation. Much of this will need to be funded by the development itself' and 'the Regulation 19 version of the Plan will provide more details regarding what infrastructure is required'* [Savills Emphasis]. Allocating smaller sites such as DWH's site (SHELAA reference M14) will ensure that delivery is maintained throughout the plan period and is not held up by significant infrastructure requirements. DWH's site land to the east of Abney Drive in Measham is approximately 6.53 hectares (16.2 acres) and could deliver circa 199 dwellings. The Site offers an immediate development opportunity which could be delivered within the next 5 years.

Declaration

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Signed:

Date: 14/03/2024

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Christine	
Last Name	Agar	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
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PART B – Your Representation

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	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

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Proposed New Housing Settlement at Isley Woodhouse (Policy IW1)

I am strongly opposed to the above proposal for the following reasons:

1. The proposed development is in the wrong place. It is too close to Diseworth and completely swamps the village of Isley Walton. There has been, and continues to be, extensive housebuilding on the edge of Castle Donington very close to the proposed new town, and the construction of many warehouses to the north and east of Castle Donington has significantly reduced the green space available to local residents.

2. Diseworth is in a conservation area and development and external alterations to any current properties is strictly controlled to maintain is outward appearance. The setting of the village is part of that appearance. Having a new town so close would significantly impact this.

3. Flooding in Diseworth has become an increasing problem. I have lived in the village for nearly 30 years, and I have seen how much worse it has become: several properties have been flooded more than once in recent years. Despite having a very active Flood Working Party who monitor the brook and keep it clear of debris, every heavy rainstorm brings anxiety. The proposed location of Isley Woodhouse is higher than Diseworth so uncontrolled water run off will naturally end up in Diseworth brook making severe flooding even more likely.

4. Diseworth sits in a natural hollow so air pollution from the airport, racetrack, the M1 and A42 which surrounds it is already bad. Building 5000 new houses together with the increase in traffic in the area while also removing the grassland and trees which help to clean the air will have a very detrimental effect on the health of Diseworth residents.

5. It is inevitable that building a new settlement would also require a massive upgrade of local roads and a consequent increase in noise levels.

6. I do not believe that it is possible to remove 750 acres of good farmland and hedges and replace it with houses and warehouses and still increase biodiversity .
7. In the short/medium term there would be increased pressure on roads, schools and particularly medical services in the area which are already stretched.

The potential location for the Freeport development (EMP90) to the east of Diseworth

I strongly object the above development for the following reasons:

1. The proposed location of the Freeport is on a hill overlooking and bordering Diseworth. No amount of screening is going to hide the enormous warehouses which would be built there. The setting of the conservation village would be severely adversely affected.
2. Diseworth already suffers from flooding following heavy rain. The natural slope of the proposed location would mean that most water run-off would be directed towards the village increasing the likelihood of more severe flooding.
3. Air quality in Diseworth is already impacted by being in a hollow and by the proximity of the airport, racetrack, M1 and A42. Building warehouses up the hill from the village would only make this worse.
4. Constant noise and light pollution from the proposed Freeport would severely impact Diseworth residents' health and mental well-being. I do not believe that screening would remove these issues.
5. I do not believe that it is possible to remove good farmland and hedges and replace it with warehouses and still increase biodiversity

I also believe that the above two proposed developments should be considered together as the overall effect if both projects were to go ahead would be devastating for Diseworth.

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Christine Agar

Date: 12/3/24

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Proposed Housing Settlement – New Local Plan

14 March 2024

About Logistics UK

Logistics UK is one of the country's largest business groups, supporting, shaping and standing up for safe and efficient logistics. We are the only organisation representing the entire logistics sector.

We represent a sector delivering an increasingly innovative, productive and sustainable system of essential national infrastructure. This system ensures the availability of the products that households, businesses and public services rely on every day, and is supporting the UK's transformation for the future. Our membership of over 20,000 includes global, national and regional businesses and SMEs spanning the road, rail, sea and air industries as well as the buyers of freight services, such as retailers and manufacturers.

Logistics UK's response to the New Settlement 'Isley Woodhouse (IW1)'

The development of concern for Logistics UK and its aviation members is Isley Woodhouse – a standalone settlement with the potential for up to 4,500 new homes in total, across all tenures and house types, located south of East Midlands Airport (EMA).

Within the consultation document, noted on page 66 is the following:

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.

For our aviation members that use EMA frequently as a cargo hub, the recommended 'noise assessment' is a cause for concern. The noise assessment raises concerns regarding potential restrictions or regulations that may affect operations, potentially impacting scheduling, efficiency, and overall costs for our aviation members utilising EMA as a cargo hub.

To ensure our members' operations are not affected, Logistics UK is requesting that the North West Leicestershire District Council recognises the 'Agent of Change' principle when drafting their 'New Local Plan'.

In the context of aviation operations at EMA, the principle would imply that the burden of ensuring compatibility between the airport's activities and the new residential housing area lies with the party initiating the residential development.

When applying the Agent of Change principle to the situation, the onus is on the developer of the new housing area and the local council to implement measures that prevent any negative impacts on ongoing aviation operations at EMA. This approach is rooted in the idea that the party introducing the change should take proactive steps to address and minimise potential conflicts.

EMA plays a crucial role in the region's transportation and economic activities and serves as a key freight hub for many cargo operators. Its continued viability and accessibility are paramount for the smooth functioning of supply chains and the economic growth of the region, making any potential impediments such as noise assessments a matter of significant importance for all stakeholders involved.

The airport contributes significantly to the local economy through job creation and transportation services, providing employment opportunities and facilitating the movement of goods and people, driving economic development and prosperity in the surrounding area. As such, ensuring that residential development around the airport is carefully planned and takes into account the existing operations and potential noise impacts is essential for maintaining harmonious coexistence between the airport and surrounding communities, safeguarding both economic prosperity and quality of life for residents.

Underscoring the importance of ensuring that Isley Woodhouse is compatible with existing land uses, both the developer and the Local Council must conduct thorough assessments to ensure that the residential housing area is appropriately zoned and designed to coexist harmoniously with the existing aviation activities at EMA. If it is found that the residential housing area is impacted by operations at EMA, the developer or Local Council must implement soundproofing measures and any other viable mitigation strategies to prevent future residents from becoming aggravated or disturbed. Investment in infrastructure that addresses any potential conflicts arising from the proximity of the residential area to EMA, may be warranted.

Ellis Shelton
Senior Policy Advisor
Logistics UK
[redacted]

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: North West Leicestershire Draft Local Plan
Date: 14 March 2024 17:51:44
Attachments: Letter to NW Leicestershire Council.docx
George Turner Diseworth.webp
Diseworth_Village_-_geograph.org.uk_-_1343922 (1).jpg

Attached is my letter concerning the North West Leicestershire Draft Local Plan. I spoke to one of your staff who confirmed that I could submit it in this form. There are also a couple of photographs which I wish to accompany the letter.

With Best Wishes

Janet Hutchinson

[redacted]

12th March 2024

[redacted]

Planning Policy and Land Charges Team,

North West Leicestershire District Council

PO Box 11051

Coalville

LE67 0FW

Dear Sir,

Draft Local Plan

Proposed Housing and Employment Allocations

4.101 – 4.116 New Settlement – Isley Woodhouse

6.3 – 6.10 East Midlands Freeport

I wish to make comments concerning the Draft Local Plan with reference to the above inclusions both of which I oppose. I am particularly concerned about the effects on Diseworth as my family owns [redacted].

Diseworth is a historic village with many listed buildings. It also contains one of the oldest Baptist Chapels in the country which is now the Diseworth Heritage Centre. As described on Wikipedia 'Its position in a sheltered valley next to the brook is a classic setting for early settlements and the development of farmsteads.' The name Diseworth comes from the word 'farm/settlement of Digoth'. 'The nearby Langley Priory has exercised considerable control over the parish church and the villagers, many of whom worked for the nuns.' [redacted] purchased a considerable part of the village to found what became Christ's College, Cambridge.' The countryside around Diseworth has always been considered high quality with its views towards the Charnwood Forest and the artist George Turner (1843-1910) painted this area. One of which 'A lane at Diseworth', signed and dated 1905 is enclosed.

So now the surroundings of Diseworth are to be concreted over with no thought to the countryside and topography in the name of business and fulfilling some housing quota. Both these projects could be accommodated elsewhere on much more suitable sites. The Wikipedia site has a picture of Diseworth in the dip of the valley following the stream with the green field rising above it. The

Freeport want to put its ugly industrial sheds upon this – I enclose the picture. The area around Diseworth and Langley Priory should be incorporated into an area of protected countryside to prevent airport expansion on this southern slope. I therefore hope that you do not put either of these large unsuitable developments in the new Local Plan.

Yours faithfully

Janet Hutchinson

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Laura	
Last Name	Dudley	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	√	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

I moved to this area 2 years ago because it is in the countryside. The small historic village, with its beautiful buildings, surrounded by fields and woodland was a perfect match for the needs of myself and my family. This move was made specifically because I chose not to live in a town or highly populated area with its associated traffic and noise.

Unfortunately, there are now proposals to change everything. The Freeport and new town developments are actually on our doorstep, hemming the village in on 3 sides! It could not have been worse if somebody had intended it to be damaging to the village.

There will be constant 24-hour light pollution, noise, traffic and associated environmental pollution, plus irreversible damage to wildlife and the environment. Not to mention the increase in water runoff! Can such a small village really be expected to take this sort of impact and survive? I think not. The character of the place I chose to make my home will be gone forever, almost as soon as I first experienced it.

Referring to the "housing and employment allocations"

Section 3: It makes no sense to people living in the north of the county to have the bulk of the developments in their back yard. Maybe we are seen as an easy target? Fewer people living in the area = fewer objections? Green field sites = cheaper buildings? Put the houses where they are needed! The communities in the north of the county have already borne their share of changes and we need to be given some consideration and air to breathe.

Section 4: The "new settlement" really stands out in this section as the **fish out of water**! The other proposals seem to follow a pattern of scale and need, but the "new settlement" seems to have been inserted just to meet some kind of target at any cost (to the environment and local population). The people of Diseworth and their neighbours do not need it, do not want it and do not deserve it.

Section 5 and 6: The proposed Freeport development is in a ridiculous location. The existing

Freeport is a huge blot on the landscape and has greatly increased road traffic in the area. It can be seen from many miles away, almost form Nottingham. However, it is not nearly so close to people's homes as the proposed new site. If it truly is needed, I'm hoping that sense will prevail and it will be moved to a more sensible and considerate location. It will ruin the lives of many people if it is not stopped. The jobs are not needed here, and the biggest winners will be people who live far away and reap the profits at the cost of others who are stuck with it.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 11/03/2023

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North West Leicestershire District Council

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Laura	
Last Name	Dudley	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

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1. To which consultation document does this representation relate?		
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		Proposed housing and employment allocations
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I moved to this area 2 years ago because it is in the countryside. The small historic village, with its beautiful buildings, surrounded by fields and woodland was a perfect match for the needs of myself and my family. This move was made specifically because I chose not to live in a town or highly populated area with its associated traffic and noise.

Unfortunately, there are now proposals to change everything. The Freeport and new town developments are actually on our doorstep, hemming the village in on 3 sides! It could not have been worse if somebody had intended it to be damaging to the village.

There will be constant 24-hour light pollution, noise, traffic and associated environmental pollution, plus irreversible damage to wildlife and the environment. Not to mention the increase in water runoff! Can such a small village really be expected to take this sort of impact and survive? I think not. The character of the place I chose to make my home will be gone forever, almost as soon as I first experienced it.

Referring to the "proposed policies"

Paragraph 3.5: The proposed developments on Diseworths boundary will not comply with any of the requirements of this paragraph. These huge developments are excessive in scale and ridiculously close to the village! They will squeeze the life out of the village and change it into something that nobody who lives here would have chosen.

Paragraph 3.23: To concentrate such a lot of developments into such a small space simply because somebody called it a "gateway" will blight the entire area and the lives of the people who live there. Diseworth and Kegworth have already endured more than most and these proposals are a complete disregard for myself, my family and neighbours.

Paragraph 4.4 to 4.12: Again, this is an excessively large and concentrated housing development in a rural area. The beauty and wildlife will be gone. The fallout will affect all the neighbouring communities including Diseworth, Long Whatton, Castle Donington, Melbourne, Breedon etc.

bringing increases in traffic, problems of water management, light pollution and noise to people who specifically chose to live a quieter lifestyle. Their choices will have been trodden underfoot.

Paragraph 4.15 to 4.17: The idea of strategic distribution seems to have resulted in a multitude of massive sheds everywhere, many of which are empty. The clog up the landscape with their ugliness and seem to be an unwelcome aspect of new housing developments as well as commercial ones. Regardless of whether they are necessary or not, they need to be planned with great care and consideration. What possible care and consideration went into proposing B8 Amazon size sheds on the very boundary of such a historic place as Diseworth that deserves and is entitled to protection?

Section 5: I'm sorry, but how can a huge mass of enormous sheds placed on green fields at the bottom of people's gardens be called an attractive space? This is a bit of a joke. We already have an attractive space, and the Freeport development threatens to completely destroy it. Need I say more on that one?

Section 6: There is no doubt that we need more housing as the population grows, but the Isley Walton proposal is too big and in a place where it is not needed. Put the houses in more appropriate places like urban brownfield sites where people would actually benefit from them. This would constitute an improvement rather that a degradation of what we already have. Isley Walton looks to have been dreamed up to minimise cost and trouble for the developers and planners rather that to meet a critical need.

Section 7: There is already enough employment in this area for the local population. Put the development where they are needed and wanted! In places where people need the jobs! Where they will not need to commute.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 11/03/2023

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Joshua	
Last Name	Smithies	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

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1. To which consultation document does this representation relate?		Proposed policies
		Proposed housing and employment allocations
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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

I am objecting to Policy IW1 which is the new housing at Isley Woodhouse and I am objecting to EMP90 which is the Freeport just on the edge of Diseworth.

Policy IW1: I am objecting to this as you are digging up fields which have a lot of animals and plants on them and this is bad for the ecosystem and the environment. We are supposed to be planting trees and there will not be space for as many when houses are on the fields and there will be nowhere for the animals to go. People living in the houses will see the animals as a pest and will not want them living in their gardens. The wild flowers, weeds and hedges will also be destroyed.

More houses cause more pollution with CO2 gases going into the atmosphere from fires, central heating and even barbeques.

I have lived in Diseworth all my life and I can see that we are getting more rainfall and the brook is getting fuller each time. With more houses the ground cannot soak up the water as easily which means that more water will be pouring into the brook or flooding our roads and I am worried that this will mean that our house might get flooded too.

Policy EMP90: I am objecting to this for very similar reasons as Policy IW1. To build the Freeport you have to dig up the fields around Diseworth and this affects all the animals and plants that naturally live in and around those fields. This is bad for the environment and for biodiversity. Plants provide oxygen and remove carbon dioxide from the environment. Instead, there will be lorries adding to the carbon dioxide in the atmosphere. There will be lots of traffic and noise. I like that we live in a village and it is quiet and peaceful and I can walk around safely.

The water will run off the fields and down our street causing the drains to get blocked and the roads to flood. I get scared when our road floods at the moment and I worry that it will come into my house. I can't go out and walk around the village when the roads are flooded as it is too dangerous. I object to the Freeport being built as I think that our road will flood more often.

I strongly object to both IW1 and EMP90 for these reasons

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Joshua Smithies

Date: 14th March 2024

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From:	[redacted]
To:	PLANNING POLICY
Subject:	EXTERNAL: Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses
Date:	14 March 2024 20:30:43

Dear North West Leicestershire District Council,

I am writing to express our strong opposition to the proposed inclusion of the site on the land north of J11 A/M42 (EMP82in your local plan for large-scale logistics/distribution warehouses, as outlined in your consultation document.

The impacts of such a development would be felt most acutely by the parishes situated within reach of the A444 towards Burton Upon Trent. Our village of Netherseal stands to bear a significant burden, particularly in terms of increased traffic congestion and its associated consequences.

The anticipated rise in traffic volume due to congestion on the A444 would lead to our village being utilized as a cut-through route, notably via Chilcote past Netherseal Primary School and along Gorsey Lane. These routes are ill-suited to accommodate heavy traffic, posing safety risks to our residents, especially considering the vulnerability of certain roads to flooding.

Moreover, the ecological sensitivity of the River Mease, designated as a Special Area of Conservation (SAC), must not be understated. We have observed first-hand the impact of runoff from nearby developments, such as Mercia Park, on the river's health during flooding incidents. Further development along the A444 corridor would only exacerbate the risk of nutrient pollution and flooding, endangering the delicate balance of this protected ecosystem.

Beyond Netherseal, the wider impacts along the A444 and neighbouring parishes are equally concerning. The existing congestion during peak hours, coupled with the poor road surface conditions, will only worsen with additional traffic from large-scale warehouses. This not only threatens road safety but also contributes to environmental degradation and compromises the quality of life for residents in surrounding areas.

We also wish to highlight the significant environmental impact of the proposed development. Clearing vast areas of land for construction would result in the destruction of natural habitats, disrupting local ecosystems and contributing to the loss of biodiversity. Moreover, the construction of impermeable surfaces and alterations to drainage patterns increase the risk of flooding downstream, threatening both wildlife and human settlements.

Furthermore, we question the demand for further storage and distribution sites at this location. The findings of the Council's Strategic Housing and Economic Land Availability Assessment suggest that EMP82 was not deemed suitable for inclusion in the local plan due to existing policy constraints. It is perplexing why this proposal is being advanced now, particularly when other developments with railhead access, such as East Midlands Gateway, align more closely with decarbonization targets and sustainable growth objectives.

The ongoing challenges faced by Mercia Park, including significant unoccupied space and operational inefficiencies, raise doubts about the viability of further large-scale developments at EMP82. The risk of irreparable environmental damage and socio-economic consequences far outweigh any potential benefits.

In summary, we firmly oppose any further development at EMP82/J11 M42 and urge the North West Leicestershire District Council to consider alternative solutions that prioritize environmental sustainability and community well-being.

Thank you for considering our concerns.

Yours Faithfully,

Mrs. C. Arrowsmith-Bates

From: [redacted]
To: PLANNING POLICY
Cc: [redacted]
Subject: EXTERNAL: NWL New Local Plan reps - Land South of Kegworth by-pass
Date: 14 March 2024 21:14:42
Attachments: image001.png
image002.png
image003.jpg

Dear Sir/ Madam,
We are pleased to submit representations to your draft Local Plan public consultation, which can be accessed at the following link: https://we.tl/t-Xp96sQHUC9
Our reps are made in respect of an employment site at Land South of Kegworth by-pass (A6). The site was previously subject to HS2 safeguarding so was not previously submitted to any Call for Sites exercises. However, with the safeguarding expected to be lifted this summer, the site can now be made available for strategic distribution warehousing, given its very advantageous location in close proximity to the SEGRO East Midlands Gateway, Rail Freight Interchange, East Midlands Airport and M1 J23a and 24. We also feel the site's position means there would be limited if any impact to the proposals. We would be keen to discuss with you at your earliest convenience.
I'd be grateful if you could confirm receipt.
Kind regards
Jenny
On Behalf of The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate) and Bryan and Colin Jarrom
Jenny Adams BA (Hons) MSc MRTPI
Planning Manager
[redacted]
Please note my working days are Monday, Tuesday and Thursday.

A picture containing shape Description automatically generated

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VCID:ad33c415-5e65-446f-befe-6ce7e3794097.

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name	The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate) and Bryan and Colin Jarrom	Jenny
Last Name		Adams
Job Title (where relevant)		Planning Manager
Organisation (where relevant)	c/o Mather Jamie	Mather Jamie
House/Property Number or Name		[redacted],
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

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1. To which consultation document does this representation relate?	**X**	Proposed policies
	X	Proposed housing and employment allocations
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Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Our response is appended below.

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 14/03/2024

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North West Leicestershire
Draft Local Plan Consultation (Reg 18)

Statement of Representations

On Behalf of The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate) and Bryan and Colin Jarrom in relation to prospective employment land south of Kegworth Bypass (A6)

March 2024

Prepared by:

Jenny Adams
Mather Jamie
Planning Manager
[redacted]

Contents:

1. Introduction
2. Response to the Proposed Policies Document
3. Summary

Appendices:

1. Red line plan
2. Illustrative layout
3. Constraints plan
4. Zone of Theoretical Visibility (ZTV)

1. Introduction

1.1. Mather Jamie have prepared these representations on behalf of The Trustees of Lord Crawshaw 1997 Discretionary Settlement (i.e. the Whatton Estate) and Bryan and Colin Jarrom (hereby referred to as the 'landowners' collectively) in response to the Regulation 18 public consultation on the North West Leicestershire New Local Plan.

1.2. The landowners would like to put forward their site for consideration as an employment allocation with the New Local Plan. The site, which is currently used for agriculture, covers 65ha at Land South of the Kegworth Bypass (A6), with circa 42ha of net developable area which is capable of delivering 165,000 sqm for B8 use class (strategic warehousing). The site is bound by the by-pass and fields to the north, by Whatton Road, a solar farm and agricultural fields to the east, agricultural fields to the south (also part of the Whatton Estate) and the M1 to the west. Please see Appendix 1 to view the site's boundaries and location.

1.3. The site benefits from direct access off the purpose-built Kegworth by-pass (A6), immediately adjacent to the M1 and A453, sitting strategically between J23A and J24 of the M1. East Midlands Airport and SEGRO East Midlands Gateway Logistics Park and associated strategic rail freight interchange are located opposite the site on the other side of the M1/ A453. As well as the M1 and A453, the site provides excellent access to the strategic road network, notably the A42/M42, A6 and A50, being at the heart of the 'golden triangle'. For this reason, the site is extremely favourably located for strategic warehousing for logistics and distribution uses (B8).

1.4. There are only two landowners covering the site, both of whom have freehold ownership, and are already in collaboration about the benefits of bringing this site forward for prospective employment development.

1.5. The site has, to date, not been shared with North West Leicestershire District Council, through any call for site consultations. This has been because it is partially covered by a HS2 safeguarding direction. However, given the cancellation of Phases 2A and 2B, and the recent lifting of HS2 Phase 2A's safeguarding[1], we can be confident that the safeguarding will no longer apply in the near future. Indeed, Government has indicated that Phase 2b safeguarding will be amended by summer 2024[2] as set out in the Network North command paper[3].

1.6. The site does not have any other constraints that could impact on its deliverability. It is located apart from the nearest settlements of Kegworth, Long Whatton and Diseworth (the latter being on the other side of the motorway), and due to the surrounding topography, would not be easily visible from any of the settlements. It is also suitably distant from Whatton House Grade II Listed Buildings and Registered Park and Gardens, it lies outside of any flood zones and there are no other known environmental or land-based constraints. Whilst there is a farmhouse within the site's red line, the site can easily be designed to allow for its retention and impact mitigated accordingly. The farmhouse is also within the landowner's control.

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[1] https://www.gov.uk/government/speeches/hs2-safeguarding#:~:text=Government%20will%20lift%20the%20safeguarding,the%20West%20Midlands%20and%20Crewe.&text=I%20am%20today%20(18%20January,the%20West%20Midlands%20and%20Crewe).

[2] https://www.gov.uk/government/speeches/hs2-safeguarding#:~:text=The%20Network%20North%20command%20paper,needed%20for%20Northern%20Powerhouse%20Rail.

[3] https://www.gov.uk/government/publications/network-north

1.7. For the above reasons, we would welcome the consideration of the site for strategic warehousing to be included in the emerging Local Plan, and would be available to discuss its potential allocation with your Planning officers at the earliest opportunity. The following representations set out why there is sufficient (and indeed substantial) need and demand for employment development at this site as well as the benefits of site to support expedient delivery. The representations are also supported by the following information (red line plan, illustrative layout, constraints plan and Zone of Theoretical Visibility plan) which can be found in the appendices.

1.8. Lastly, the representations review and respond to the 'proposed policies' of the New Local Plan. We note some policies are yet to be developed or have their wording drafted. We wish to reserve the right to provide comments on these policies at the Regulation 19 stage.

2. Response to the Proposed Policies Document

2.1. We have reviewed the Proposed Policies document, but our comments primarily relate to the draft policies of most relevant to our client's site on Land South of the Kegworth Bypass (A6), i.e. economic policies.

2.2. We note the plan period for the New Local Plan is set out to be 2020-2040. Given much of the Council's evidence base covers to 2041 ((Leicester & Leicestershire Housing & Economic Needs Assessment 2022, Leicester and Leicestershire Strategic Distribution Study 2021), we feel it would be practical for the Council to accordingly extend their plan period to at least 2041. Extending forwards by another year also provides more breathing room in terms of ensuring the New Local Plan covers the minimum 15-year period from adoption, given the date for final adoption is not yet indicated, but is likely to be at least 2026.

Draft Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

2.3. Draft Policy S1(3) does not yet specify the requirement for land for strategic B8 uses (warehousing) of more than 9000 sqm, noting that this requirement will have regard to the outcome from the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study. We understand that this study is in production and reserve the right to comment on this policy as it is drafted for the Regulation 19 consultation

2.4. However, we note Policy S1(3) refers to the "Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change" study, which was produced by GL Hearn, MDS Transmodal and Iceni Projects on behalf of Leicester and Leicestershire Authorities in April 2021 (and amended in March 2022). As this forms part of the evidence base for the New Local Plan, we have reviewed this paper, henceforth referenced as 'the 2021 Study'. Our concerns are set out below but in summary, we contend that the scope of the new apportionment study should include a fresh review of need, as it is clear that the 2021 study has substantially under-estimated the need for new floorspace, particularly for road-based distribution, and is not reflective of current market demand.

2.5. The 2021 Study forecasted need over the period from 2020 to 2041 and compares this to known supply as at 2020 (when the Study was produced). This is summarised below in Table 1.

Table 1 – Forecast Need and Supply

	Need (sqm)	Supply (sqm)	Shortfall (sqm)
Rail-Based Floorspace	1,106,000	338,000	768,000
Road-Based Floorspace	1,466,000	1,073,000	393,000

2.6. The shortfall for rail-based floorspace is expected to be fulfilled solely by the proposed development of Hinckley NRFI. A DCO application has now been submitted for this scheme and is currently under examination. It proposes a floorspace of 850,000 sqm.

2.7. In terms of road-based floorspace, taking into account the list of consented schemes outlined within Table 43 of the 2021 study, there is a shortfall of 393,000 sqm identified across the County. We understand that at a Local Plan Committee meeting on 12 July 2022 the District agreed to meet 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace. It is unclear how this figure was arrived at exactly, but we understand that in making allowance for planning permissions granted since April 2020 (e.g. Aldi's development at Nailstone (now built out) in Hinckley and Bosworth and the Newlands' scheme at Sawley), NWL proposes an outstanding need of 106,000 sqm to be met through the new Local Plan.

2.8. We feel this figure of 106,000 sqm for road-based strategic distribution is not reflective of recent market trends. The take-up of strategic warehousing in North-West Leicestershire for the period 2012/2013 to 2019/2020 (both rail and road-based) is provided by Stantec in North-West Leicestershire – The Need for Employment Land Study of November 2020. It is re-produced below.

COMPLETIONS 2012/13-2019/20

STRATEGIC WAREHOUSING

Site	Settlement	Sq m	Year completed
GAINS			
EMDC	Donington	84,000	2012/13
Interlink, Bardon	Bardon	12,077	2015/16
DHL at East Midlands Airport	Castle Donington	83,445	2016/17
Beveridge Lane, Ellistown	Ellistown	169,800	2016/17
Beveridge Lane/South Street	Bardon	20,900	2016/17
EMDC	Castle Donington	10,707	2016/17
Beveridge Lane	Ellistown	29,218	2016/17
Ashby Business Park	Ashby	21,936	2017/18
Sawley Crossroads	Sawley	56,701	2019/20
Land At Cargo East, North Of Beverley Road, East Midlands Airport	Castle Donington	46,071	2019/20
Plot 1, EMDC	Castle Donington	51,450	2019/20
Total gains		**586,305**	
No losses are recorded for strategic warehousing			

2.9. This breaks down with 440,148 sqm of completions being road-based floorspace and 146,157 sqm being rail- based floorspace (the latter all at East Midlands Distribution Centre). Since 2020, there has been significant further development of strategic warehousing completed in North-West Leicestershire. This is summarised below in Table 2.

Table 2 – Development Completed in North-West Leicestershire since April 2020

Development	Operator	Floorspace (Sqm)
East Midlands Gateway	Kuehne & Nagel	18,166
East Midlands Gateway	Shop Direct	51,306
East Midlands Gateway	XPO (for Nestle)	59,177
East Midlands Gateway	Amazon	48,030
East Midlands Gateway	Games Workshop	16,499
East Midlands Gateway	DHL	62,243
East Midlands Gateway	Amazon	13,935
East Midlands Gateway	Arvato	20,466
East Midlands Gateway	Ceva (for Amazon)	59,456
East Midlands Gateway	DHL	17,837
East Midlands Gateway	Maersk	63,638
Mercia Park	DSV	53,256
Mercia Park	JLR	271,733
East Midlands Distribution Centre	Mediq	24,893
East Midlands Distribution Centre	Speculative and Available	13,291
East Midlands Distribution Centre	Speculative and Available	31,842
Unit 2 Mountpark, Bardon	Countrywide	33,597
Interlink 225, Bardon	Logicor	20,903
Total		880,269

2.10. The completed development since April 2020 breaks down with 379,490 sqm being road-based floorspace (Mercia Park, Mountpark and Interlink) and 500,799 sqm being rail-based floor space (East Midlands Gateway and East Midlands distribution Centre). Table 3 below provides a summary of completions in North-West Leicestershire over the last 12 years.

Table 3 – Summary of Completions in North-West Leicestershire from 2012–2024

-	Road (sqm)	Rail (sqm)	Total (sqm)	Average per annum (sqm)
Completions between 2012/13 – 2019/20	440,148	146,157	586,305	73,288
Completions between 2020/21 – 2023/24	379,490	500,799	880,269	220,067
Totals	819,638	646,956	1,466,574	122,215
Average per annum	86,303	53,913	122,215	-

2.11. There have also been substantial levels of take-up of road-based distribution floorspace since 2020 in other parts of the County beyond North-West Leicestershire. These include large elements of the supply identified by Table 43 of the 2021 Study. The two largest consents listed are at Magna Park – 279,000 sqm at Glebe Farm (southern extension) and 320,000 sqm at Mere Lane (northern extension) in Harborough District. The southern extension has been fully built out, providing for 261,055 sqm in 11 different units. At the northern extension, a further 4 units totalling 125,418 sqm have been built out and let.

2.12. Only three unbuilt plots remain, with these being marketed on a build to suit basis, providing potentially 186,000 sqm of floor space. It is anticipated that these remaining plots will be built and let out in the next 2/3 years. No further consented land remains at Magna Park.

2.13. Elsewhere in the County, there have been major developments since 2020 at Mountpark, Bardon (Unit 1 – VF Corporation – 53,789 sqm), Nailstone Colliery (Aldi – 120,924 sqm) and at

Hinckley Park (a speculative built unit, Hinckley 340 – 31,587 sqm). All of these are located in Hinckley & Bosworth Borough.

2.14. Finally, a number of the sites in Table 43 are existing units. The majority of these have been let (e.g. Zorro at Ashby-de-la Zouch to EV Cargo).

2.15. We therefore summarise the take-up of large warehouse units in Leicestershire for the four complete years from April 2020 to March 2024 in Table 4.

Table 4 – Take-up since 2020 in Leicestershire by Local Authority

	Rail-Based Floorspace (sqm)	**Road-Based Floorspace (sqm)**	**Total Floorspace (sqm)**
North- West Leicestershire	500,799	379,490	880,289
Harborough	-	386,473	386,473
Hinckley & Bosworth	-	206,300	206,300
Totals	500,799	972,263	1,473,062

2.16. The projected need for the period from 2020 to 2041 is for 1,106,000 sqm of rail-based floorspace. The completion of 500,799 sqm in the first four years of the study period equates to 45.3% of the projected need for rail-based floorspace over the whole study period. By comparison, the years 2020 to 2024 represent only 19% of the whole study period in terms of time.

2.17. Similarly, the projected need for the period from 2020 to 2041 is for 1,466,000 sqm of road-based floor space. The completion of 972,263 sqm in the first four years of the study period equates to 66.3% of the projected need for the full study period.

2.18. Both of these percentages demonstrate conclusively that the 2021 study fundamentally under-estimated the overall need for both rail-based and road-based strategic warehousing. This is not surprising. The Study was based on research undertaken in 2020 when there was great uncertainty about the economy and market because of the Covid-19 induced lockdown. Since 2020, the market has outperformed expectations to a phenomenal degree, with demand fuelled by growth in e-commerce and structural changes to operating practices in both the industrial and logistics sectors (e.g. 'Just-in- Case' instead of 'Just-in-Time' practices and re-shoring following Brexit). Occupiers are increasingly seeking site proximity to their suppliers/ markets. Whilst the market has steadied, with developers and investors taking a more cautious approach because of the hike in interest rates, demand levels from occupiers remains healthy.

2.19. Prior to any decisions being made about how the need for strategic warehousing is apportioned, between the respective local planning authorities in the County, a wholesale re-evaluation of the need for both rail and road-based floorspace is required. Otherwise, insufficient land will be identified to meet need and demand. This will stunt the economic performance of the District, County, the Midlands and the UK, given the increasing importance of this sector.

2.20. We also feel that this under-estimation of need is particularly acute for North-West Leicestershire. This is for both road and rail-based strategic warehousing.

2.21. North-West Leicestershire has been the biggest contributor of built development in the County over the first four years of the study period (2020 to 2024). Of the total of 1,473,062 sqm developed in the County since 2020, 880,289 sqm has been developed in North-West Leicestershire. This equates to 59.8% of all development in the County.

2.22. The District Council has proposed to contribute 106,000 sqm of road-based floor space. This represents just 0.48 years of supply, based on the rate of take-up of all floorspace in North-West Leicestershire over the last four years.

2.23. If the 106,000 sqm contribution is compared to take-up of just road-based development, then this represents 1.55 years' supply, based on take-up from 2012 to 2024 (average of 68,303 sqm per annum – see Table 3), and 1.2 years' supply based on take-up from 2020–2024 (94,873 sqm per annum). This illustrates just how inadequate the current allowance for road-based floorspace for North- West Leicestershire is.

2.24. Equally, no contribution is proposed to be made to the County's need for rail-based floorspace. Instead, it seems total reliance is to be placed on the proposed scheme at Hinckley NRFI which is a risky strategy if it does not achieve DCO consent.

2.25. Looking beyond the 2021 Study, there are also wider indicators of the strengths of the logistics market, that are important context and evidence which should inform the targets set by the new Local Plan.

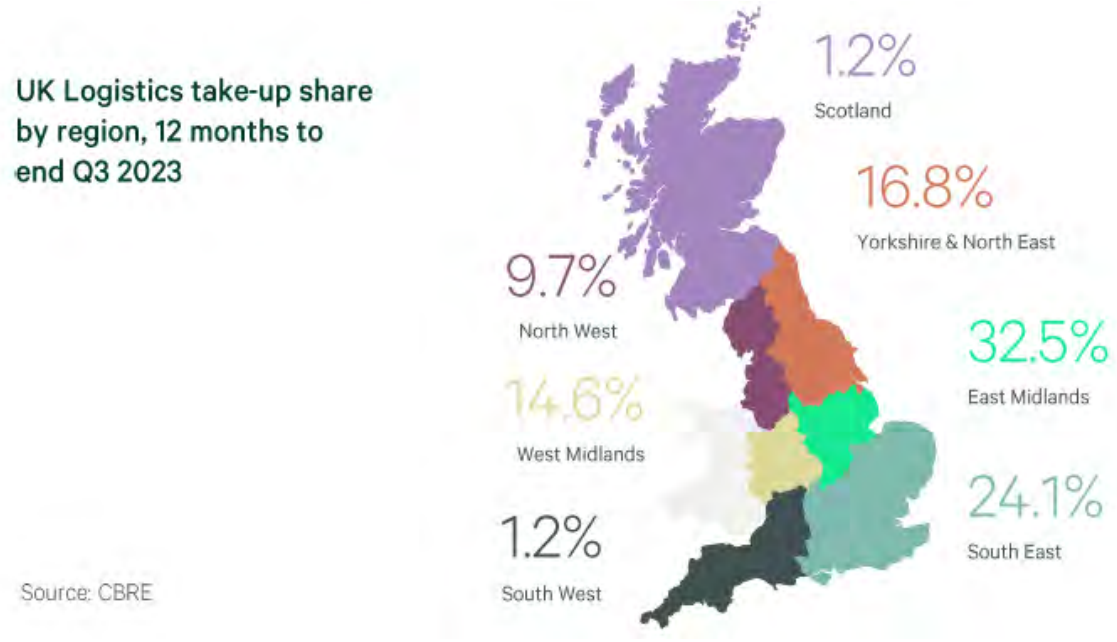
2.26. Online retail is anticipated to increase from 20% of market share in 2019 to 40% market share by 2030[4]; therefore demand for logistics warehousing will continue to increase significantly.

2.27. Whilst there was record breaking levels of demand during the pandemic period – there was a national vacancy rate of just 2.91% in 2022[5], Savills Big Shed Briefing (January 2024) provides an overview of what are likely to be more normal market conditions following a period of demand surge. Even so, national take up for 2023 was still 29.1m sq ft, which remains 12% above pre-Covid averages, showing that market demand continues to be high albeit not as significant as during 2020-2022[6]. Furthermore, the East Midlands continues to outperform the national picture, showing the strength of the sector in this location. Whilst national vacancy rates for 2023 improved to 7.15% nationally, in the East Midlands this figure is just 6.68%[7]. Savill's report explains that where vacancy rates remain below 12%, there will be further rental growth within a region, indicating the market is still growing in the area. Equally, whereas national take up fell by 40% in 2023, it increased by 9% in the East Midlands, where take up was recorded to be 9.02m sq ft[8].

2.28. The East Midlands continues to concentrate the largest share of take-up (almost half of the total UK take-up in Q3 2023 and 32.5% on a 12 month rolling basis) as per Figure 1 below. This demonstrates the strength of demand, with North West Leicester typically one of the strongest districts for take-up within the East Midlands, underlining the importance of making sure the Local Plan's economic policies are sufficient flexible and ambitious to support the growth of the logistics and warehousing sector.

[4] Centre for Retail Research forecasts, plus ONS data from 2019.
[5] Savills Big Shed Briefing – January 2022: https://pdf.euro.savills.co.uk/uk/commercial---other/big-shed-briefing---january-2022.pdf
[6] Savills Big Shed Briefing – January 2024 https://pdf.savills.com/documents/Big-Shed-Briefing-January-2024.pdf
[7] Ibid.
[8] Ibid.

Figure 1: UK Logistics take-up share by region, 12 months to end Q3 2023



2.29. In summary, given the strong demand experienced in North West Leicestershire, we would encourage the local authority to update the evidence informing Policy S1(3) and express any employment floorspace targets under Policy S1 as a minimum at the least, so as not to constrain the district's ever burgeoning offer for strategic warehousing distribution sites.

Draft Policy Ec3 New Employment Allocations (Strategic Policy)

2.30. Draft Policy Ec3 will set out the employment allocations for the New Local Plan. We have therefore reviewed the proposed employment allocations set out in the 'Proposed Housing and Employment Allocations' consultation document as part of our response here. For strategic distribution employment allocations, we note that two **potential** locations for strategic distribution are included within Section 6 of the consultation document, for land south of East Midlands Airport (81ha) and Land to the north of J11 A/M42 (28ha), which would total 109 ha.

2.31. We note under para 6.13 of the consultation document that the decision on which site(s) to allocate is not necessarily limited to a choice between these two sites, and that subject to the outcomes of more detailed work, the allocation of one, both, either or indeed different site(s) could be justified.

2.32. We therefore strongly recommend that our client's site: land south of Kegworth bypass (A6), is considered by the local authority as an employment allocation within the New Local Plan with potential for strategic warehousing. The site has the following benefits and advantages:

- The site covers 65ha of land currently used for agriculture, which can provide approximately 42ha of net developable area, capable of delivering 165,000 sqm of employment land for B8 use class (strategic warehousing).
- As shown in Appendix 2, the illustrative layout for the site suggests the following plots could be provided:
    - Plot 1 – 22.01ha
    - Plot 2- 6.8ha
    - Plot 3 – 2.96ha

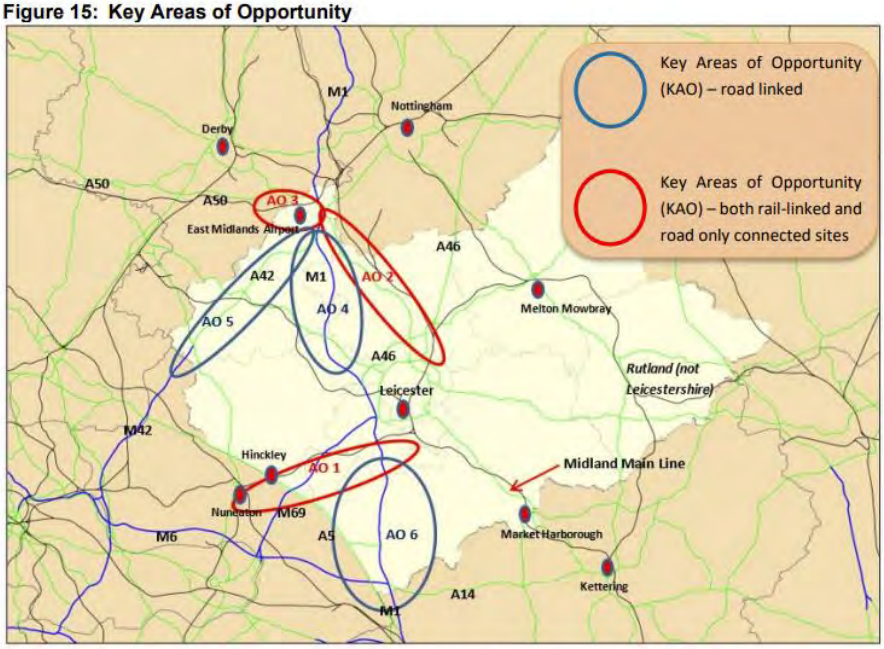
    - Plot 4 – 2.81ha
    - Plot 5 – 7.16ha
- The site benefits from direct access off the purpose-built Kegworth by-pass (A6) which was recently completed in 2018, immediately adjacent to the M1 and A453, sitting strategically between J23A and J24 of the M1.
- The site is within 500m (circa 6 min walk) of the Interchange bus stop at the roundabout where the A453 and Wilders Way meet, which serves the SEGRO East Midlands Gateway development. The bus stop is served by the Skylink, Skylink Derby and No 9 bus services:
    - Skylink – runs every 20 minutes, 24 hours a day, 7 days a week, between Nottingham, Long Eaton, Castle Donington, East Midlands Airport and Gateway, Diseworth, Long Whatton, Shepshed and Coalville.
    - Skylink Derby - runs up to every 20 minutes, 24 hours a day, 7 days a week, between Derby, Shardlow, Castle Donington, East Midlands Airport and Gateway, Kegworth, Loughborough and Leicester.
    - No 9 – runs hourly, from circa 4am to 10pm, between East Midlands Airport and Gateway, Melbourne, Ashby-de-la-Zouch, Swadlincote and Burton on Trent.
- The site can therefore offer a genuine sustainable transport option for future employees.
- The site is within an already established distribution location associated with East Midlands Airport and SEGRO East Midlands Gateway Logistics Park, which are located opposite the site on the other side of the M1/ A453. As well as the M1 and A453, the site provides excellent access to the strategic road network, notably the A42/M42, A6 and A50, being at the heart of the 'golden triangle'.
- The site could act also as a satellite site to the imtermodal strategic rail freight terminal at East Midlands Gateway – sequentially preferrable to alternative sites located away such infrastructure and providing a greater choice of sites for rail-based distribution in the County.
- In Section 11 of the "Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change" study, Areas of Opportunity are set out, identifying broad general areas across Leicestershire where new strategic logistics sites should be located. These Areas of Opportunity are identified where they meet the following criteria:

    - Good connections with the strategic highway network;
    - Good connections with the railway network;
    - Appropriately located relative to the markets to be served; and
    - Is accessible to labour and located close to areas of employment need

- As per Figure 15 within the Study, which is replicated here, the site is located within four of the six identified Areas of Opportunity:

    - Area 2: Between Syston and Ratcliffe on Soar, broadly following the A6, M1 and Midland Main Line transport corridors;
    - Area 2: between Ratcliffe-on-Soar and Castle Donnington/border with Derbyshire, broadly following the A50, M1;
    - Area 4 – to the north west of Leicester, broadly following the M1 and A511 transport corridors;
    - Area 5 - the A42 transport corridor.

Figure 15: Key Areas of Opportunity



NB: Boundaries of key areas are not definitive and are shown for indicative purposes only

- This demonstrates just how advantageous the site's location is from a strategic distribution perspective,
- The site was previously covered by a HS2 safeguarding direction. However, given the cancellation of Phases 2A and 2B, and the recent lifting of HS2 Phase 2A's safeguarding[9], we can be confident that the safeguarding will no longer apply in the near future. Indeed, Government has indicated that Phase 2b safeguarding will be amended by summer 2024[10] as set out in the Network North command paper[11].
- The site does not have any other constraints that could impact on its deliverability, as set out in the following points (please also refer to Appendix 3 to see the constraints plan prepared). It is outside of any flood zones and there are no known land-based or environmental constraints.
- The site is 1.5km from Kegworth's conservation area, with much intervening development, and circa 1.75km from Long Whatton's conservation area, which has no intervisibility with the site due to the undulating topography of the Whatton Estate between. There would be no harmful, if any impact, upon either Conservation Area and its setting. Given the distance to Diseworth (1.5km) and the M1 and its cutting in between, there would also be no impact on Diseworth or its Conservation Area too. Equally, the site is approximately 2km from Whatton House (Grade II Listed Building and Grade II Listed Registered Park and Garden. There is a further cluster of Grade II Listed assets within the grounds. Due to the surrounding topography and significant woodland between these heritage assets and the proposed development site, there is limited visibility and subsequent impact on these assets and their setting. Bea Landscape Design Ltd have already undertaken an indicative Zone of

[9] https://www.gov.uk/government/speeches/hs2-safeguarding#:~:text=Government%20will%20lift%20the%20safeguarding,the%20West%20Midlands%20and%20Crewe.&text=I%20am%20today%20(18%20January,the%20West%20Midlands%20and%20Crewe).

[10] https://www.gov.uk/government/speeches/hs2-safeguarding#:~:text=The%20Network%20North%20command%20paper,needed%20for%20Northern%20Powerhouse%20Rail.

[11] https://www.gov.uk/government/publications/network-north

Theoretical Visibility (ZTV) Assessment based on three potential development plots at the site. The results of this assessment can be found at Appendix 4 and demonstrate that there is limited intervisibility.

- As a result of East Midlands Airport's Public Safety Zone, the northern parts of the site would be planned for landscaping and car parking This means the northern most plot on site would be circa 500m from the existing built form of Kegworth and circa 300m from the proposed built form (as per adopted allocated HD3 Land south of Ashby Road, Kegworth). Given this distance, a separating field and the landscaping bunds formed for the Kegworth by-pass (and tree planting along this bund) there should be limited if any impact of the proposed development site on any residential properties in Kegworth.
- The village of Long Whatton is around 1.8km south of the proposed employment site, and again, due to topography and distance between, there would be no impact of the proposed development site on the village.
- Whilst there remains a farmhouse within the site's red line (Springhouse farmhouse to the southern edge of the site), this lies within the landowner's control. It is the expectation that Springhouse farmhouse would be retained, with the scheme's landscaping and biodiversity offering located around it to provide a natural buffer. The site is located within the Leicestershire International Gateway, part of the Leicester and Leicestershire Strategic Growth Plan (2018) which is focused on the opportunities around the northern confluence of the A42, M1 and East Midlands Airport.
- The site is also advantageously located in close proximity to the East Midlands Freeport and 2 of the 3 sites being covered by the East Midlands Development Corporation (EMDC) - East Midlands Airport and Ratcliffe-on-Soar Power Station (the third being Toton and Chetwynd Barracks).
- The Development Corporation has been setup by five councils (including NWLDC) to drive development at the East Midlands Freeport sites and was formally created as a entity at the end of February 2024. It has ambitions to create 84,000 jobs and add £4.8 million to the Midlands economy by 2045. Ratcliffe on Soar Power Station, which is due to close at the end of September 2024, received a Local Development Order in 2022 to support development on site. It intends to support zero-carbon technology and energy companies on site, including advanced manufacturing and research and development uses.

2.33. It is clear from the above that the site offers great locational advantages as a strategic distribution site and that it can do so with limited if any harm on nearby properties or heritage assets due to is somewhat isolated location some distance from the nearest settlements of Kegworth and Long Whatton. For the reasons outlined above, we strongly urge the council to consider the site as a proposed employment allocation as part of the Regulation 19 draft local plan.

2.34. We consider that draft policy Ec3's eventual allocations should be underpinned by an evidence base reflective of true demand in North West Leicestershire, taking into account demand particularly since 2020, and the opportunities presented by the district's proximity to the UK's only inland freeport around East Midlands Airport. Sufficient allocations need to be made which ensure the local plan has flexibility and resiliency to deliver sufficient strategic distribution sites for the whole plan period.

Draft Policy Ec4 Employment Uses on Unidentified Sites (Strategic Policy)

2.35. As a whole we greatly welcome draft policy Ec4 which provides a route for employment development proposals to be brought forward outside of Existing Employment Areas and even Limits to Development. We note this represents an update to current adopted local plan policy Ec2 and welcome its continuation within NWL planning policy, providing flexibility for the changing needs and demands of the commercial market as well as spatial flexibility where the impacts are otherwise demonstrated to be acceptable. We consider the policy to be pragmatic to prospective developers and indeed will support inward investment into the district.

2.36. With regards to clause 3, again we are supportive of the principle of the policy, which provides a means for employment proposals on land outside of the Limits to Development to come forward, provided a range of criteria are met. However we would suggest sub-clause (a)(ii), which places a requirement for a named end-user(s) to be secured through a section 106 legal agreement, should be removed. This criterion risks straying from a planning matter into a commercial arrangement, and in doing so could undermine the overall intent of the policy. It is impractical and indeed unlikely that a developer will be willing to attach a named end-user to a s106 agreement, as if the named end-user were to withdraw from the development for any reason, the planning permission would not be implementable. Furthermore, a proposed development may enjoy numerous expresses of interest for occupation, which would be more indicative of demand than a single end-user whose business needs could change or disappear overnight. Developers commonly competitively tender their schemes, so it is felt that criteria 3(a)(ii) should be removed, if not this criterion could inhibit any proposals coming forward on unidentified land, which in turn would artificially constrain the commercial market. This is especially the case for North West Leicester where most B2 and B8 demand is so great that speculative development is the norm. Lastly, removing the requirement for a named end-user ultimately allows a development the flexibility to adapt to market demands e.g. to switch from logistics to manufacturing, should the need arise. The overall intention should be to support economic development within the District.

2.37. We consider criterion 3(a)(i), which requires the applicant to demonstrate that there is an immediate requirement for the employment land type, is alone a proportionate and sufficient means for the Council to to determine whether a planning application merits being built outside of the designated policy areas.

2.38. In terms of policy 3(a)(ii), we also just draw your attention to the NPPF paragraph reference 82b, which as of the December 2023 update, is now policy 86d.

2.39. In summary, whilst we are supportive of the inclusion of Policy Ec4 as a whole, we would encourage the individual criterion to be reviewed to ensure it meets the requirements to NPPF policy 86(d), which states that planning policies should be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices, and to enable a rapid response to changes in economic circumstances. At present, policy Ec4 3(a)(iI) is unduly restrictive and risks constraining employment land supply in the district.

Draft Policy Ec7 Local Employment Opportunities

2.40. We consider that 50+ jobs generated is a suitable threshold for the requirement if an Employment and Skills plan, so as not to unduly burden or discourage small business.

3. Summary

3.1. These representations have been submitted in support of Land South of Kegworth By-Pass (A6) being considered as an Employment Allocation for strategic warehousing within NWL's New Local Plan. Circumstances around HS2 and its safeguarding directions means the site represents a developable, deliverable and desirable location for strategic warehouse development which can contribute to the district's need in a highly desirable location. The site's lack of constraints, minimal impacts and advantageous location means we encourage the Council to seriously consider it for allocation and would be eager to discuss the site at the earliest opportunity.

Appendix 1: Proposed Site Red Line Plan

Please note that whilst it is showing on the following maps, Molehill Farmhouse no longer exists.

- Dimensions are in millimeters, unless stated otherwise.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

N

East Midlands Airport

Kegworth Byp

M1

A453

A42

Whatton Rd

Site Area
160.50 Acres(64.95 Ha)

Site Area - PSZ
135.75 Acres(54.94 Ha)

Springhouse Farm

Broad Hill

Balancing Pond

ASHBY ROAD

WHATTON ROAD

WILDERS WAY

SUNDOWN WAY

NINE ACRES

Car Park

Solar P

10m SCALE 1:2000

P01	Initial Issue		KS CA	28.02.24
rev	amendments		by ckd	date

Land East of the M1 J23A, Kegworth

Site Location Plan - Option 3

LOD 1	LOI 1

Nurton DEVELOPMENTS

umc architects

RIBA PoW Stage:	0 - Strategic Definition
Document Suitability:	S1
Drawn / Checked:	KS / CA
Date:	28/02/2024
Scale:	1:2000 A0
UMC Project Number:	24106
Document Reference:	Drawing no: Revision:
24106 - UMC - XXXX - SI - DR - A	0505 P01

Appendix 2: Illustrative Site Plan

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

N

Schedule of Accommodation

Site Area	-	160.92 acres	65.12 ha
Net Developable Area	-	103.13 acres	41.74 ha
Plot - 100 Area	-	54.38 acres	22.01 ha
Plot - 200 Area	-	16.80 acres	6.80 ha
Plot - 300 Area	-	7.31 acres	2.96 ha
Plot - 400 Area	-	6.94 acres	2.81 ha
Plot - 500 Area	-	17.70 acres	7.16 ha

East Midlands Airport

Kegworth Byp

M1

A453

Plot - 200
Indicative FFL +75M
3.29 Acres/ 1.33 Ha

Plot - 300
Indicative FFL +73M
26.17 Acres/ 10.59 Ha

Plot - 400
Indicative FFL +68M
8.21 Acres/ 8.32 Ha

Plot - 100
Indicative FFL +68M
20.01 Acres/ 8.10 Ha

Plot - 500
Indicative FFL +73M

Whatton Rd

50m SCALE 1:2500

rev	amendments	by	ckd	date

Land East of the M1 J23A, Kegworth

Plot Development Plan

LOD 1	LOI 1

Nurton DEVELOPMENTS

umc architects

RIBA PoW Stage:	0 - Strategic Definition
Document Suitability:	S1
Drawn / Checked:	KS / CA
Date:	05/03/2024
Scale:	1:2500 A1
UMC Project Number:	24106

Document Reference:	Drawing no:	Revision:
24106 - UMC - ZZZZ - SI - DR - A	0101	P02

Appendix 3: Constraints Plan

Please note that whilst it is showing on the following maps, Molehill Farmhouse no longer exists.

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Design Review:
Site Constraints

	Jarrom Land 79.28 acres (32.08 ha)
	Whatton Estate Land 79.27 acres (32.08 ha)
	Total Site Area 158.55 acres (64.16 ha)
	Local Planning Authority: **Local Planning Authority:** North West Leicestershire District Council

Parking Standards

B2: 1:50m²

B8: 1:150m²

Title Plans reference	Unavailable
Topographical Survey reference	Unavailable
Ordnance Survey reference	Available
Document References: reference	

+12m	**Spot Heights:** Google Earth/Topo	Indicated
	Sensitive Viewpoints	Unknown
	Noise Sensitive Boundary	Unknown
	Speed Limits and Road Names	Indicated
	Vehicle Access / Road Names	Indicated
	Pedestrian / Cycle Access	Indicated
	Rail	Not Present
	Bus Stop	Not Present
	Height Restrictions	Unknown
	Listed Buildings	Not Present
	Flood Zone 2	Not Present
	Flood Zone 3	Not Present
	Flood Defences	Not Present
	River / Watercourse/ Ponds	Indicated
	Protected Species	Unknown
	Badger Sett	Unknown
	Existing Vegetation	Indicated
	Priority Habitat	Indicated
	Tree Protection Order	Unknown
	Ancient Woodland	Not Present
	Archaeological Features	Not Present
	SSSI, SPA, LNR etc.	Not Present
	Scheduled Monuments	Not Present
	Cat A Root Protection Area	Unknown
	Cat B Root Protection Area	Unknown
	Cat C Root Protection Area	Unknown
	Cat U Root Protection Area	Unknown
	Public Right of Way: Footpath	Not Present
	Public Right of Way: Bridleway	Not Present
	Private Means of Access	Unknown
	COMAH DPZ	Not Present
	COMAH Inner Zone	Not Present
	COMAH Middle Zone	Not Present
	COMAH Outer Zone	Not Present
	Overhead Cables	Indicated
	High Voltage	Unknown
	Low Voltage	Unknown
	Virgin Media	Unknown
	BT / Comms	Unknown
	Oil Pipeline	Unknown
	Gas Mains	Unknown
	Water Mains	Unknown
	Surface Water Sewer	Unknown
	Foul Water Sewer	Unknown
	Major Infrastructure Cables	Unknown
	Substation	Unknown
	Mast	Not Present
	Wind Turbine	Not Present
	Contaminated Ground	Unknown
	Runway Approach Lights	Indicated
	PSZ Zone	Indicated

P02	Site Boundary	KS	CA	01.03.24
P01	Initial Issue	KS	CA	12.02.24
rev	amendments	by	ckd	date

Land East of the M1 J23A, Kegworth

Site Constraints Plan

LOD 1	LOI 1

Nurton DEVELOPMENTS

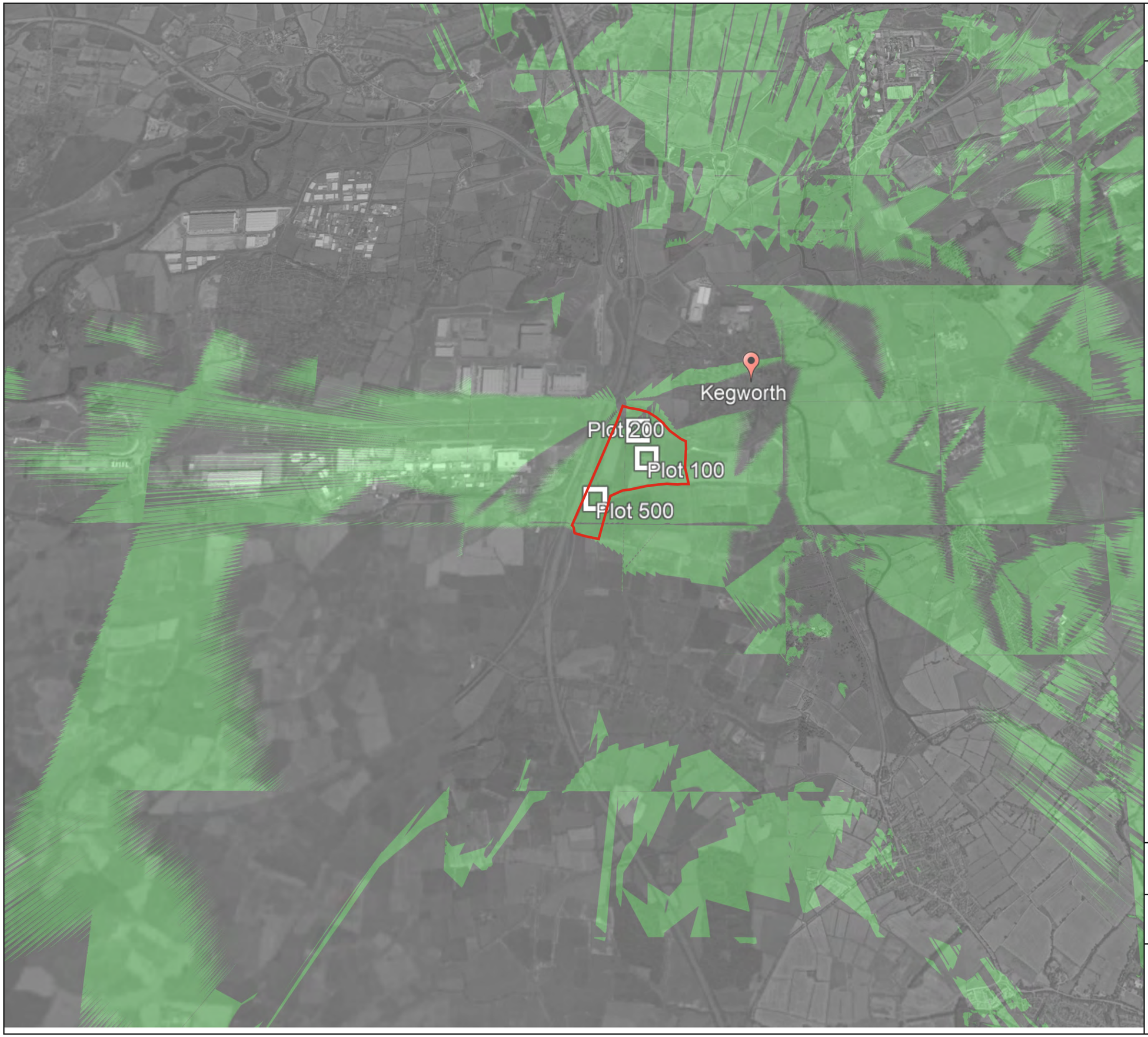
umc architects

RIBA PoW Stage:	0 - Strategic Definition
Document Suitability:	S1
Drawn / Checked:	KS / CA
Date:	01/03/2024
Scale:	1:2500 A1
UMC Project Number:	24106

Document Reference:	Drawing no:	Revision:
24106 - UMC - ZZZZ - SI - DR - A	0501	P02

50m SCALE 1:2500

Appendix 4: Zone of Theoretical Visibility (ZTV)



address: 132A The Westlands, Compton Road, Wolverhampton, WV3 9QB

web: www.bealandscape.co.uk
tel: 01902 424950 / 425001
email: info@bealandscape.co.uk

bea landscape design ltd

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LEGEND:

Proposed Development Site .

Green coloured area represents the area which the proposals may be visible on a bare earth 3D model.

0m 500m 1000m

Ornanace Survey © Crown Copyright 2015. All rights reserved.
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project: Kegworth

title: Zone of Theoretical Visibility (ZTV)

Figure: 01

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Ruth	
Last Name	Cox	
Job Title (where relevant)	-	
Organisation (where relevant)	-	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
		Proposed housing and employment allocations
	x	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

I would comment on the local plan consultation as follows

Proposed Limits to development Review

Page 23 and 24 Ibstock (North) Limit to development change

LtD/Ib/03 I would support that change.

This would be logical to do and would promote the use of resources available and could assist the development off Leicester Road, Ibstock Ib18.

There is certainly an increased need for land for the future and this should be part of the allocation as I have emphasised many years beforehand. This is evident with the increased population and land requirements in North West Leicestershire and I believe this land facilitates essential demands for housing and amenities to be met in the area.

The site has been proposed for some years as in-fill land and I feel now it should not be overlooked and be used to the best of its advantage and included within the change shown above.

This will not only enhance the area considerably but compliment and improve what has been proposed within the 'Local Service Centres' 4.70 Ib18 Land off Leicester Road, Ibstock.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: *Ruth Cox*

Date: 14th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

[redacted]

From: Ben Tabiner [redacted]
Sent: 14 March 2024 21:24
To: PLANNING POLICY
Subject: EXTERNAL: Subject: Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses

Objection to:
https://www.nwleics.gov.uk/files/documents/exhibition_panels_for_ibstock_kegworth_and_j11_m42_near_measham/Ibstock%20Kegworth%20%26%20J11M42%20near%20Measham.pdf

Panel: Land north of J11 A/M42 (EMP82)

Dear North West Leicestershire District Council,

I am writing to express our strong opposition to the proposed inclusion of the site on the land north of J11 A/M42 (EMP82in your local plan for large-scale logistics/distribution warehouses, as outlined in your consultation document.

The impacts of such a development would be felt most acutely by the parishes situated within reach of the A444 towards Burton Upon Trent. Our village of Netherseal stands to bear a significant burden, particularly in terms of increased traffic congestion and its associated consequences.

The anticipated rise in traffic volume due to congestion on the A444 would lead to our village being utilized as a cut-through route, notably via Chilcote past Netherseal Primary School and along Gorsey Lane. These routes are ill-suited to accommodate heavy traffic, posing safety risks to our residents, especially considering the vulnerability of certain roads to flooding.

Moreover, the ecological sensitivity of the River Mease, designated as a Special Area of Conservation (SAC), must not be understated. We have observed first-hand the impact of runoff from nearby developments, such as Mercia Park, on the river's health during flooding incidents. Further development along the A444 corridor would only exacerbate the risk of nutrient pollution and flooding, endangering the delicate balance of this protected ecosystem.

Beyond Netherseal, the wider impacts along the A444 and neighbouring parishes are equally concerning. The existing congestion during peak hours, coupled with the poor road surface conditions, will only worsen with additional traffic from large-scale warehouses. This not only threatens road safety but also contributes to environmental degradation and compromises the quality of life for residents in surrounding areas.

We also wish to highlight the significant environmental impact of the proposed development. Clearing vast areas of land for construction would result in the destruction of natural habitats, disrupting local ecosystems and contributing to the loss of biodiversity. Moreover, the construction of impermeable surfaces and alterations to drainage patterns increase the risk of flooding downstream, threatening both wildlife and human settlements.

Furthermore, we question the demand for further storage and distribution sites at this location. The findings of the Council's Strategic Housing and Economic Land Availability Assessment suggest that EMP82 was not deemed suitable for inclusion in the local plan due to existing policy constraints. It is perplexing why this proposal is being advanced now, particularly when other developments with railhead access, such as East Midlands Gateway, align more closely with decarbonization targets and sustainable growth objectives.

The ongoing challenges faced by Mercia Park, including significant unoccupied space and operational inefficiencies, raise doubts about the viability of further large-scale developments at EMP82. The risk of irreparable environmental damage and socio-economic consequences far outweigh any potential benefits.

In summary, we firmly oppose any further development at EMP82/J11 M42 and urge the North West Leicestershire District Council to consider alternative solutions that prioritize environmental sustainability and community well-being.

Thank you for considering our concerns.

Sincerely,

Netherseal Parish Resident

From: [redacted]
To: PLANNING POLICY
Cc: [redacted]
Subject: EXTERNAL: NWL Reps - Land South of Hathern Road
Date: 14 March 2024 21:31:33
Attachments: image001.png
image002.png
image003.jpg

Dear Sir/ Madam,
We are pleased to submit representations to your draft Local Plan public consultation, which can be accessed at the following link: https://we.tl/t-jScD33x7EO
Our reps are made in respect of Land South of Hathern Road, Long Whatton, a draft housing allocation within the pre-submission draft of the Long Whatton and Diseworth Neighbourhood Plan. The site represents a logical extension to Long Whatton, has the potential to deliver affordable housing in the area as well as support the delivery of much needed new community centre for the village. Our reps focus on ensuring the Local Plan supports and enables the delivery of the Neighbourhood Plan.

I'd be grateful if you could confirm receipt.
Kind regards
Jenny

On Behalf of The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate)
Jenny Adams BA (Hons) MSc MRTPI
Planning Manager
[redacted]
Please note my working days are Monday, Tuesday and Thursday.

A picture containing shape Description automatically generated

WE WILL NEVER CHANGE OUR BANK ACCOUNT DETAILS VIA EMAIL. IF YOU ARE IN ANY DOUBT, DO NOT SEND FUNDS TO US ELECTRONICALLY WITHOUT SPEAKING TO A MEMBER OF OUR TEAM TO VERIFY OUR ACCOUNT DETAILS.

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VCID:9a042370-cc4d-4860-99e7-9e39b2647f56.

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name	The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate)	Jenny
Last Name		Adams
Job Title (where relevant)		Planning Manager
Organisation (where relevant)	c/o Mather Jamie	Mather Jamie
House/Property Number or Name		[redacted],
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	**X**	Proposed policies
	X	Proposed housing and employment allocations
	X	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Our response is appended below.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 14/03/2024

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

North West Leicestershire
Draft Local Plan Consultation (Reg 18)

Statement of Representations

On Behalf of The Trustees of Lord Crawshaw 1997 Discretionary Settlement (the Whatton Estate) in relation to prospective residential land south of Hathern Road, Long Whatton.

March 2024

Prepared by:

Jenny Adams
Mather Jamie
Planning Manager
[redacted]

Contents:

1. Introduction
2. Response to the Proposed Policies Document
3. Response to the Proposed Housing and Employment Allocations Document
4. Response to the Proposed Limits to Development Consultation Document
5. Summary
6. Relevant Links

Appendices:

1. Red line plan
2. Illustrative layout
3. Field boundary for proposed extension of Limits to Development for new community centre

1. Introduction

1.1. Mather Jamie have prepared these representations on behalf of The Trustees of Lord Crawshaw 1997 Discretionary Settlement (i.e. the Whatton Estate) in response to the Regulation 18 public consultation on the North West Leicestershire New Local Plan.

1.2. Our client's land comprises circa 3.82 ha of land on the south side of Hathern Road, Long Whatton, which represents a draft allocation for housing development of around 90 homes, as per draft policy LW&D22 of the Long Whatton and Diseworth Neighbourhood Plan Pre-Submission Draft (2021-2039).

1.3. The site, which is currently used for agriculture, is bound by the Hathern Road to the north, existing residential development to the west, Ashby Road to the south and another agricultural field to the east. It sits at the eastern-most end of Long Whatton. Please see Appendix 1 to view the site's boundaries and location, and Appendix 2 for an indicative layout.

1.4. The site has very few constraints, provides easy access to the A6 and represents the most logical place for the village to expand. Contrary to historic piecemeal development, this site has the potential to deliver much-needed affordable housing in the area. Through draft neighbourhood plan policy LW&D13, the delivery of the site for housing will also support the delivery of a new community centre on additional land within the Whatton Estate's ownership, at land north of Hathern Road. The development will therefore bring about positive benefits to the village.

1.5. Whilst we are providing a separate and comprehensive response to the Long Whatton and Diseworth Neighbourhood Plan consultation, which is being consulted on in parallel, we have also reviewed the proposed policies of the New Local Plan for North West Leicestershire (NWL) and wish to make representations where relevant. We note some policies are yet to be developed or have their wording drafted. We wish to reserve the right to provide comments on these policies at the Regulation 19 stage.

2. Response to the Proposed Policies Document

2.1. We note the plan period for the New Local Plan is set out to be 2020-2040. Given much of the Council's evidence base covers to 2041 ((Leicester & Leicestershire Housing & Economic Needs Assessment 2022, Leicester and Leicestershire Strategic Distribution Study 2021), we feel it would be practical for the Council to accordingly extend their plan period to at least 2041. Extending forwards by another year also provides more breathing room in terms of ensuring the New Local Plan covers the minimum 15-year period from adoption, given the date for final adoption is not yet indicated, but is likely to be at least 2026. Given the length of time required for the examination fro the Local Plan at neighbouring Charnwood Borough, there could be an argument for extending the Plan further, to 2042.

Draft Policy S1- Future Development Needs (Strategic Policy)

2.2. We commend the work undertaken to date by NWLDC Officers under the Duty to Cooperate requirement to reach an agreement with Leicester and the Leicestershire authorities on the Statement of Common Ground relating to Housing and Employment Land Needs, and we support the Council's decision to take forward the additional housing requirements. We therefore support the housing requirement for NWLDC of 686 dwellings per year in principle

as set out in part 1 of Draft Policy S1, and the Council's continued approach to planning positively and to increase house targets within their district.

Draft Policy S2 – Settlement Hierarchy (Strategic Policy)

2.3. We note Long Whatton is identified as a sustainable village within the settlement hierarchy and would agree with this identification; however, we would suggest the wording is changed from "limited amount of growth" to "proportionate amount of growth" to ensure schemes which need to be of a sufficient scale to offer the delivery of affordable housing or other community infrastructure are supported in delivering such benefits to these settlements.

Draft Policy S4 – Countryside (Strategic Policy)

2.4. We consider that draft Policy S4 – Countryside, which states *'land outside the Limits to Development, as shown on the Policies Map, is identified as countryside where uses listed (a) to r) below will be supported, subject to the considerations set out in criteria (a) to (d)'* could be amended to provide greater flexibility. The range of uses identified from (a) to (r) could be broadened to add local housing sites within the Countryside but that are allocated within the relevant Neighbourhood Plan to ensure there is not potential conflict between this Local Plan and Neighbourhood Plan policy. See also our comments in Section 3 and 4 of our response, which seek to deal with the same issue.

2.5. We welcome the inclusion of use (k) which clarifies that community services and facilities meeting a proven local need in accordance with Policy IF2, are permitted in land outside the Limits to Development, as our development seeks to bring forward the delivery of a much needed new community centre for Long Whatton on land currently outside the Limits to Development. However, we have provided some comments in respect of Policy IF2, as well as the Limits to Development, separately below.

Draft Policy AP1 – Design of New Development (Strategic Policy)

2.6. We support the intention of draft policy AP1 and the potential to streamline it with the support of a new Good Design Supplementary Planning Document (SPD); however as the text has not yet been drafted, we reserve the right to comment at Regulation 19 stage. It is important that any district wide Design Code and its policies are worded in such a way that there is flexibility for specific sites to be informed by their own local circumstances and character, rather than applying a rigid and blanket requirement that would make it hard for any developer to conform to. As per paragraph 16 (b) of the NPPF: 'plans should be prepared positively in a way that it is aspirational but deliverable'.

Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

2.7. We consider that draft Policy AP4 is unnecessary because it duplicates and goes beyond national requirements and planned building regulations. In December 2023, the government produced a Written Ministerial Statement[1] which states that '*a further change to energy efficiency building regulations is planned for 2025 meaning that homes built to that standard will be net zero ready and should need no significant work to ensure that they have zero carbon emissions as the grid continue to decarbonise. Compared to varied local standards, these nationally applied standards provide much-needed clarity and consistency for businesses, large and small, to invest and prepare to build net-zero ready homes'*. Furthermore, it adds that '*the Government does not expect plan-makers to set local energy efficiency standards for buildings* ***that go beyond current or planned buildings regulations'*** [our own emphasis].

[1] https://questions-statements.parliament.uk/written-statements/detail/2023-12-13/hcws123

Draft Policy AP9 – Water Efficiency

2.8. As above, we consider that draft Policy AP9 is unnecessary because it duplicates national requirements.

Draft Policy H1- Housing Strategy (Strategic Policy)

2.9. We support the wording in draft policy H1 (7) that '*in addition to the allocations proposed by the Council in the Local Plan provision may also be made in Neighbourhood Plans'* as this provides a route for draft allocations driven by local neighbourhood need to come through even where the Neighbourhood Plan is not adopted prior to the adoption of the Local Plan.

Draft Policy H3 - Housing Provision – New Allocations

2.10. Please see Section 3 of our response which provides a response to the proposed housing and employment allocations document.

Draft Policy H4 – Housing Types and Mix

2.11. We consider that policy H4, as drafted, is too prescriptive. Whilst the HENA is a useful part of the evidence base, setting a deviation limit under clause 2(a) of 5% from any of the HENA figures is too marginal as to be realistic to market delivery. We would encourage this deviation limit to be increased, to enable housing types and mix to be determined more flexibly on a site by site basis, as the policy needs to be cognisant of market realities and commercial feasibility. In particular, we have concerns that the requirement for 1 and 2 bedroom homes is not in step with actual market demand, particularly for sites in more rural locations across the district. In accordance with paragraph 16 of the NPPF '*plans should be prepared positively in a way that it is aspirational but deliverable*'. Paragraph 31 also notes that '*the preparation…of all policies should be underpinned by relevant and up to date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals'.* Adding a fourth justification to clause 2(a), to cover 'relevant local housing market conditions' could help to counter this concern.

2.12. Evidence used to justify the proposed housing mix represents a moment in time so to apply this across the whole Plan period would be inappropriate. In our opinion the housing mix table would be better removed from the policy itself and inserted into the supporting text. It would also be prudent for the policy text to refer to any 'successor' versions of the HENA given that such an evidence based document will be updated during the plan period.

2.13. Lastly, we raise concerns with the application of the housing mix policy requiring a blanket compliance with the HENA (even with some deviation) across the entire District, without taking into account contrasting local circumstances e.g. rural vs urban setting, proximity to public transport, local house market, viability etc, all of which strongly inform the final housing mix and type.

Draft Policy H5 – Affordable Housing (Strategic Policy)

2.14. We note that the percentage requirements and tenure mix have not yet been set and are awaiting whole plan viability testing. As with policy H4, we would encourage any policy to be sufficiently flexible to accommodate site specific feasibility and commercial realities, rather than apply overly prescriptive blanket requirements.

Draft Policy H7 – Self-build and Custom Housebuilding

2.15. We consider policy H7, which stipulates that market housing sites of 30 or more dwellings to deliver a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding, to be problematic. NWL's Self-Build Topic paper (February 2024) states that the data 'supports a demand of 24 plots a year for self-build and custom housebuilding' but

we do not consider this to be entirely realistic. Since the register was opened in 2016 only 126 people have registered for a self / custom build plot (16 per year). Furthermore, there is no evidence to suggest that those 126 people who have registered are still interested in a plot.

2.16. Additionally, we note that all but one of the applications between 2016 and 2023 listed in table 2 of the topic paper comprised a single dwelling in a rural location outside of the limits to development. We therefore hold concerns that sites over 30 or more dwellings are unlikely to be appealing to those on the self-build register; at least not in the quantum that would be generated by the 5% requirement.

2.17. We note the inclusion and principle of the Part 2(b) clause which states that '*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*'. There does, however, need to be consideration of the practicalities of self-build from a housebuilders perspective, i.e. there being unfinished plots next to finished sold plots, which would result in an unsatisfactory environment for long periods for neighbours, as well as the fact that the whole site would not be considered 'completed' until the self-builds are completed. Clarity would also be welcomed on at what point the 12-month period can begin and how a site is to be 'appropriately marketed' – any such policy should not cause undue delay on the delivery of housing.

2.18. Overall, it would be preferable if self-build and custom housebuilding is incentivised and encouraged through a supportive policy environment, rather than stipulated as a requirement on every site above 30 homes.

Draft Policy H10 – Space Standards

2.19. The wording for the Nationally Described Space Standards to be required is problematic in its inflexibility. The impacts of this policy should be taken into account as part of the Council's viability assessment; a blanket application of space standards could affect affordability due to the requirement for increased floorspace. There many well designed houses that fall below the standards but still meet resident needs.

Draft Policy H11 – Accessible, Adaptable and Wheelchair User Homes

2.20. Again, we feel this is unnecessary duplication of building regulations. If the Council intend to impose the additional cost of these being applied with the District, they need to provide robust evidence through the viability assessment in order to demonstrate that the requirement is justified.

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

2.21. Policy EN1 is in alignment with national policy on biodiversity net gain and is therefore supported.

3. Response to the Proposed Housing and Employment Allocations Document

3.1. We have reviewed the proposed housing and employment allocations consultation document. We note that para 4.76 explains that Long Whatton and Diseworth are currently preparing Neighbourhood Plans in which they are proposing to allocate housing sites, and on that basis, the NWL Local Plan does not plan to allocate sites in these settlements.

3.2. However, given there is now a pre-submission (Reg 14) draft version of the Long Whatton and Diseworth neighbourhood plan available now, we would welcome the inclusion of Land South of Hathern Road (as per draft policy LW&D22: Hathern Road, Long Whatton and Map. This will help to ensure that Policies S4 (Countryside) and Policy S5 (Residential Development in the Countryside) are not applied to the proposed development site and remove any potential conflict between the Local Plan's strategic policies and the neighbourhood plan, in accordance with para 29 and footnote 16 of the NPPF.

4. Response to the Proposed Limits to Development Consultation Document

4.1. We have reviewed the proposed limits to development consultation document. We note four proposed changes to Long Whatton. However, we would like to propose two further changes for the village.

4.2. In accordance with draft policy LW&D22 of the Long Whatton and Diseworth Neighbourhood Plan Pre-Submission Draft (2021-2039), we propose that the Limits to Development around Long Whatton are amended to accommodate both:

- Land South of Hathern Road (as per draft policy LW&D22: Hathern Road, Long Whatton). Please refer to Map 19 of the draft Neighbourhood Plan which shows the extent of the housing allocation against Long Whatton's existing Limits to Development.
- Land North of Hathern Road (as per draft policy LW&D13: New Long Whatton Community Centre). Whilst Map 16 of the draft Neighbourhood Plan shows the proposed location of the community centre, we would suggest that the Limits to Development is extended around the entire field north of Whatton Road (as per Appendix 3), so as provide flexibility in terms of the location and layout of the community centre, should detailed design prove a greater extent is needed to deliver an optimal layout).

4.3. Without amendment to the limits to development, the location for approx. 90 homes at Long Whatton and proposed new community centre will automatically be located outside of the Limits to Development and within land identified as the countryside and have Policy S4 (Countryside) and Policy S5 (Residential Development in the Countryside) applied, which could inhibit their development. This would create a conflict in policy between the Neighbourhood Plan and the Local Plan. As per para 29 of the NPPF, "neighbourhood plans should not promote less development than set out in the strategic policies for the area**, or undermine those strategic policies"** (emphasis added). Footnote 16 adds that "Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area". Amending the Limits to Development around Land North and South of Hathern Road would ensure that there is no potential conflict between the strategic policies of the Local Plan and the policies of the Neighbourhood Plan.

5. Summary

5.1. These representations have been submitted in support of Land South of Hathern Road, Long Whatton, a draft allocation within the pre-submission draft of the Long Whatton and Diseworth Neighbourhood Plan.

5.2. The site represents a logical extension to Long Whatton, has the potential to deliver much-needed affordable housing in the area as well as support the delivery of much needed new community centre for the village. This can all be delivered on land within the Whatton Estate's ownership.

5.3. Our main concerns focus on ensuring that Local Plan policy does not preclude or prohibit the ability of the draft residential allocation of around 90 homes to come forward.

5.4. As per para 29 of the NPPF, "neighbourhood plans should not promote less development than set out in the strategic policies for the area**, or undermine those strategic policies"** (emphasis added). Footnote 16 adds that "Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area". We therefore request that all relevant policies are drafted in such a way that they do not create a conflict between the two policy layers. To further support the delivery of the residential development and community centre, we request that the Local Plan's allocations and Limits to Development are amended to reflect these two draft allocations within the Neighbourhood Plan.

5.5. Should officers require further information on the site or on any of the points raised in these representations, we would welcome the opportunity to discuss them in further detail.

6. Relevant links

Long Whatton and Diseworth Neighbourhood Plan (Pre-Submission Draft, 2021-2039): https://www.lwdpc.org.uk/uploads/neighbourhood-plan-pre-submission-draft.pdf

Appendix 1: Site Red Line Plan

Land south of Hathern Road, Long Whatton

Promap
LANDMARK INFORMATION

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Plotted Scale - **1:4500**. Paper Size - **A4**

DAVIDSONS HOMES

Appendix 2: Illustrative Site Plan

Key

HATHERN ROAD

attractive frontage to Hathern Road

the green

"village frontage"

additional planting & boundaries secured by "backing on"

tree lined street with feature tree

feature tree

surface water balancing

play

soft edge retaining trees

43m

Drain

49m

0 10 50 m

nineteen47

CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project
Hathern Road, Long Whatton

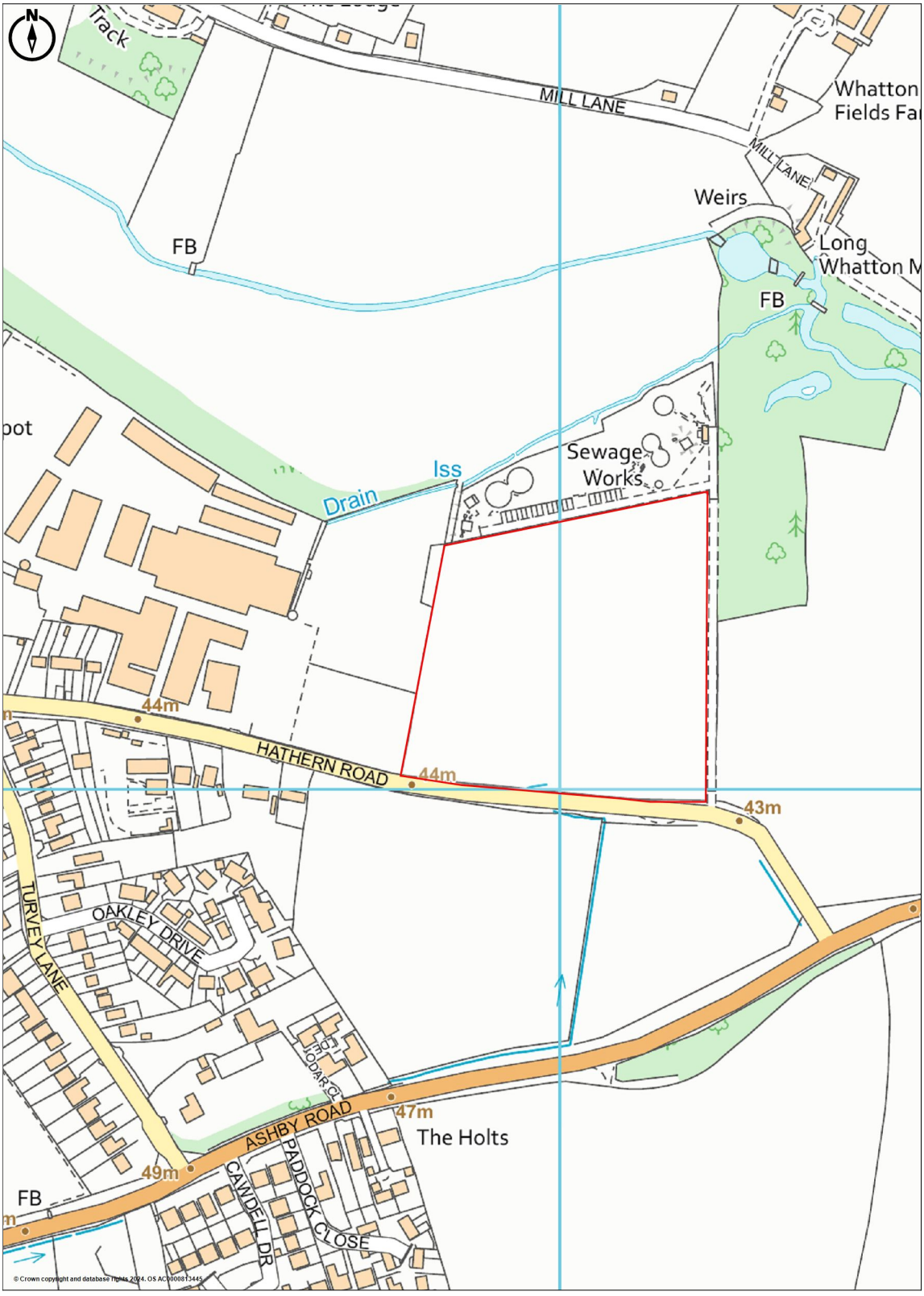
Drawing Title

Project Code | Drawing Nr | Rev
n1746

Drawing Scale
1:1,000 @ A2

Appendix 3: Field boundary for proposed extension of Limits to Development for new community centre

Land north of Hathern Road, Long Whatton



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Plotted Scale - **1:4500**. Paper Size - **A4**

DAVIDSONS HOMES

Mr David Jones
Mrs Hilary Jones

[redacted]

After visiting the consultation meeting at The Parish Council offices on Monday 11th March we wish to pass our comments on to you for your records.

We greatly agree with the Parish Council support of policy H8.

A great concern is the unsuitable infrastructure throughout the village on many different angles.

The road structure is already pushed over the limit, especially along Sideley and Station Road which is a very busy road, especially in the twice daily rush hour, and the cause of many unrecorded prangs. The excessive parking along these roads and the turning into Nottingham Road is very dangerous (four turns crossroads).

Crossing these roads is extremely dangerous, especially with all the extra houses on the Long Lane estate, many with young families that need to cross to get to the village school, playschool, school bus stop and recreation ground.

We understand that the proposed pedestrian crossing on Sideley (finance provided by the new housing estate 360 agreement) has not come to fruition or under consideration as the belief is that the traffic count did not support this. Possibly not a true indication due to the time and length of the recordings. ie, between 7:00am and 9:00am when the children are going to school and 4:00pm and 6:30pm when the reading would be very different

The proposed industrial areas also will only add to this problem.

Please consider the above when making decisions for our village.

David Jones [redacted] Hilary Jones [redacted]

BENEDICT DAWSON

From: Richard Smithies [redacted]
[redacted] [redacted] March 2024 21:42
To: PLANNING POLICY
Subject: EXTERNAL: Publication Consultation
Attachments: Publication Consultation Response - IZZY Form FINAL.docx

I would like to strongly object to the Isley Woodhouse and Freeport developments.

Isobel Smithies

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Miss	
First Name	Isobel	
Last Name	Smithies	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
[redacted]	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

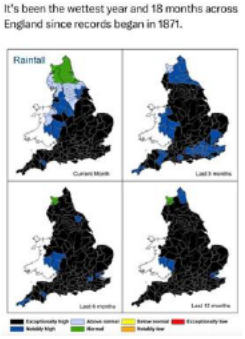
Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

My **objections** relate to both the new housing estate planned at **Isley Woodhouse, Policy IW1**, and to the Freeport within the boundary of Diseworth, **Policy EMP90**.

The proposed new housing estate **(Isley Woodhouse Policy IW1)** will add to the **volume of traffic** in the area and the current roads struggle to deal with the amount of traffic that exists at peak times already. At rush hour, especially around 5pm, it is very difficult to get out at the top of Grimes Gate and apart from the wait, I have been worried about potential **accidents** as people get frustrated and try to turn right out of the T-junction when traffic is coming or others try to queue jump causing cars to swerve. Increased traffic also increases noise pollution and air quality too. I suffer from **asthma and air quality** is a big issue for me.

Drainage issues are another concern as the existing drainage system struggles to cope with heavy rain and often the roads in the village become flooded making it difficult for walkers and drivers to navigate. It can be quite frightening. The new builds will only add to this run-off and flooding will be inevitable.



The new builds will also result in a loss of green space. This will affect the wildlife, trees, flowers and shrubs in the area. We need to preserve and care for our wildlife, not destroy its habitat.

The increased housing will also put pressure on existing amenities like doctors that are already struggling with the current volume of patients.

The **Freeport (Policy EMP90)** is also something that I would like to protest against.

There are many reasons that I do not want **Policy EMP90** not to go ahead, but the main ones are the **loss of green space, increased water flow into the village, noise pollution, air pollution, light pollution and increased traffic**.

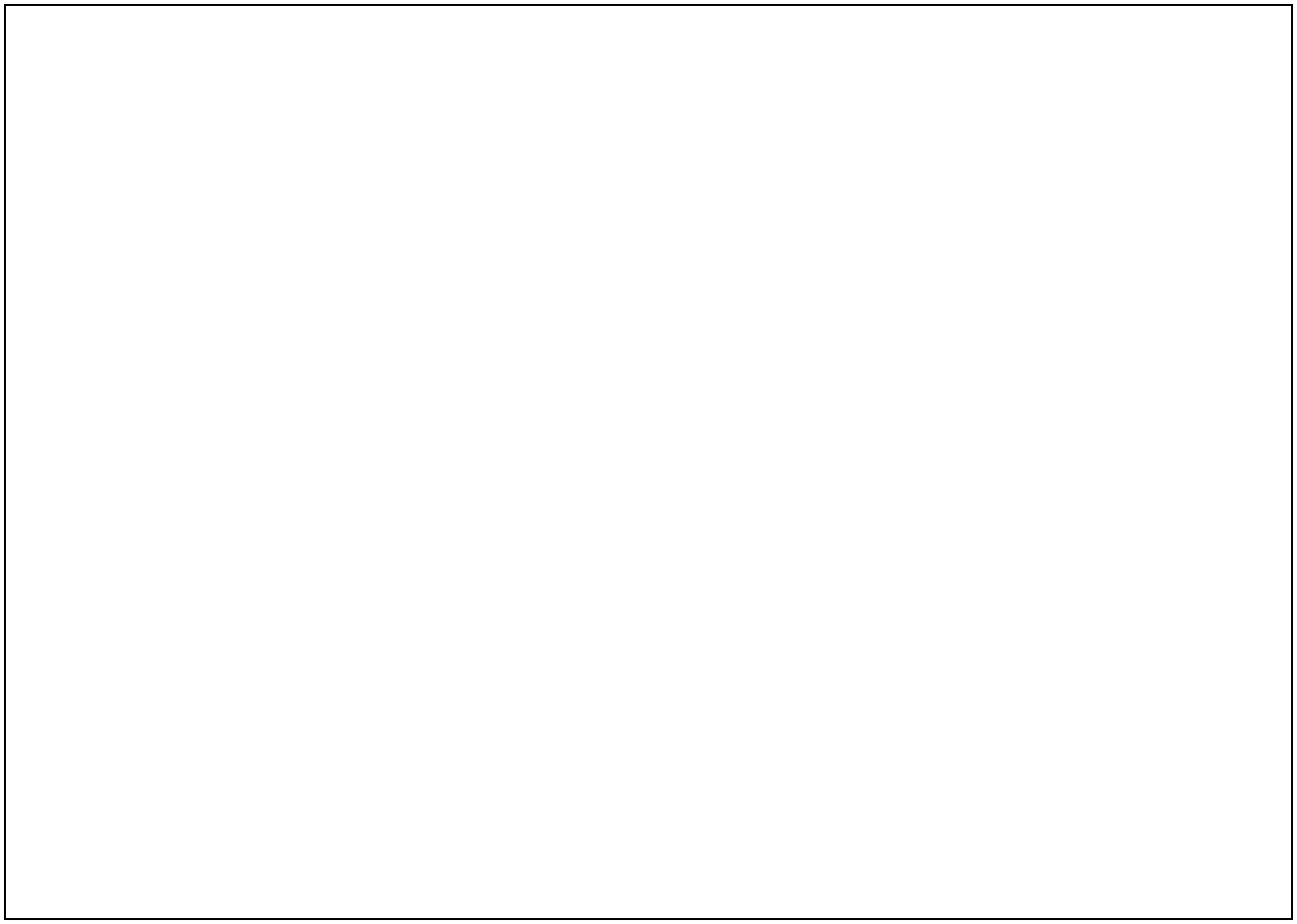
Green space is really important for the environment and removing this will increase CO2 levels which is bad for global warming. Green space is also a habitat for animals and plants so the Freeport will be removing this environment and area for the naturally occurring wildlife. Green space also adds to the beauty of the surrounding area and is in keeping with the ethos of village life. By removing this you will also be devaluing the village and property prices are bound to be affected in an adverse way. It will also be a less desirable area to live in as it will become more industrialised and potential buyers are going to be disinclined to move to the village.

The current water levels in the village after heavy rain are already a problem. The brook has broken its banks several times in the past year alone and the village roads have been flooded to the extent that cars can't get through and have to divert. The fields that the Freeport will be built on slope down to the central road in the village and all the run-off comes down Lady Gate. The drains cannot cope with the amount of excess water at the moment and soon become blocked causing the roads to flood. This will obviously be much worse once the Freeport has been built and the fields are no longer there to absorb the majority of the water.

Pollution of all types will increase with the building of the Freeport – noise, light, air and pollution, including litter, in general. I am very concerned about this from a health perspective as well as from an environmental one. Asthma can be a threat to life and increasing pollutants in the air is a real concern for me. All of these potential, additional pollutants are antisocial and we should be protected from them.

Increased traffic is potentially dangerous as it can result in more accidents which in turn results in injury or loss of life. Insurance premiums can increase as a result and car insurance is already extremely expensive. The roads would not be able to cope with increased traffic and they struggle during times of heavy volume of traffic as it is. We also have additional traffic when the Download Festival is on and any time there are events at Donington Race Track which is frequently. I feel that there will be an unacceptable number of vehicles using the local roads should the Freeport go ahead.

Conclusion (Isley Woodhouse, Policy IW1) and Freeport Policy EMP90: whilst there may be a need for additional housing in Leicestershire and a Freeport, I do not believe that adequate consideration has been given to the impact on the local community. The environmental impact and flooding are probably two of the biggest areas of concern. These two things **affect the quality of life** for local people, animals and plant life. It is for these reasons that I **strongly object** to both proposals.



Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Isobel Smithies

Date: 14th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses
Date: 14 March 2024 22:33:01

Objection to:
https://www.nwleics.gov.uk/files/documents/exhibition_panels_for_ibstock_kegworth_and_j11_m42_near_measham/Ibstock%20Kegworth%20%26%20J11M42%20near%20Measham.pdf

Panel: Land north of J11 A/M42 (EMP82)

Dear North West Leicestershire District Council,

I am writing to express our strong opposition to the proposed inclusion of the site on the land north of J11 A/M42 (EMP82in your local plan for large-scale logistics/distribution warehouses, as outlined in your consultation document.

The impacts of such a development would be felt most acutely by the parishes situated within reach of the A444 towards Burton Upon Trent. Our village of Overseal stands to bear a significant burden, particularly in terms of increased traffic congestion and its associated consequences.

The anticipated rise in traffic volume due to congestion on the A444 would lead local villages
Such as Netherseal being utilized as a cut-through route, notably via Chilcote past Netherseal Primary School and along Gorsey Lane. These routes are ill-suited to accommodate heavy traffic, posing safety risks to our residents, especially considering the vulnerability of certain roads to flooding.

Moreover, the ecological sensitivity of the River Mease, designated as a Special Area of Conservation (SAC), must not be understated. We have observed first-hand the impact of runoff from nearby developments, such as Mercia Park, on the river's health during flooding incidents. Further development along the A444 corridor would only exacerbate the risk of nutrient pollution and flooding, endangering the delicate balance of this protected ecosystem.

Beyond Netherseal, the wider impacts along the A444 and neighbouring parishes are equally concerning. The existing congestion during peak hours, coupled with the poor road surface conditions, will only worsen with additional traffic from large-scale warehouses. This not only threatens road safety but also contributes to environmental degradation and compromises the quality of life for residents in surrounding areas.

Overseal held a joint meeting yesterday to discuss the current horrendous traffic conditions. To propose further developments to significantly increase this can't be tenable. The infrastructure can't cope with it and it is only a matter of time before there is a serious injury or accident.

We also wish to highlight the significant environmental impact of the proposed development. Clearing vast areas of land for construction would result in the destruction of natural habitats, disrupting local ecosystems and contributing to the loss of biodiversity. Moreover, the construction of impermeable surfaces and alterations to drainage patterns increase the risk of flooding downstream, threatening both wildlife and human settlements.

Furthermore, we question the demand for further storage and distribution sites at this location. The findings of the Council's Strategic Housing and Economic Land Availability Assessment suggest that EMP82 was not deemed suitable for inclusion in the local plan due to existing policy constraints. It is perplexing why this proposal is being advanced now, particularly when other developments with railhead access, such as East Midlands Gateway, align more closely with decarbonization targets and sustainable growth objectives.

The ongoing challenges faced by Mercia Park, including significant unoccupied space and operational inefficiencies, raise doubts about the viability of further large-scale developments at EMP82. The risk of irreparable environmental damage and socio-economic consequences far outweigh any potential benefits.

In summary, we firmly oppose any further development at EMP82/J11 M42 and urge the North West Leicestershire District Council to consider alternative solutions that prioritize environmental sustainability and community well-being.

Thank you for considering our concerns.

Sincerely,

Overseal Parish Resident'
Sent from my iPhone

North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Jamie	
Last Name	Donaghy	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

EMP 90

EMP 90

POTENTIAL LOCATIONS FOR STRATEGIC DISTRIBUTION Section 6

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.

Just because the Freeport status gives incentives and benefits to businesses does not justify rushing through planning consents. Much of the Freeport incentives are dubious and there is lots of evidence to support criminal activity, lack of workers' rights, moving businesses from one location to a Freeport, therefore, moving jobs rather than creating them.

6.5 Where is your supporting evidence for your very bold claims? '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'. What are these that you assert? Empirical evidence? If these statements are because of Freeport 's claims, then they can be challenged and disproved from evidence both in this country and other countries.

6.6 The comments here support why this land should not be included in the local plan. If the council does not stand up to government designation, then where is democracy? Why bother with a local plan if it can just be overturned? As a community we have to stand up and fight for the countryside and say no to this inappropriate grab of land purely to line the pockets of the airport and Segro. Segro won't care if the land no longer produces food, they will just walk away leaving flooding, pollution and lots of other problems.

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. 80 • 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.

The impact on the road is cumulative with the threat of a new town thrown into the mix. Who will pay for the roads? Developers as is suggested by the government? What will they care about pollution, mitigating effects and ongoing maintenance? Traffic is already at capacity, see what happens when workers leave

the current businesses, e.g. DHL.

Impacts on Diseworth will be immense. You cannot allow the Freeport to develop on this land, let it continue to grow food. Diseworth will lose its integrity as a standalone historic settlement. Hundreds of years of heritage lost.

Diseoworth's rural setting includes miles of hedgerows on the land wanted for building on, biodiversity, habitats, many forms of animal life, plants, why is this not considered to be more important? Once this land has been concreted over the loss will far outweigh any gains for industry. In addition, the flood risk of building in an area that already experiences flooding.

6.10 In this paragraph you suggest plans to mitigate the impact on Diseworth, these are totally unacceptable and will not work. How will they stop pollution. Diseworth lies in a dip and all pollution will accumulate as a result. Light pollution will be all day every day, noise and air the same! If our family wanted to live in an area of industrialisation, they wouldn't have chosen Diseworth to live. You state it's a rural area and that's exactly why we moved here. Now the Freeport is in the mix we can kiss that goodbye, unless the local plan stands up to this attack on nature, heritage and rural life. Not everyone wants to live in a town or city.

In the final box in Section 6 is

(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.

How can warehousing on agricultural land achieve BNG? Car electric points, solar panels on warehouses and planting living walls, are all 'greenwashing' lip service. The surveys will be carried out by developers who will most certainly be focussed on making sure there's nothing to report. We all should stand up for nature and say no.

It is strange how any extension, small housing developments and alterations to existing properties are all subject to effects on the Airport. How can this not be the case for a huge, proposed warehouse development so close to the airport? One rule for one?

I am 100% opposed to the inclusion of this land in the local plan.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed [redacted]

Date: 15/03/24.

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

BENEDICT DAWSON

From: JAMES MCKAY [redacted]
Sent: 15 March 2024 06:17
To: PLANNING POLICY
Subject: EXTERNAL: Comments on HMOs in Kegworth

Good Morning

Comments on HMO topic paper.

I am responding to the HMO topic paper on 3 levels of my experience of the letting market:

Firstly as a long-time resident of Kegworth, living in a terraced house where 3 of the 8 houses in the terrace are occupied by 3, 4 and 5 unrelated individuals sharing bathroom and kitchen facilities.

Secondly as a landlord of rented houses in Leicester and South Derbyshire. My wife and I do not let them as HMOs but to families working in the area. The Leicester house is located in an area where the City Council has a mandatory licencing policy which we were happy to be part of since, we think, it raises the standard of accommodation in the area.

Thirdly as a retired Chartered Surveyor. During my 45+ years in the property business I must have seen hundreds, possibly thousands, of HMOs mainly in Loughborough and Leicester. Whilst I encountered many good landlords I also found many situations where the owner's primary concern was to maximise their return, often resulting in minimal expenditure on maintenance.

My concerns are:

a) Consider the situation in the terrace in which I live on [redacted] If all rooms in the three houses let room by room are fully occupied there are 12 people, who could each have a car. Let us suppose that the remaining 5 houses in the row have a car each; that's 17 cars for a terrace with a frontage that allows 8 to park. Where do the other 9 go? I think that this situation is not helped by Sutton Bonington College who, I understand, charge for parking but provide a free bus from the village. They, in effect, make Kegworth the 'park' bit of 'park and ride'.

b) Investors in HMOs appear to be able to outbid local first-time buyers and also has an effect on rentals availability and rents for family homes in the village. Our young people are finding it increasingly difficult to remain in the village; outpriced by HMO investors.

c) The occupants of HMOs, generally, play little part in the community life of the village. I suspect that for the students this is because when they are here they are too busy with their studies and during the holidays return home. Those occupying rooms for other reasons seem to have little interest in village

life, for them we are near to their work but home and their community are elsewhere. Couple this with point b) and eventually any community spirit dwindles.

What would I like NWLDC to do about it?

1) We already seem to have a high number of HMOs in the village and recently, I understand, that consents have been granted where there is little, or no, specific parking provision. Unless an application can show how all its occupiers will park, try saying no occasionally. Many of the people I speak to in the village consider that sufficient consideration is not given to existing residents and that getting any sort of planning consent in Kegworth is just too easy. The planning process should not be a rubber stamp.

2) Introduce a licensing scheme for all rented housing in Kegworth. This will raise standards and deter the cowboy landlords.

3) Since the majority of HMOs in Kegworth are occupied by Sutton Bonington students; perhaps you should engage with the university. Their decisions affect us but unlike our councillors are not elected by us. In particular I feel that they could ease the parking situation in the village by providing free parking for their students and still running their free bus to the village they would then have the 'park' bit of 'park and ride' not Kegworth.

Regards

James McKay
[redacted]

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: Local Plan Objection
Date: 15 March 2024 08:42:27
Attachments: [redacted]

Hi,
please find enclosed a copy of the objection form for the local draft plan. I am sending this on behalf of [redacted] Charlotte Jones.
Kind Regards

North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Charlotte	
Last Name	Jones	
Job Title (where relevant)	NA	
Organisation (where relevant)	NA	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
	✓	Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

The Proposed New Housing Settlement at Isley Woodhouse (Policy IW1)

The proposed settlement would be too close to Diseworth and would severely impact the character of the village. My garden backs onto Diseworth Brook and floods in severe rain or when the holding ponds from the airport are opened, the impact of additional flooding could threaten my house. The proposed development would destroy miles of habitat and the biodiversity of the area would be greatly reduced. How would the development replace the biodiversity and habitat in the local area? The roads around the village are insufficient to cope with huge increase to the volume of traffic would result from such a large development. This would affect Diseworth's status as conservsation village, I do not believe the proposal outlines how this is to be maintained.

For the reasons described, I do not support the new town development of Isley Woodhouse (Policy IW1)

The Potential Location for the Freeport Development (EMP90)

The character of the village would change from a rural to part of an industrial park, this would irreparably damage the surrounding area. The suggested land is unsuitable for a large development, replacing soil with concrete will increase the risk of flooding, the runoff will find its way into the village. The increase in traffic would overwhelm the local roads; the roads around the village cannot even cope when a diversion routes traffic through the village. The green spaces around Diseworth would be destroyed, and the increase in air and noise pollution would negatively impact my quality of life and mental health. The loss of biodiversity and habitat is a great concern, it is not possible to replace this loss in the local area and the established wildlife would be displaced. I do not accept that the development can be mitigate by any means suggested in the proposal, the resulting noise and pollution would negatively affect my wellbeing.

For the reasons described, I am asking NWLDC not to include the EMP90 site for potential development

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 14/3/24

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	David	
Last Name	Bamford	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary).

Long Whatton & Diseworth Parish Council (LWDPC) has submitted a response to the Local Plan and as the current Chairmen I obviously share the views we as a group have put forward. You will also be aware that LWDPC are nearing completion of its Neighbourhood Plan that we hope will be taken into consideration in planning matters (as is its purpose).

The following is my personal opinion (as it varies little from the LWDPC opinion I will keep my offering brief).

The proposed new housing settlement at 'Isley Woodhouse' (Policy IW1)

This proposal is too close to Diseworth, there must be a better site that does not sit so close to existing villages where access (during construction and afterwards) with not blight existing communities. The cumulative effect of this and other proposals in the Local Plan is not fair to the village of Diseworth, we need a reasonable level of separation for any new development.

The potential location for the Freeport development (EMP90) to the east of Diseworth

More vital agricultural land will be destroyed within our Parish, undemocratically offered by NWLDC for big business interests. There is insufficient space for adequate separation as the site is hemmed in by the M1, A453 and our conservation village.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

[redacted]

Date: 15th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mr	Mr
First Name	James	Andrew
Last Name	Emerson	Large
Job Title (where relevant)		
Organisation (where relevant)		Andrew Large Surveyors Ltd
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Allocation C74 within the Draft North West Leicestershire Local Plan 2020- 2040 Proposed Housing and Employment Allocations for Consultation A detailed response has been submitted on the viability of the allocation , alongside this submitted form.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: *Andrew Large*

Date: 14/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

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The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Land at Lily Bank, Thringstone

Allocation C74 within the Draft North West Leicestershire Local Plan 2020- 2040

Proposed Housing and Employment Allocations for Consultation

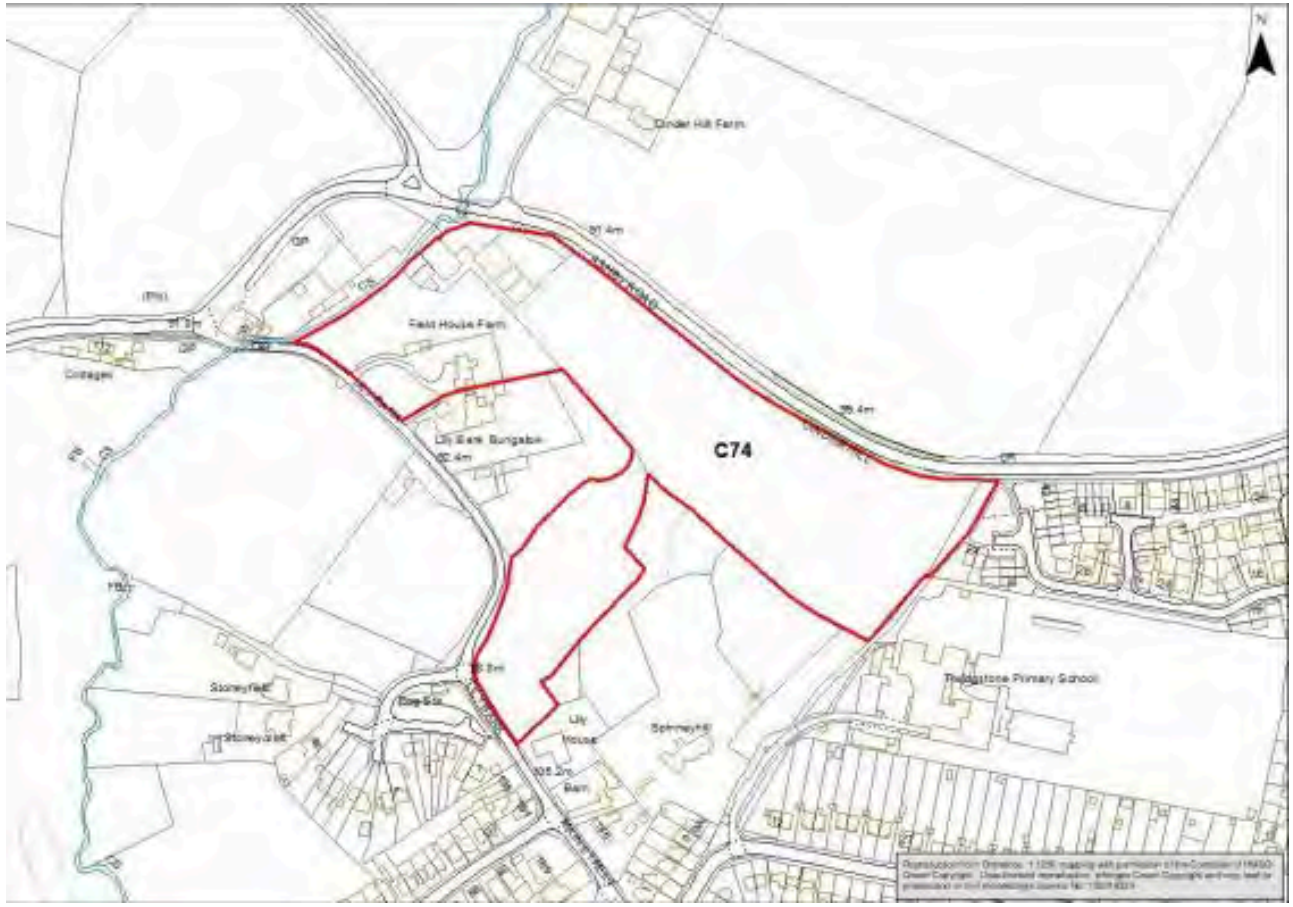


Figure one: Extract from Draft North West Leicestershire Local Plan 2020 – 2040 Proposed Housing and Employment Allocations for Consultation January 2024

1.0 Background

The site has been put forward for allocation within the Draft North West Leicestershire Local Plan. It has subsequently been included within the Proposed Housing and Employment Allocation consultation. This document seeks to address any issues raised as part of this consultation and also provide further information on the opportunities and constraints specific to this site. A subsequent application would include a Design and Access Statement, Flood Risk Assessment, Transport Statement , Phase 1 Habitat Survey (followed up with any necessary species surveys), Biodiversity Net Gain assessment and Section 106 agreement and anything else that the local authority deemed necessary.

2.0 Site Location

The site is located to the north of Thringstone and is bordered by Ashby Road and Lily Bank. It is bounded to the east by recent development at Griffin Road and Thringstone Primary School.

The application site centre is situated within 250m walking distance of the local primary school, with the village centre approximately 1km walking distance. The closest bus stops are situated on Loughborough Road and are approximately 750km from the centre of the site. These provide regular transport to larger conurbations such as Loughborough and Coalville.

3.0 Allocation details

The Proposed Housing and Employment Allocation consultation states that the site 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)

We are confident that a scheme can be put forward that incorporates provision for all of the above. Appendix one provides indicative master plans for two alternate access scenarios. It is accepted and acknowledged that any detailed proposal could include allowance for both access points to be incorporated into a scheme subject to detailed prior consultation with the County Highways Authority.

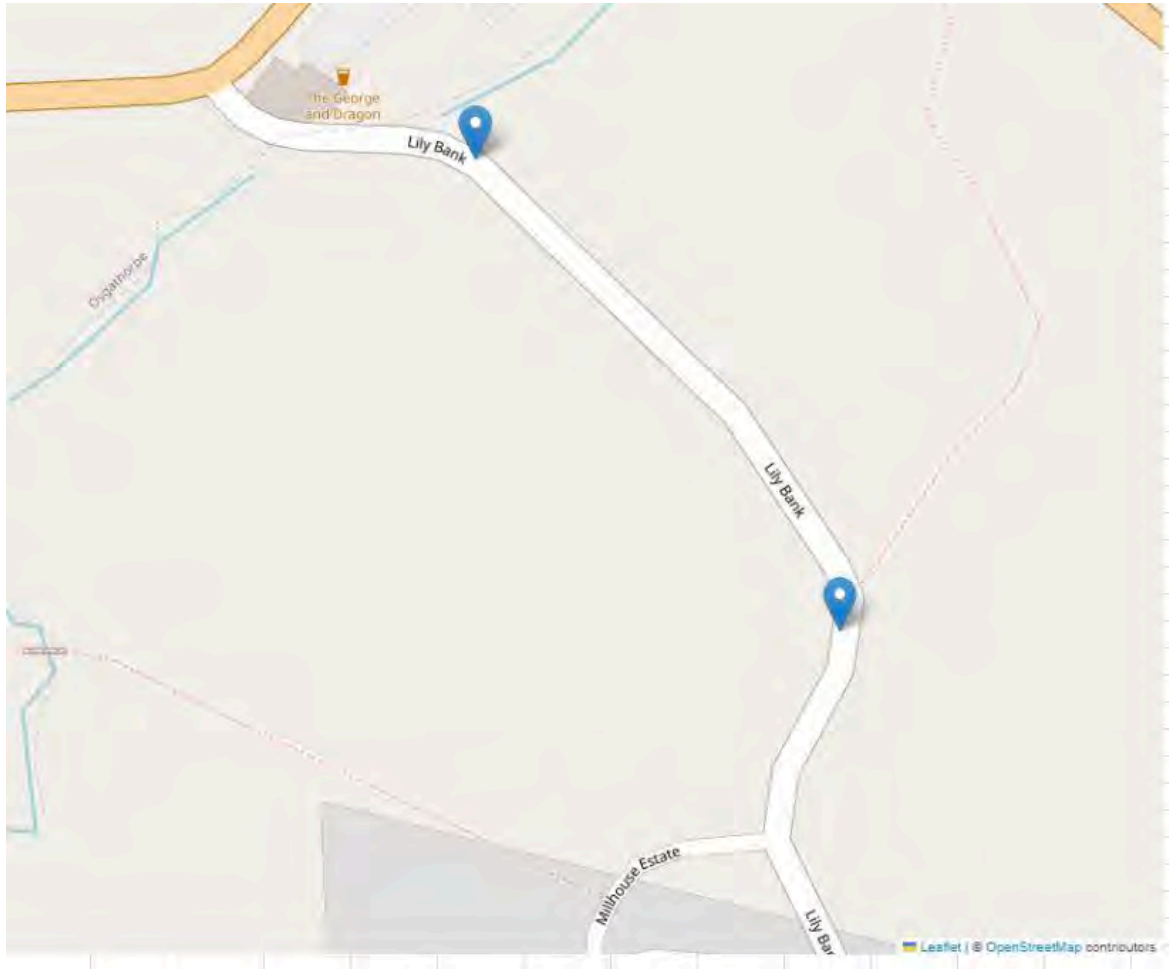
The consultation document further goes on to caveat that development of the site will be subject to certain requirements:

<u>Requirement (a):</u> 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);

As a part of ongoing discussions with North West Leicestershire planning policy team, we have been advised:

> *''A key issue to this site being confirmed as an allocation at the Regulation19 stage will be that of securing a suitable access. I did share with Leicestershire County Council as Highway Authority the information you previously provided regarding access, but they advised that the speed survey was out of date and that there was a lack of cycle and pedestrian provision on Lily Bank. Whilst we await a formal response from the County Highway Authority, it is reasonable to assume that they may make similar comments in response to the draft plan and that without further evidence it is difficult to see that it would be appropriate to allocate the land as part of the Regulation 19 plan. In this respect I would be grateful if you could advise as to whether your client i) still wishes to promote the site for development and ii) whether any work has been undertaken to assess the feasibility of achieving access or if not confirmation that it will be undertaken.''*

The applicant has commissioned Leicestershire County Council to conduct a 7 day speed survey commencing 5th March 2024. As part of this survey request two access options were put forward. For simplicity, these are referred to as 'Option A', being an existing access which serves three new dwellings (23/00240/OUT) and agricultural land and buildings. And 'Option B', which would be a new access further south west, along Lily Bank, towards Thringstone. It is accepted that whilst two separate access scenarios have been shown, an alternate option to include two access points as part of any detailed proposal(s) is available.



Lily Bank, Thringston - Speed Survey

		Volume (24hr)		Speed (7-day)	
		5-day	7-day	85th %ile	Average
Lily Bank north	Northwestbound	458	443	24.5	20.9
	Southeastbound	457	448	23.7	20.2
	Combined	**915**	**891**	**24.1**	**20.5**
Lily Bank south	Northbound	455	441	22.1	19.2
	Southbound	450	439	22.9	19.7
	Combined	**905**	**880**	**22.5**	**19.4**

Figure two: Leicestershire County Council Speed Survey locations and results (Survey dates 5th March 24 – 12th March 24)

Access Option A

Figure three: Option A - Access Scenario

A plan (see figure three) has been submitted which demonstrates that a safe and suitable access can be provided off Lily Bank. The new access is well in excess of Leicestershire County Council visibility splay requirements which, based on recent speed survey results (updated March 2024), would require splays of less than 33m in each direction, compared to the available visibilities; in a north westerly direction of 50.73 metres and in a south easterly direction of 116.14 metres. These visibility splays were deemed acceptable by the Local Highway Authority in recent planning applications, most recently ref:23/00240/OUT.

The recent speed survey, at the option A access point, showed 85th percentile speeds of 24.5 mph for vehicles travelling in a north westerly direction and 23.7 mph for vehicles travelling in a south easterly direction. Visibility requirement for speeds up to 25 mph are 33 metres, as per the Leicestershire Highways Design Guide.

The option A access could be widened to meet Leicestershire County Highways design guide for a larger scheme, given the availability of land and we would be happy to provide further plans to demonstrate this, though the plans currently put forward have been formulated in accordance with current design standards. The option A scenario has also incorporated the provision of a pedestrian footpath from within the southern section of the site, which would connect pedestrians with the existing footpath along Lily Bank. This footpath currently ends abruptly at the start of the referenced site. Please see the image below.

Figure four: Street Scene view of existing footpath on Lily Bank Road

Access Option B

Figure five: Option B - Access Scenario

A plan (see figure five) has been submitted which demonstrates that a safe and suitable access can be provided off Lily Bank. The new access is well in excess of Leicestershire County Council visibility splay requirements which, based on recent speed survey results (updated March 2024),

would require less than 33m splays in each direction, compared to the available visibilities; in a north westerly direction of 80.42 metres and in a south westerly direction of 61.47 metres.

The recent speed survey, at the option B access point, showed 85th percentile speeds of 22.1 mph for vehicles travelling in a north westerly direction and 22.9 mph for vehicles travelling in a south easterly direction. Visibility requirement for speeds up to 25 mph are 33 metres, as per the Leicestershire Highways Design Guide.

The option B access, again, could be widened to meet Leicestershire County Highways design guide for a larger scheme given the availability of land and we would be happy to provide further plans to demonstrate this, though the plans currently put forward have been formulated in accordance with current design standards. The option B scenario allows for the provision of a footpath link to the existing footpath along Lily Bank, previously mentioned and shown in the street scene view at Figure four.

Disabled access , with both options, to the dwellings will be provided in accordance with Building Regulation requirements and the internal road layout will be designed to accommodate emergency and refuse vehicles.

County Highways Consultation

The two access option were formally submitted to Leicestershire County Highways Authority for prior consultation. Their response is appended to this representation at Appendix two. A designers response, in red, to the points raised are given below:

> *''Lily Bank is a Classified 'C' road subject to the national speed limit and weight restricted to vehicles in excess of 7.5t. The nature of Lily Bank is that of a rural lane with no centreline and bound by walls and hedges in places. The LHA therefore has concerns at the level of intensification caused by the proposed 64 dwellings without a significant upgrade and mitigation to the carriageway along Lily Bank. Such proposals should be clearly demonstrated upon submission of a formal planning application, supported by swept path analysis and clearly dimensioned drawings. Any proposed offsite highway works will need to be designed in accordance with the standards set out in Part 3 of the Leicestershire Highway Design Guide (LHDG) and supported by a Stage 1 Road Safety Audit (RSA) and accompanying Designers Response. The LHDG is available for reference at: https://resources.leicestershire.gov.uk/lhdg.*

Further consideration should also be made to the access design in relation to the expected traffic flows and demonstrated dimensions. In addition the Applicant should demonstrate that visibility splays in accordance with LHDG standards can be achieved before the LHA can fully determine if either of the access proposals are acceptable.

The Applicant has proposed two access options along Lily Bank. These options will be referred in highway observations below as 'Option A' and 'Option B':

- On submission of a formal planning application, a Stage 1 RSA should be provided, along with a supplementary Designer's Response to any issues raised in the audit.''

As part of any detailed submission an RSA would be provided and the associated Designer's Response.

- For either access option, on submission of a formal planning application the Applicant is required to submit up to date 85th percentile speed survey data at each proposed access location. As part of this Pre-application enquiry the Applicant has submitted speed survey data dated between 5th March 2024 and 12th March 2024. The LHA has reviewed this data and the 85th percentile speeds are as follows:

		Speed (7-day)	
		85th %ile	Average
Lily Bank Site/ Option A	Northwestbound	24.5	20.9
	Southeastbound	23.7	20.2
	Combined	**24.1**	**20.5**
Lily Bank Site/ Option B	Northbound	22.1	19.2
	Southbound	22.9	19.7
	Combined	**22.5**	**19.4**

- With consideration to Table DG4 of Part 3 of the LHDG the recorded 85th percentile speeds would require visibility splay lengths of 2.4 x 33m in either direction at both site Option A and Option B.

The LHA has measured the splay lengths for Option A to be 2.4m x 45.5m west of the access and 2.4 x 108m to the east. This is therefore in excess of the minimum requirements for Option A.

For Option B the splays have been measured to 2.4 x 64.5m north of the access and 2.4 x 49m to the south. These splay lengths are also in excess of the minimum requirements set out in Table DG4, notwithstanding any offsite highway works required to achieve these visibility splays.

Visibility splays should be demonstrated on a plan based on a topographical survey, as OS Maps lack sufficient detail on submission of a formal planning application. In addition, the gradient of Lily Bank is noted for Option B and visibility splays should be considered in both the horizontal and vertical plane southbound.

On submission of any formal planning application any provided speed survey must be dated a maximum of five years from the application date, preferably within three years.

As confirmed by the County Highways Authority up to date 85th Percentile speeds have been obtained for the period 5th March 24 to 12th March 24. Available visibility splays are significantly in excess of those required as per Table DG4 of Part 3 of the LHDG. Though, in a formal submission, detailed visibility splays will be shown in the vertical and horizontal plane.

With regards to option B, it is currently proposed that a public footpath, 2m in width, adjoins the access to the site and continuous round to connection with the existing footpath of Lily Bank. This would likely result in the removal of the tree(s) which abut the highway, and the stone wall would have to be set back, and or, replaced by another retaining wall to the design of the development.

- Both access options include pedestrian links to the existing footway on Lily Bank slightly south of the Millhouse Estate junction, and to the existing Public Rights Of Way. The LHA note that Public Footpath N4 runs through the site. As this pre-application enquiry just relates to the access design and locations, the LHA has no further comments to make however consideration of treatment and surfacing of the PROW should be considered on submission of a formal planning application.

The indicative master plans(s) allow for the retention of all existing public rights of way and footpath provision along Lily bank joining up with an existing footpath just south of the junction with The Millhouse Estate. Provision would be made for their effective treatment and

surfacing as part of any detailed submission, as well as enhanced access for existing and proposed residents of the area. Should the removal of any roadside trees be required these would be replaced with replanted specimens within the site, in a similar location.

- The LHA will require details of dimensions to be added to the drawing showing that the geometry requirements as shown in Tables DG1 and DG5 of the LHDG have been met and suitable for the proposed scale of the development. It is noted and welcomed that the covering email states the proposed access widths for the two options, both are in accordance with the LHDG.

The proposed accesses are designed to LHDG standards and this level of detail would be provided as part of any detailed submission. The availability of land further corroborates that there is adequate space available to accommodate and meet the geometry requirements.

- On submission of a formal planning application the LHDG requires swept path analysis is undertaken for a refuse vehicle (used in North West Leicestershire), fire tender and pantechnicon / removal lorry, at a speed of 15kph. Ideally 0.5m clearance to kerbs should be provided. The analysis should show that a left turn in to the development does not encroach on the opposite running lane.

It is considered swept path analysis could be effectively shown at any detailed design stage. During application ref:23/00240/OUT, it was demonstrated that the council's refuse vehicle could successfully enter and egress the site in a forward gear. The access was far smaller than the 2 currently proposed.

- For information, in accordance with Table DG1 of Part 3 of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.

It is considered that given the availability of land required longitudinal gradients could be achieved.

- The Applicant is advised that there are a number of highway trees located on Lily Bank. Highway trees can hold significant Capital Asset Value for Amenity Trees (CAVAT) value. The proposals should therefore minimise the impact on highway trees and an Arboricultural Impact Assessment should be submitted to support the proposal.

See point d below.

***Requirement (b):* Provision of a direct pedestrian link to public right of way N5 which runs along the eastern boundary of the site;**

Pedestrian access would be via the public right of way (Reference N5) to the south east of the application adjoining Thringstone Primary School which provides interconnectivity to the services and facilities provides within Thringstone. This footpath is a made up path of tarmacadam. The attached plan shows how a direct pedestrian link can be incorporated.

***Requirement (c):* Retention and enhancement of the existing public right of way N4; 21**

The attached plan shows that the existing public right of way N4; 21 can be retained within the proposed housing scheme. As part of the application or subsequent conditions, a management plan can be put in place with planned enhancement of the right of way, this could include resurfacing the footpath, maintenance of hedgerows and improved signage.

***Requirement (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);**

The attached plan shows that the majority of existing trees and hedgerows can be retained and incorporated into the layout. This can be done in a way that will have no adverse effect on the living conditions of future occupants. In order to implement a footpath, alongside Lily Bank from Option B circa 3 no. highways trees would need to be removed. Scope for replacement trees would be included in any scheme and whilst no arboricultural survey is available at this time, an initial inspection has revealed roadside trees are limited to multi stemmed examples with limited silvicultural value.

***Requirement (e):* Achievement of biodiversity net gain in accordance with national requirements;**

We are aware that the stream and the hedgerow along the sites' boundary with Ashby Road are both historic Local Wildlife Sites, and we would work with the county ecologist in ensuring that this was carefully preserved. A Phase 1 habitat survey would be undertaken as part of the

application and buffer zones can be incorporated which also meet the requirements of Biodiversity Net gain. The applicant would be more than willing to incorporate an attractive benefit to the enhancement for biodiversity on site. The attached plan allows for both the provision of a buffer zone to all bordering hedge rows and trees, and BNG requirements.

Requirement (f): Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

The attached plan shows how tree planting and landscaping can be incorporated into the scheme.

Requirement (g): No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and

As can be seen on the attached plan, no housing has been proposed on the parts of the site identified as being with Flood Zone 2 and 3. An extract of the flood zone map has been included here, as well as a planting and buffer zone to help reduce the impact of potential flooding.

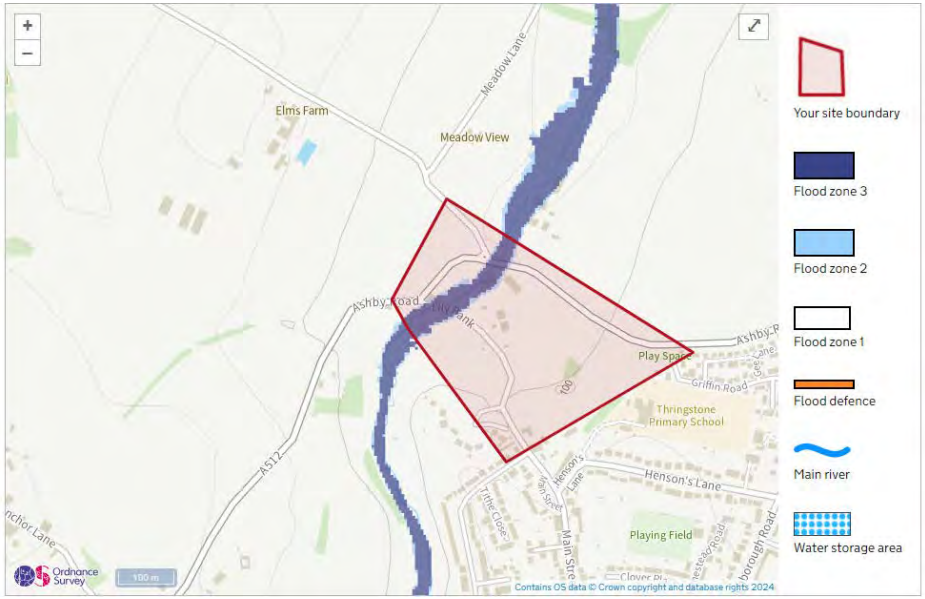


Figure six: Environment Agency Flood Mapping extract.

<u>Requirement (h):</u> 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.

The applicant understands if approved the scheme will be subject to Section 106 financial contributions.

4.0 Conclusion

This report and attached plans and additional information specifically relating to highways have demonstrated that the site can allocated for housing development, as all potential constraints can be addressed.

APPENDIX ONE – INDICATIVE MASTERPLANS

ALL DRAWINGS PREPARED BY ANDREW LARGE SURVEYORS LTD ARE TO BE UTILISED FOR PLANNING PURPOSES ONLY

EXISTING SITE: LAND AT LILY BANK

HOUSING CODE: C74

AREA: 3.42ha

SITE CAPACITY: 64 DWELLINGS

SITE BENEFITS FROM RESIDENTIAL CONSENT FOR 3 DWELLINGS TO THE NORTH WEST OF THE SITE.

PROPOSED ACCESS IS UPGRADED FROM APPLICATION REF: 23/00240/OUT

VISIBILITY:

WESTERN DIRECTION:
2.4m x 56.9m

SOUTH EASTERN DIRECTION:
2.4m x 134.58m

PROPOSED RESIDENTIAL DEVELOPABLE AREA
INDICATIVE ONLY

PROPOSED MAIN ROAD
INDICATIVE ONLY

PROPOSED WOODLAND PLANTING BUFFERS
INDICATIVE ONLY

PROPOSED OPEN GREEN SPACE AND PLANTING
INDICATIVE ONLY

EXISTING PROW

PROPOSED CONNECTION TO EXISTING PROW & FOOT PATHS
INDICATIVE ONLY

VISIBILITY SPLAYS FROM UPGRADED ACCESS

AndrewLarge surveyors LTD

LAND AT LILY BANK
THRINGSTONE
LEICESTERSHIRE

PROPOSED SITE - A
SCALE: 1:1250@A1

ALL DRAWINGS PREPARED BY ANDREW LARGE SURVEYORS LTD ARE TO BE UTILISED FOR PLANNING PURPOSES ONLY

EXISTING SITE: LAND AT LILY BANK

HOUSING CODE: C74

AREA: 3.42ha

SITE CAPACITY: 64 DWELLINGS

SITE BENEFITS FROM RESIDENTIAL CONSENT FOR 3 DWELLINGS TO THE NORTH WEST OF THE SITE.

PROPOSED ACCESS IS IN PLACE OF CURRENT FIELD GATE ACCESS.

VISIBILITY:

NORTH WESTERN DIRECTION:
2.4m x 80.42m

SOUTH WESTERN DIRECTION:
2.4m x 61.47m

PROPOSED RESIDENTIAL DEVELOPABLE AREA
INDICATIVE ONLY

PROPOSED MAIN ROAD
INDICATIVE ONLY

PROPOSED WOODLAND PLANTING BUFFERS
INDICATIVE ONLY

PROPOSED OPEN GREEN SPACE AND PLANTING
INDICATIVE ONLY

EXISTING PROW

PROPOSED CONNECTION TO EXISTING PROW & FOOT PATHS
INDICATIVE ONLY

VISIBILITY SPLAYS FROM UPGRADED ACCESS

AndrewLarge surveyors LTD

LAND AT LILY BANK
THRINGSTONE
LEICESTERSHIRE

PROPOSED SITE - B
SCALE: 1:1250@A1

APPENDIX TWO - COUNTY HIGHWAYS PRE-APPLICATION RESPONSE

PRE-APPLICATION DETAILS:

District Reference Number:
Highway Reference Number: 2024/0450/07/P/HEN
Location: Land at Lily Bank, Thringstone, Leicestershire
Proposal:
Enquiry. Proposed access only for development.

GENERAL DETAILS

Planning Case Officer:
Applicant: Jacker Henderson - Andrew Large Surveyors
Parish:
Road Classification: Adopted Unclassified

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) have been consulted on the access options only for a proposed development at Land at Lily Bank, Thringstone, Leicestershire.

In support of this Pre- application enquiry the Applicant has submitted the following documents:

- Speed survey data dated March 2024;
- Proposed Site A drawing by Andrew Large Surveyors; and
- Proposed Site B drawing by Andrew Large Surveyors

Lily Bank is a Classified 'C' road subject to the national speed limit and weight restricted to vehicles in excess of 7.5t. The nature of Lily Bank is that of a rural lane with no centreline and bound by walls and hedges in places. The LHA therefore has concerns at the level of intensification caused by the proposed 64 dwellings without a significant upgrade and mitigation to the carriageway along Lily Bank. Such proposals should be clearly demonstrated upon submission of a formal planning application, supported by swept path analysis and clearly dimensioned drawings. Any proposed offsite highway works will need to be designed in accordance with the standards set out in Part 3 of the Leicestershire Highway Design Guide (LHDG) and supported by a Stage 1 Road Safety Audit (RSA) and accompanying Designers Response. The LHDG is available for reference at: https://resources.leicestershire.gov.uk/lhdg.

Further consideration should also be made to the access design in relation to the expected traffic flows and demonstrated dimensions. In addition the Applicant should demonstrate that visibility

splays in accordance with LHDG standards can be achieved before the LHA can fully determine if either of the access proposals are acceptable.

The Applicant has proposed two access options along Lily Bank. These options will be referred in highway observations below as 'Option A' and 'Option B':

- On submission of a formal planning application, a Stage 1 RSA should be provided, along with a supplementary Designer's Response to any issues raised in the audit.

- For either access option, on submission of a formal planning application the Applicant is required to submit up to date 85th percentile speed survey data at each proposed access location. As part of this Pre-application enquiry the Applicant has submitted speed survey data dated between 5th March 2024 and 12th March 2024. The LHA has reviewed this data and the 85th percentile speeds are as follows:

		Speed (7-day)	
		85th %ile	Average
Lily Bank Site/ Option A	Northwestbound	24.5	20.9
	Southeastbound	23.7	20.2
	Combined	**24.1**	**20.5**
Lily Bank Site/ Option B	Northbound	22.1	19.2
	Southbound	22.9	19.7
	Combined	**22.5**	**19.4**

With consideration to Table DG4 of Part 3 of the LHDG the recorded 85th percentile speeds would require visibility splay lengths of 2.4 x 33m in either direction at both site Option A and Option B.

The LHA has measured the splay lengths for Option A to be 2.4m x 45.5m west of the access and 2.4 x 108m to the east. This is therefore in excess of the minimum requirements for Option A.

For Option B the splays have been measured to 2.4 x 64.5m north of the access and 2.4 x 49m to the south. These splay lengths are also in excess of the minimum requirements set out in Table DG4, notwithstanding any offsite highway works required to achieve these visibility splays.

Visibility splays should be demonstrated on a plan based on a topographical survey, as OS Maps lack sufficient detail on submission of a formal planning application. In addition, the gradient of Lily Bank is noted for Option B and visibility splays should be considered in both the horizontal and vertical plane southbound.

On submission of any formal planning application any provided speed survey must be dated a maximum of five years from the application date, preferably within three years.

- Both access options include pedestrian links to the existing footway on Lily Bank slightly south of the Millhouse Estate junction, and to the existing Public Rights Of Way. The LHA note that Public Footpath N4 runs through the site. As this pre-application enquiry just relates to the access design and locations, the LHA has no further comments to make,

however consideration of treatment and surfacing of the PROW should be considered on submission of a formal planning application.

- The LHA will require details of dimensions to be added to the drawing showing that the geometry requirements as shown in Tables DG1 and DG5 of the LHDG have been met and suitable for the proposed scale of the development. It is noted and welcomed that the covering email states the proposed access widths for the two options, both are in accordance with the LHDG.

- On submission of a formal planning application the LHDG requires swept path analysis is undertaken for a refuse vehicle (used in North West Leicestershire), fire tender and pantechnicon / removal lorry, at a speed of 15kph. Ideally 0.5m clearance to kerbs should be provided. The analysis should show that a left turn in to the development does not encroach on the opposite running lane.

- For information, in accordance with Table DG1 of Part 3 of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.

- The Applicant is advised that there are a number of highway trees located on Lily Bank. Highway trees can hold significant Capital Asset Value for Amenity Trees (CAVAT) value. The proposals should therefore minimise the impact on highway trees and an Arboricultural Impact Assessment should be submitted to support the proposal.

Matters for Detailed Design

Please be advised of the following matters which would be further considered as part of a future S278 detailed design process:

- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.

- Full width carriageway resurfacing is required across the width of the proposed access. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement.

- Existing vegetation will need to be cut back to allow for construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season (March to Sept). A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted on submission of a formal planning application. The LHA note that there are highway trees south of the proposed access Option B which may impact visibility splays at this access. All these measures can be addressed at the detailed design stage.

- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ.

  Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.

- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected please provide the response letter, estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.

Date Received	Case Officer	Reviewer	Date issued
26 January 2024	**Michael Biggin**	**RD**	**14 March 2024**

North West Leicestershire Local Plan: Draft Local Plan Public Consultation

Land at Main Street / Tonge Lane, Breedon on the Hill

Prepared by Fisher German LLP on behalf of Cora

FISHER GERMAN

Project Title:

Land at Main Street/Tonge Lane, Breedon on the Hill

Agent:

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Contact Details:

01 Introduction

1.1 These representations have been prepared on behalf of Cora (formally Barwood Homes) in respect of their land interests at Land at Main Street/Tonge Lane, Breedon on the Hill, as illustrated on Figure 1 below. Cora are a respected midlands-based housebuilder who deliver high quality new residential development and who have a strong track record of delivery in the region.

Figure 1: Site Location Plan

1.2 On the 19th December 2023, the Government published updates to the NPPF. The transitional arrangements which support the updated Framework confirm at Paragraph 230 that the policies within the updated Framework (December 2023) will apply where Plan's reach Regulation 19 after the 19th March 2024. This means that this Plan will be considered under the provisions of the new NPPF (and potentially any successor document).

1.3 For ease of reference these representations follow the order of the policies in the Consultation Documents. Where we have not commented we have no specific comments at this stage.

02 Representations

Strategic Policies Document

Draft Policy S1- Future Development Needs (Strategic Policy)

2.1 Cora notes and supports the Council's approach and the Council's constructive engagement with the Leicester and Leicestershire SoCG, taking positive steps to ensure that housing needs across the housing market area (HMA) are met in full in accordance with Paragraph 62 of the NPPF. The increase in housing need both responds positively to employment growth opportunities associated with East Midlands Gateway, Freeport and East Midlands Airport and ensuring that Leicester City's unmet needs are met.

2.2 Regardless, whilst there is support for the pragmatic approach adopted in respect of the SoCG, that in itself does not absolve North West Leicestershire from thorough consideration if there are reasons to uplift their housing requirement, considered independently from the SoCG, which is a separate need. The PPG (Housing and Economic Needs Assessment Chapter) states that "*the government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth. The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area*"[1]. It continues "there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates". Importantly, the calculation of a robust housing requirement should be undertaken in isolation and in advance of any consideration of the ability of such need to be met within an area, this should be its own secondary process, to ensure discussions relating to housing need are not predetermined on the basis of supply, albeit clearly this is relevant when establishing the housing requirement for the Plan.

2.3 Paragraph 10 provides a list of situations wherein an increase from base Local Housing Need may be justified, albeit this list is not exhaustive. The examples provided include situations where previous assessments of need (such as a recently-produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method.

2.4 The 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) demonstrates that affordable housing need in the district equates to 382 affordable dwellings of all tenures per annum. This

[1] Paragraph: 010 Reference ID: 2a-010-20201216

is a significant quantum and would in isolation represent clear and compelling justification for the housing requirement to be increased. Whilst this might not be to a level which meets this affordable need in full (and given there remains unknowns in relation to the preferred affordable housing policy thus impossible to calculate theoretical delivery across the spatial hierarchy presently anyway), may at least begin to ameliorate this significant shortfall.

2.5 Again, logically such consideration needs to be undertaken in isolation from consideration of Leicester City's unmet need, as when such need is ported through the SoCG, that must include facets such as affordable housing need also. Thus, it cannot be the position that districts meet Leicester City's market need only and use the corresponding affordable delivery to meet only their own needs, as clearly that will leave a significant shortfall when considering the HMA as a whole.

2.6 Considering the above, there is a clear and logical justification for North West Leicestershire to increase its housing requirement to assist in meeting its affordable needs, prior to including the SoCG associated increase from Leicester City. This is a position advocated within the PPG. Finally in accordance with the PPG, this exercise needs to be done entirely independently of any consideration of actual supply, that is a secondary step.

2.7 Finally, the NPPF is clear at Paragraph 22 that where a Plan includes strategic policies, this should look ahead for a minimum of 15 years from adoption (i.e. not just the Plan period covering a period of 15 years, but 15 clear years post adoption). This is due to a need to "anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure". The wording adopted by the NPPF is clear and unequivocal, that the 15 year period is expressed specifically as a minimum, which indicates it should be exceeded only. The NPPF could have used more flexible language, but this requirement which has been present in all iterations of the Framework since 2018 is clear this is a minimum threshold. Indeed the NPPF did use more flexible language, however the change from the 2012 NPPF in 2018 was to remove more flexible terminology, with the 2012 document stating that Local Plans should be "be drawn up over an appropriate time scale, preferably a 15-year time horizon". This change should therefore be considered as deliberate sign of intent of what is expected by the NPPF in respect of a sound plan period, and to be sufficiently consistent with National Policy (Paragraph 35d).

2.8 The proposed Plan period is to 2040, with a current estimated adoption in 2026 in the most recent LDS. This provides only a 14-year Plan period post adoption, before factoring any potential delays prior to submission or at examination. Officers will be aware that the Charnwood Local Plan is already in its third

year of examination, thus highlighting the potential scope for delay. Given this requirement is a matter of clear soundness, and given there is already insufficient Plan period from the currently best assumed adoption, the Plan period should be extended until 2041/42 at the minimum.

Draft Policy S2 – Settlement Hierarchy (Strategic Policy)

2.9 The Settlement Hierarchy is generally supported however, it is considered that it should be amended to better reflect proposals within the Leicester and Leicestershire Strategic Growth Plan 2018 (SGP) and in particular the role of the Leicestershire International Gateway (LIG). Breedon on the Hill falls within the LIG (Figure 2 overleaf) and is in close proximity of extensive employment opportunities. It is considered that sustainable settlements such as Breedon on the Hill should play a role in the LIG and should be considered more positively for development.

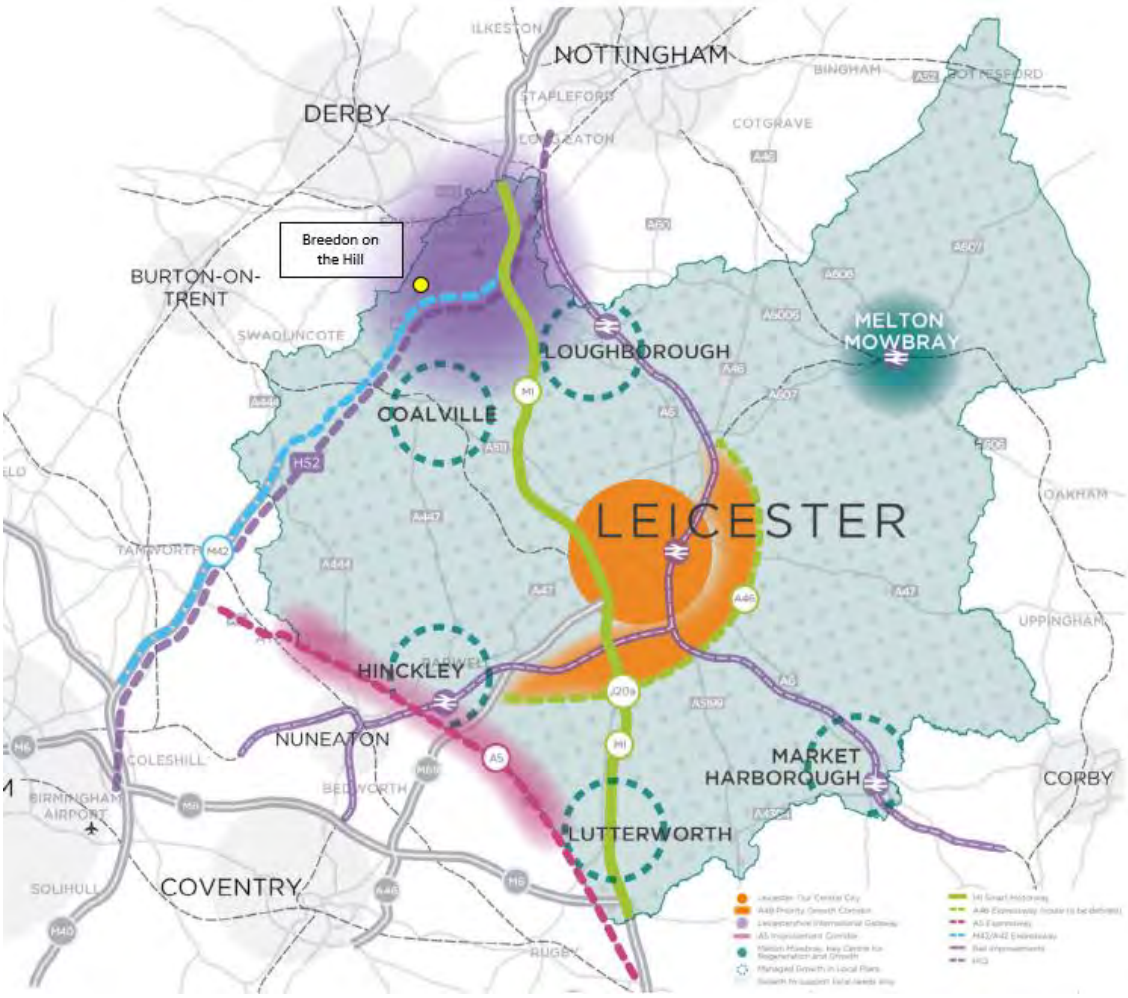

Figure 2: SGP Figure 6 (showing Breedon on the Hill. Purple Highlighting illustrates the LIG)

2.10 Breedon on the Hill is identified in the proposed settlement hierarchy as a 'Sustainable Village', the fourth tier of settlements on the Spatial Hierarchy. This position however does not reflect its location within the LIG. Breedon on the Hill lies within 3 miles of East Midlands Airport and the East Midlands Gateway which is a key element of the LIG. New homes at Breedon on the Hill would support the services and facilities of the settlement itself as well as ensuring new homes are located within close proximity of jobs easily accessed by sustainable travel opportunities. The delivery of homes in settlements within the 'Sustainable Villages', over and above that currently outlined, particularly in settlements recognised within the Strategic Growth Plan, would also ensure strong market choice in the delivery of homes across the authority.

2.11 Having regard to the proximity of Breedon on the Hill to the LIG, and the services and facilities which already exist within the settlement, it is considered that the settlement should be elevated within the Spatial Hierarchy. Alternatively, its unique location within the LIG and the role it can play in delivering a greater number of homes than other Sustainable Villages should be recognised. It is noted that there is already significant committed development in Coalville and Ashby de la Zouch in particular (and Loughborough in Charnwood) which fall just outside of the LIG: appropriate allocations in settlements such as Breedon on the Hill would reduce the development pressures on these towns and ensure the LIG is supported by and benefits from a range of settlements, not just the larger urban areas.

2.12 The Council's strategy is prejudiced on the basis that the delivery of new homes to support these economic locations is suitable, thus the proposed allocation of the proposed new settlement, however as set out below we have significant concerns relating to the delivery of that settlement. Notwithstanding this, the delivery of new housing within the LIG is considered spatially appropriate. Adopting a realistic approach in respect of delivery of the new settlement will push back delivery achievable within the Plan period. This can be ameliorated, at least in part, through the delivery of new housing within the LIG adjacent to sustainable locations such as Breedon on the Hill. When it is found that there is a need to push back the assumed delivery at the New Settlement, then it makes complete spatial sense to provide the housing in the locality that can meet some of that need in the shorter term.

2.13 North West Leicestershire's Local Housing Needs Assessment - Report 3 (June 2020) confirms that Breedon on the Hill has an annual net affordable need of 2 dwellings per annum. This equates to a net need up to 2039 of 38 dwellings. Notwithstanding the potential for an exception site, this will require allocations or sites delivering circa 120 dwellings, assuming 30% affordable housing. It is further noted this evidence pre-dates the cost of living crisis and inflationary pressures, thus actual contemporary need is likely to have increased. The approach advocated by the NDP, which is to deliver only one site in

Breedon on the Hill, will deliver only a limited number of affordable plots and thus will lead to an exasperated affordable housing position.

2.14 North West Leicestershire's Local Housing Needs Assessment - Report 2 (June 2020) sets out that the housing need for Breedon on the Hill, based on demographic, policy-off need, is likely to be in the region of 78-95 dwellings up to 2039, which would require further allocations and permissions to satisfy in its own right. When regard is had for policy-on interventions, such as the LIG and the impacts of migration associated with significant employment growth in the locality, demand in Breedon on the Hill is likely to be far in excess of that. It is considered vital therefore that the Council ensure that Breedon on the Hill and other settlements in the LIG respond positively to increased housing needs and this should be reflected either within the Spatial Hierarchy or distribution of housing, preferably both for effectiveness and clarity.

2.15 New homes in Breedon on the Hill would likely serve a different market to new housing delivery in larger urban centres like Coalville and Ashby de la Zouch, thus ensuring a range of housing is provided for the differing markets that will continue to arise from the development of the LIG. Owing to its proximity to the LIG, Breedon on the Hill will be attractive to those moving into the area to fill jobs provided at the LIG, and also those who already reside in North West Leicestershire and may want to move closer to their place of employment.

2.16 Without sufficient housing growth, the existing residents of Breedon on the Hill may find themselves priced out of the local housing market due to increasing house prices and rent arising from increased demand to live close to the LIG. House prices in Breedon on the Hill have increased by 10% since the last peak in 2017 (Zoopla). It is noted that Breedon has one of the lowest levels of social rent accommodation in North West Leicestershire, with only 6.7% of properties being for social rent. This is approximately half the District average (circa 15%). There is overprovision of private rent within Breedon on the Hill, with 19% of properties being for private rent versus a District average of only circa 11%. Increased demand will thus place pressure on those in rental accommodation as many landlords will seek to increase rental costs in line with local demand.

2.17 As demonstrated by the Council's Settlement Study (2021) Breedon on the Hill contains a range of services and facilities and is thus considered to be a sustainable settlement entirely capable of serving an increase in population. Access to the LIG however is not considered within the evidence document or within the proposed spatial hierarchy as a factor. This approach therefore requires further refinement to ensure sustainable settlements located within an area of strategic regional importance are not

unnecessarily restricted when they can make vitally important contributions to meeting housing needs and ensuring new jobs have the requisite local population, without relying on longer distance commuting.

2.18 It is also noted that North West Leicestershire is a net importer of labour, and without sufficient housing growth in settlements close to core job opportunities, this is a trend that is likely to continue and potentially worsen.

2.19 The Council's adopted spatial strategy acknowledges that development within the LIG is not only acceptable, but it has been the predominant driver of the location of a new settlement of significant scale. It is therefore considered to be logically inconsistent for the Council to use this as part of the basis of its designation of a new settlement, only to then ignore such matters for wider distribution of housing.

Draft Policy H1 – Housing Strategy (Strategic Policy)

2.20 This policy contains a number of broad principles in relation to the annual housing requirement, overall housing requirement and approach to affordable housing. The Plan confirms an ambition to deliver the housing requirement plus 10% contingency.

2.21 It is difficult to comment on the appropriate level of contingency as we are firmly of the belief that this should be entirely interrelated with the spatial strategy adopted. Clearly if there is a strong reliance of delivery on un-commenced strategic sites, or other similarly difficult sites, for example reliant on infrastructure provision, remediation, etc, then risk of non-delivery increases, so logically contingency should increase. Whilst we would always advocate for a balanced strategy with a range of site typologies, we would generally assert a strategy consisting of a larger number of smaller sites, is generally 'safer' than a strategy which is highly reliant on a smaller number of strategic sites. One need only look to neighbouring authorities such as Charnwood and Rushcliffe, where plans reliant on strategic site delivery failed (Charnwood Core Strategy (2015) – 3/3 strategic sites failed to deliver as anticipated & Rushcliffe Part 1 Local Plan (2014) – 5/6 strategic sites failed to deliver as anticipated).

2.22 Moreover, we note that the Council's currently proposed approach is to apply a 10% contingency only to the remaining supply, not the housing requirement as a whole. This means the contingency proposed decreases to only 8.25% when considering the Plan's needs as a whole. This approach induces unnecessarily additional risk as it decreases the proposed contingency, the Council should instead be seeking to adopt contingency as per the housing requirement as a whole

2.23 Recent changes to the NPPF (paragraph 76) which essentially removes the application of Paragraph 11 for the 5-years post adoption of the Plan where that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded. Having regard for both the implications of this new protection and the need for a satisfactory supply to be demonstrated, our anticipation is land supply will be examined far more stringently at Local Plan Examination to confirm this position. In that context the greater the level of contingency, the more likely it is that a Plan will be found sound as the risks in that 5-year period of non-delivery will be mitigated.

2.24 However, if the Council wants to rely on this protection, Paragraph 76 of the NPPF is clear that the Council will need to demonstrate a 5-year housing land supply. Having regard for both the implications of this new protection and the need for a satisfactory supply to be demonstrated at examination, our anticipation is land supply will be examined far more stringently at Local Plan Examination to confirm this position. This protection should motivate the Council to ensure its land supply is robust as possible at Regulation 19 and Examination, to ensure it can benefit from the protections afforded by Paragraph 76.

2.25 In the above context, whilst we reserve the right to comment fully, we consider a contingency of 20% is likely to be beneficial and provide assurances to the Inspectorate that the Plan will be deliverable and not lead to shortfalls in the first 5-years. This will also allow some flexibility if supply is removed at examination. We believe that the removal of the threat of plan by appeal in the following 5-years following adoption should be viewed as significant comfort and help justify a higher level of contingency, particularly sites which will be deliverable in the first 5 years. In that context, and as discussed later in these representations, out client's land interests are capable of coming forward in the shorter term and if a draft allocation was confirmed an application could be submitted to demonstrate early delivery.

2.26 We note that the Part 7 of the Policy confirms that the provision may be made in Neighbourhood Plans and that any such provision will count towards the overall requirement of 13,720 dwellings. However, as discussed later within these representations the Council has not provide a requirement for Neighbourhood Plan Groups thus it is impossible to comment if the quantum provided to each location is appropriate spatially, nor fully understand the implications that this will have on the prospects of delivering the housing requirement.

Draft Policy H7 – Self-build and Custom Housebuilding

2.27 Any policy which advocates for a percentage of plots to be delivered on regular housing sites is not supported. Firstly, we do not see how there can be any evidential justification for creation of the threshold wherein self-build plots will be required. Ultimately any number adopted by any policy, proposed 30 in this case, will be largely arbitrary, essentially creating a hinderance to some sites, whilst not to others, with no real justification as to why, i.e. becomes a requirement for a scheme of 30 dwellings, but not 29, thus in marginal cases encouraging a lower number of units to be delivered to avoid the complications with such a policy.

2.28 There are issues with providing self-build plots within standard open market sites in terms of achieving a comprehensive design and issues with who is responsible for installing utilities (and to what point). There is also the risk that plots will sit undeveloped for long periods of time if they are not sold. Whilst the Policy indicates a period of 12-months for marketing, after which they can revert to standard build housing, presumably this would require new planning permissions which come with their own cost and time implications.

2.29 Housebuilders have confirmed to us that they build at pace and with set routes through sites and thus it is incredibly difficult and impractical to bring independent builders or other organisations onto an operational building site safely. In reality, such requirements may impede development unnecessarily, adding to developer burden without even delivering additional housing units. It is not our understanding or experience that many budding self-builders wish to buy a serviced plot within or adjacent to a modern housing estate. Our experience is for the most part that they are instead looking for more bespoke opportunities.

2.30 While some housebuilders provide a custom build option as part of their product, this cannot be expected across all sites and the entire sector as it simply not within the business model of many housebuilders. Such requirements could therefore dissuade housebuilders from operating within the District and delay development whilst requirements are negotiated.

2.31 Whilst we appreciate the pressure of Council to fulfil the requirements of the Self-build and Custom Housebuilding Act (2015), we simply do not accept that this solution is in the interest of the majority of would be self- builders, nor housebuilders, who are actively hindered through no real fault of their own, with the end result being the delivery of no-additional dwellings, as the provision simply eats into supply

which would be built out by a housebuilder anyway. Moreover, we do not consider the need as demonstrated at Table 1 relates to the number of plots likely delivered through the operation of this policy which has not been quantified (which it would need to both justify the % of plots chosen and the number of units of the threshold). Our preference therefore is for an approach similar to that advocated in the rest of the policy, which seems like a compromise most readily available to meet the needs of self-builders without undue imposition on housebuilders, whilst also actively increasing supply, confirmed to be an aim of the Government in respect of its approach to self-build.

Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

2.32 We have no objection to this policy and understand the statutory instruments which underpin the necessity for this approach. However, given the limitations applicable through the application of this policy, site specific requirements and the wider legislative background, it is apparent that additional weight should be afforded to schemes which can be delivered prior to any work in creating capacity within the catchment. Offsite works cannot be controlled or guaranteed and could lead to delivery problems if there are delays in creation of additional headroom. In this context, our client's proposals outside of the catchment should be afforded greater weigh in the site selection process as clearly delivery is less risky and not contingent on 3rd party actions.

Site Allocations Document

Approach to Breedon on the Hill

2.33 Paragraph 4.76 of the Proposed Housing and Employment Allocations for Consultation document sets out that the Local Plan does not intend to allocate housing sites in Breedon on the Hill, or Long Whatton or Diseworth, as Neighbourhood Plans are being prepared in these locations. The Local Plan then states that if no allocations are forthcoming in those respective documents, then a future Local Plan will make allocations instead. This is an entirely unacceptable position, as there will be a likely 5-year lag before any Local Plan or review can address this issue. There is nothing within the NPPF or Guidance which sets out that it is required, or even preferred, that a Local Plan devolves its allocation responsibilities for a Neighbourhood Plan. If anything the PPG states that it is **not** incumbent on Neighbourhood Plan groups to allocate housing[2], even if there is a target established through Strategic Policies.

2.34 The Plan itself has identified that it cannot be guaranteed that a Neighbourhood Plan will be delivered, hence caveating that future Local Plans will deliver any shortfalls. This approach is however not

[2] Paragraph: 104 Reference ID: 41-104-20190509

sufficiently robust not does it allow for proper consideration as to the efficacy of the Local Plan at examination.

2.35 As such, we consider in the interests of soundness the Plan should positively allocate sites in these areas to ensure delivery and also consistency of operation of the spatial hierarchy. At the very least the NPPF is clear at Paragraph 67 that "*within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations*". As such, a housing requirement needs to be established for Breedon within strategic policies, albeit we would object to any inclusion of supply within the Council's trajectory reliant on delivery within the settlement if there are no sites to test through examination. This should be the case even if the housing eventually distributed to Breedon exceeds that which is being proposed to be met through the emerging Neighbourhood Plan, which is seeking to allocate sites. It is noted that the current approach advocated through the Neighbourhood Plan had adopted an unfair approach to site selection, where they have subdivided a SHLAA site to meet their current targeted dwelling numbers, but not in the interests of absolute fairness and transparency subdivided and assessed other sites in the same manner, and assessed negatively those larger sites for having the capacity to deliver more homes than the group needs.

New Settlement (Isley Woodhouse) (IW1)

2.36 The key new allocation is the identification of Isley Woodhouse, which is a significant strategic allocation located south of East Midlands Airport. The Allocation is for a total of 4,500 new dwellings, with circa 1,900 dwellings considered deliverable within the Plan Period. We have no objection to the identification of a strategic site, and as set out earlier within representations the alignment of homes and jobs is an eminently sensible planning solution. We do however have concerns with the quantum of dwellings assumed deliverable by the Council within the Plan period. Council papers have described the allocation of this site, equating to nearly a third of all houses proposed to be allocated in the Plan, as a 'radical solution'.

2.37 Whilst the Council may point to the delivery of the strategic allocations in Ashby (Money Hill) and Coalville (South East Coalville) (paragraph 4.102 of the Proposed Housing and Employment Allocations Document), we consider this to be somewhat of a false equivalency in respect of the site typology. Moreover, when regard is had for the actual time for the sites referenced above to be delivered, it points to a less optimistic position.

2.38 Whilst we agree that those allocations are strategic in nature, and of a broadly similar scale to that approved at Isley Woodhouse, as a matter of principle it is always going to be more difficult to deliver new freestanding settlement, as opposed to what in essence equates to a sustainable urban extension (Money Hill and SE Coalville), as there will be existing infrastructure to serve new residents in initial phases of development, including utilities, education, etc. In this context, the complexities of planning a new freestanding settlement will inevitably take more time in securing the requisite planning permission and site preparatory stages than SUEs.

2.39 Turning to the two examples and their respective development times, notwithstanding these are considered easier sites to deliver due to their existing relationship with a major host settlement. South East Coalville was first partially allocated in the Local Plan 1991-2006 (adopted 2002), with planning applications submitted in the years 2012, 2013 and 2014 for different parts of the site. However construction was only commenced in 2018/19, some 16 years post adoption of the Plan. In the 22 years since adoption, there have been only 670 completions (Proposed Housing and Employment Allocations Document Appendix 1). Whilst the Council may now be able to point to increasing delivery, which will clearly benefit the emerging Plan through commitments, this does not change the fact that development took significant time to commence, which is our primary concern in relation to the assumptions made in this Plan.

2.40 Turning to Money Hill, Ashby, this was adopted in the extent Local Plan, now as amended by the Partial Review, but in principle first allocated in November 2017. In the 7 years since there has been only 162 completions (Proposed Housing and Employment Allocations Document Appendix 1). There was an expectation in the Local Plan that the full allocation of 2,050 homes were to be delivered within the Plan period – to 2031, some 7 years away from now. To deliver this would require 266 units per annum delivery for the remainder of the Plan period but given only 66 units are under construction currently this does not seem deliverable. Examination document Ex19 Housing Trajectory, which was a trajectory submitted as part of the Examination of the Local Plan considered that Money Hill would have at this point delivered circa 560 homes. Therefore, whilst the Council does have some experience with similar, albeit not directly comparable sites, that does not in itself provide the assurances necessary that the delivery rates assumed are deliverable. It is clear in both cases that there has been significant lead in for development to be brought forward and this has been underappreciated by the Council in the preparation of this Plan.

2.41 Whilst there is not a trajectory available with assumed lead in times or annual delivery, utilising the proposed 2040 Plan period end date (which may need to be extended to accord with Paragraph 22 of

the NPPF which requires a 15-year period post adoption which would appear somewhat optimistic given it would need to be adopted within 2 years), the necessary build out rates based on commencement year would be as follows.

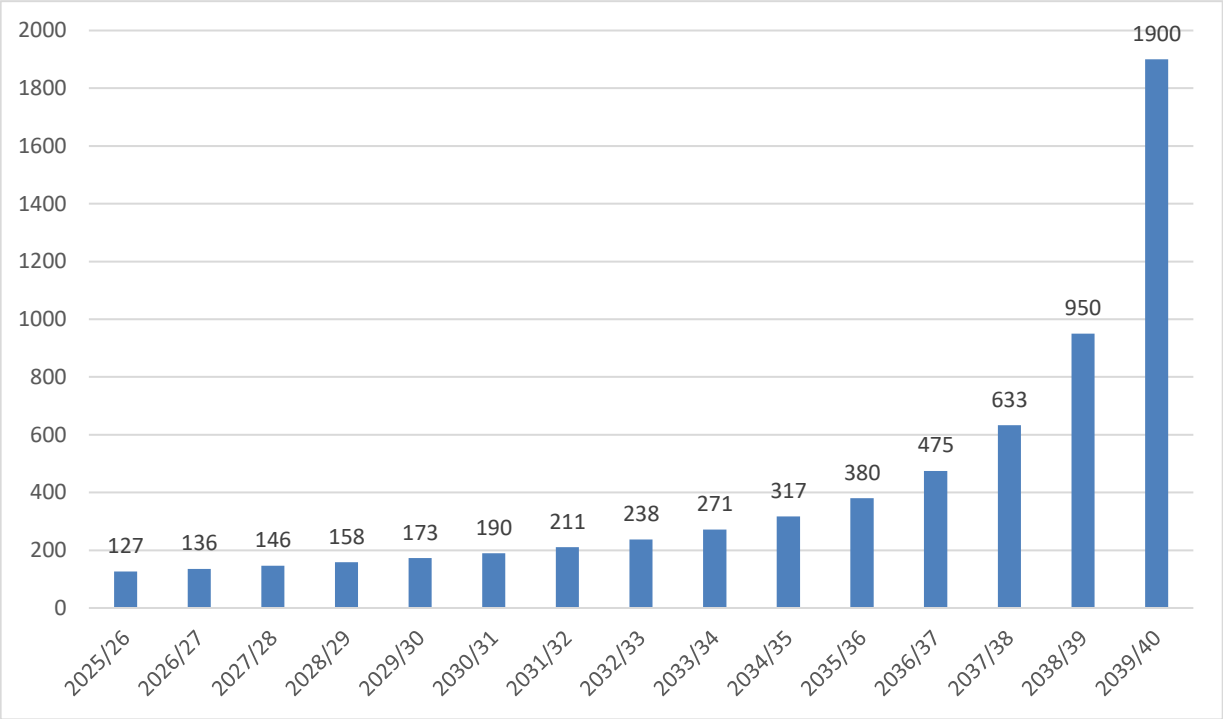

Figure 4: Annual Build Out Rates by Commencement Year Necessary to Deliver Assumed Isley Woodhouse Allocation (1,900 dwellings)

2.42 As can be seen from the above, to deliver the Council's supply assumption of 1,900 dwellings is significantly more difficult the later in the Plan period delivery commences. From experience, and evidence such as the Letwin Review, Planning and Housing Delivery (Savills 2019) and Start to Finish: Second Edition (Lichfields 2020) indicate that for a site of this size, average delivery is likely to be in the region of 145-160 dwellings per annum.

2.43 The Planning and Housing Delivery (Savills 2019) report shows clearly at Page 2 that delivery of higher than that level, even for sites of this size, is rare (see below).

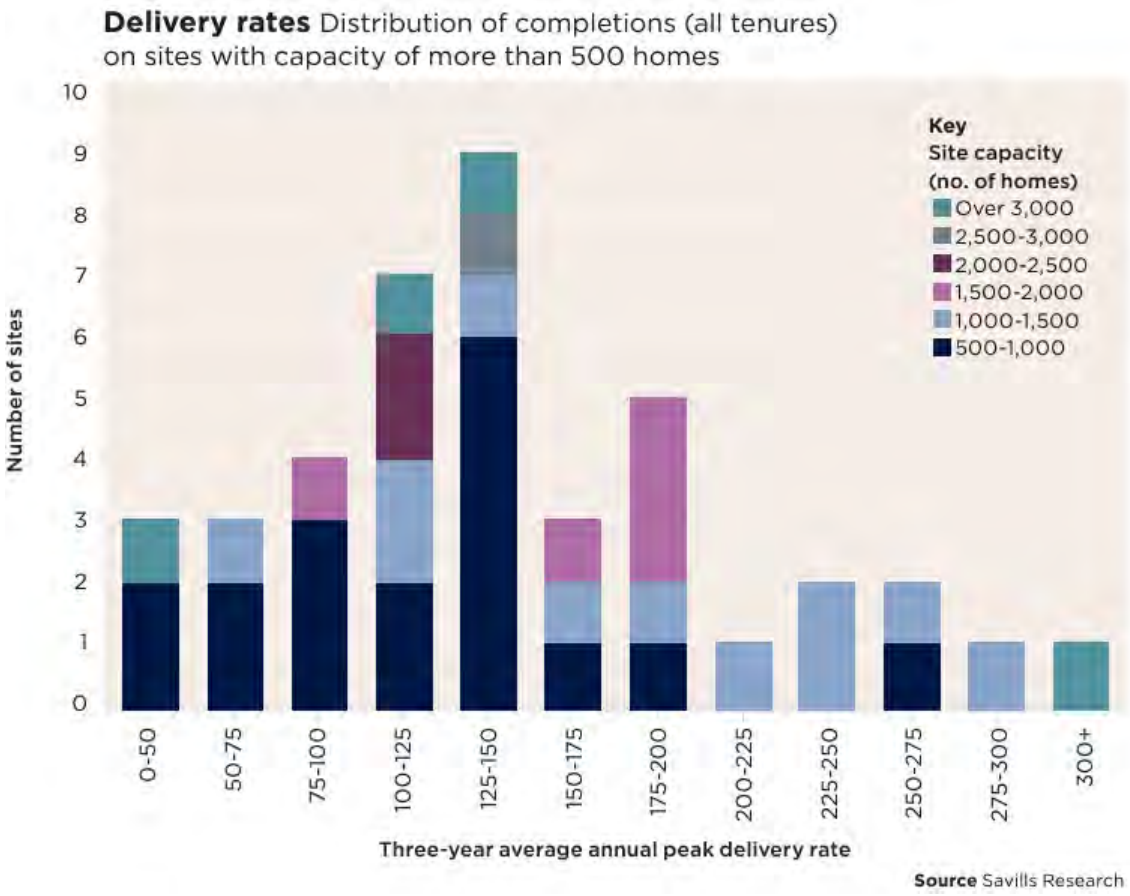

Figure 5: Planning and Housing Delivery Extract (Savills 2019)
(https://pdf.euro.savills.co.uk/uk/spotlight-on/planning-and-housing-delivery---2019.pdf)

2.44 It is noted that the above shows that whilst some sites delivered a higher quantum, peak average delivery was 125-150 dwellings per annum, similar to the 145-160 dpa as per the Start to Finish document. Having regard for Figure 4, to deliver the 1,900 dwellings would require delivery to commence 2028/29 at the latest for there to be a realistic opportunity of the site delivering this. Having regard for the history of other strategic sites in North West Leicestershire, this simply is not realistic, particularly given there is no planning application and no clear indication of what evidence is available to support the development of the site at this stage.

2.45 Your attention is also drawn to recent correspondence of the Bedford Local Plan Examination wherein inspections concluded recently that the build out rates assumed by the Council on the two proposed strategic sites where wholly unrealistic and that they agreed with the Council that there was very little flexibility in the remainder of the Plan. The result being the Council now need to find additional sites equating to circa 2,000 homes to give the Inspector's some assurances that the housing requirements can reasonably be met.

2.46 The Inspector's letter of the 27 November 2023 sets out these fundamental concerns. Paragraph 53 states *"the delivery rate for larger sites is also naturally constrained by traditional factors that would exist regardless, such as master planning and arriving at an acceptable scheme, opening up, providing infrastructure, and resource availability. As such, attaching a high level of premium to delivery rates due to Corridor growth is not a justified approach. It is instead more logical to take a cautious attitude to this issue".* Paragraph 54 continues *"Overall, I am not satisfied that the assumed build out rates for either Little Barford or Kempston Hardwick are based on justified assumptions that are soundly based. This is the case before factoring in the uncertainty around infrastructure delivery timings discussed above and is a view that only hardens once the two issues are considered alongside each other".*

2.47 With regards for implications, paragraph 55 states *"As discussed above, the soundness of the spatial strategy (and therefore the Plan) is fundamentally linked to the deliverability of strategic infrastructure and the reasonableness of the assumptions on alignment with anticipated growth".* It continues *"In addition, the assumed build out rates for the two new settlements on which so much of the Plan's growth relies upon are not based on justified assumptions".*

2.48 Paragraph 56 states *"By the Council's own acceptance, the Plan has very little flexibility built in that may assist with managing either of these issues"*, concluding that *"From the evidence presented, I am not satisfied that housing needs after 2030 would be addressed as anticipated, leaving an overall gap in provision against assessed needs within the Borough across the entire plan period (including affordable housing)".*

2.49 Taking all relevant factors into consideration, the Inspector's letter concludes at paragraph 57 and 58 *that "From the evidence presented, I am not satisfied that housing needs after 2030 would be addressed as anticipated, leaving an overall gap in provision against assessed needs within the Borough across the entire plan period (including affordable housing)… Taking the three issues of assumptions around infrastructure delivery, build out rates, and the reliance on a stepped trajectory together, I am unable to conclude that the Plan meets the tests of soundness at paragraph 35 of the NPPF".*

2.50 Returning to Isley Woodhouse there is no planning application as yet and unless evidence can be provided otherwise, it is assumed matters remain at a relative stage of infancy. If the Council are to rely on any delivery in the Plan period then significant evidence would be required on matters such as infrastructure availability, highways impacts, service provision and phasing, site specific evidence, etc. At this stage it is not clear if there is anything yet available beyond the ARUP Leicestershire International Gateway: Potential Strategic Sites Infrastructure Study, which was a comparative exercise rather than

supporting evidence. The ARUP report in respect of the allocation concluded the following works will be necessary, albeit is not definitive of how much can be delivered in advance of works.

- Improvements to gas supply in the vicinity of the site, to alleviate capacity issues;
- The provision of a new primary electricity substation;
- Enhancement works to existing Wastewater Treatment Works;
- Provision of new onsite primary and secondary education provision;
- The provision of a new onsite GP surgery;
- Appropriate measures to mitigate flood risk;

2.51 There would also need to be significant highways works as it would be a clearly unacceptable position for this development to impact such critically important roads providing access to the airport, the M1 and employment associated with the LIG. Where development has the potential to impact the National Highway Network then National Highways need to be fully satisfied that there will not be any harm to the operation of the M1 and A42. Moreover, the operators of the airport and surrounding employment sites need to be satisfied that the development would not have unacceptable impacts on accessibility to these regionally strategic locations.

2.52 This necessary supporting evidence would be needed for any Regulation 19 publication, as it would not be appropriate or procedurally fair for evidence to be provided following. On the basis of the evidence published to date in respect of this Local Plan, there is not sufficient evidence to justify either the allocation or the contribution towards the housing supply. Strong evidence in relation to phasing and delivery is required to support any assumptions made in a housing trajectory in respect of site assumptions. Unless such evidence is already well advanced, it is difficult to see how this could be gained quickly and not impact the onward progression of the Local Plan.

2.53 Having regard for realistic assumptions on commencement and build out rates, a shortfall of dwellings is in our opinion inevitable. We assume as an absolute best case scenario the site could commence work in 2032 and delivery of units in 2034, leaving only 6 years of delivery in the plan Period. This is considered to be highly optimistic, and would leave a shortfall of circa 1300 dwellings (based on Years 1-2 starting at 50 dpa, Years 3-4 at 100 dpa, and Years 5-6 at 150 dpa with totalling 600 dwellings over the 6 year period) from this site alone. As noted, this is a very best case scenario, and we consider that in actual fact that no delivery is likely with in the Plan period, leaving a 1900 dwelling shortfall. Our client's land is however available to assist in mitigating such shortfalls whilst supporting employment growth at the LIG.

Land east of Main Street, Breedon on the Hill

2.54 Having regard to our strong consideration that the Council should be seeking to positively allocate land in Breedon on the Hill for housing for the reasons discussed previously, the Council's attention is therefore drawn to our client's land interests at Main Street/Tonge Lane, Breedon on the Hill.

2.55 The site is located to the north of the village (Figure 1) and is in an optimal location to deliver new housing. It relates well to existing services and facilities within Breedon on the Hill. The site has a good physical relationship with the existing settlement of Breedon on the Hill, with residential development to the east and south, with the quarry to the west. The site is further contained by existing mature vegetation both on the site's boundary and on neighbouring parcels of land, particularly to the west. The result of which is the site as promoted is very well contained and will not be widely visible from the surrounding area. Where it can be seen it will generally be seen in the context of the existing built form of the settlement or Berry Avenue to the east. On this basis it is considered to be an entirely logical location for sensible residential growth and forms a suitable, well defined development parcel.

2.56 It is noted that the Councils adopted Landscape evidence (Landscape Sensitivity Study Part 2) assess the site as part of a far larger parcel of land to the east and south of the village (11BRE-B). The assessment concludes that there is no landscape, historic or ecological designation within the parcel, albeit it does adjoin Breedon on the Hill's Conservation Area adjacent to Worthington Lane, however this is located away from the promoted site to the south of the settlement. The development of the promoted site is not considered to have an impact on the Conservation Area. The landscape document concludes that the parcel is of medium landscape sensitivity for residential development and medium visual sensitivity for residential development.

2.57 In addition to the above, the promoted land has been assessed as part of the most recent SHELAA, under reference Br5 with some crossover into former Br6. Is respect of Br5, the site is acknowledged to be outside the current defined limits to development as set out on the adopted Local Plan's policies map. The land is a within a minerals consultation area for the potential presence of limestone resources. In respect of highways, on the basis of an initial assessment it is confirmed that there are no known reasons to preclude further consideration of the site on highways grounds, albeit more detailed assessments will be required in the future. With regards to ecology, whilst the site has some potential for protected species, subject to further assessment and mitigation the site is considered acceptable.

2.58 In conclusion the SHELAA assessment considers the site as potentially suitable, subject to a redrawing of the limits to development and evidence on matters such as flooding and minerals. The site is acknowledged to be available, being promoted by a housebuilder. There are no known viability issues and thus the site is considered potentially achievable. The capacity of the site is considered to be circa 84 dwellings.

2.59 Since the previous consultation, Cora have continued to work on their proposals for the scheme based on a more detailed understanding of the site. As such an updated the initial framework plan previously provided has now been replaced by an indicative masterplan. This sets out a more comprehensive demonstration as to how the site may be developed. The proposals will continue to be developed, informed by the site-specific evidence. The illustrative masterplan shows the retention of TPOs and shows how three development parcels can be delivered, with associated and attractive open space and associated infrastructure.

Figure 3: Emerging Indicative Masterplan

2.60 We have appended a comprehensive vision document for the potential development of land east of Main Street, Breedon on the Hill. This details the sites opportunities and constraints, and we encourage you to consider this document in formulating an opinion of the site.

2.61 For Brevity, whilst I will not repeat the contents of the document, your attention is drawn to the following key points/sections.

2.62 The Vision Document provides comprehensive site context (including physical, cultural and planning) at pages 7-12).

2.63 The Vision Document is supported by a range of evidence, including landscape (page 10-11) tree surveys (page 13), ecology (page 14-15), heritage (page 18-19) etc, which have informed proposals, and demonstrate that proposals can be delivered sensitively, creating an attractive scheme in walking distance of key services and facilities. The proposed design concept for the site is contained from Chapter 5 (page 25 onwards). Such criteria could be secured through the Plan through conversion to a design code for example.

2.64 Ultimately, we conclude that the site as a whole, or a subdivided development cell, could be allocated to comprehensively meet Breedon's housing needs. The quantum of development would assist in fully meeting the demographic needs of Breedon on the Hill, and with committed development in the village, make a reasonable and commensurate contribution to District needs. Development here is spatially preferably located to serve the nearby LIG and other economic development in and around East Midlands Airport. As an allocation under the control of an established housebuilder the Council can benefit form increased certainty in relation to delivery and benefit the Authority's housing land supply.,

Land East of Main Street

Breedon on the Hill

cora
Creating Amazing Places

Vision Document

October 2022

Contents

1 Introduction

2 The Site and Surrounding Context

3 Planning Background

4 Site Analysis

5 The Emerging Design Concept

6 Conclusions

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CHARTERED TOWN PLANNERS & URBAN DESIGNERS

cora
Creating Amazing Places

1. Introduction

Cora

This Vision Document has been prepared by Cora Homes, who control land east of Main Street in Breedon on the Hill with the aim of promoting it as a suitable, available, flexible and deliverable location for housing and associated newly accessible areas of open space.

Cora Homes was founded in 2010 and is committed to delivering quality new homes to the highest standard. Each detail and every aspect of everything we do has been carefully thought through, to deliver the best possible design and quality on our sites and in our homes. We consider quality to be more important than quantity.

At Cora, homes are not just built for today, but designed as a permanent enhancement to the villages and towns they are situated in. This is achieved by our own commitment to excellence in design, sensitive landscaping, sympathetic restoration and addressing the needs of not only our customers, but their neighbours, and the wider community. We want to ensure our development compliments its local area.

Purpose of this Document

This Vision Document brings together the initial technical and environmental studies of the land and its context, which have been undertaken by Cora Homes and their Consultant Team and presents high-level summaries of the initial findings which have been used to inform the emerging options for development.

Details of the potential capacity for housing here are presented in the document, but at this stage we believe that there is capacity for a total of approximately 65 dwellings.

The emerging Concept Plans presented in this document have been prepared to respond to the outcomes of the initial assessment work undertaken to date and demonstrates the site's sustainable credentials and suitability for development. They show how a high quality and sympathetic scheme could be brought forward with strong place-making principles which retain and respond to the key assets of the site. The work presented represents our initial thinking, shows the potential capacity and is intended to provide the basis for discussions with North West Leicestershire District Council and other stakeholders.

Document Structure

The Vision Document is structured as follows:

Section 2: Site and Surrounding Context

Includes a description of the site and a brief overview of the local area.

Section 3: Planning Context

Presents an assessment of the relevant planning guidance and why allocation of this site for development would form part of an appropriate strategy, sequentially preferable to othersites in the area.

Section 4: Site Analysis

Provides an overview of surveys and assessments which have been undertaken in relation to Landscape and Visual Assessment, Ecology, Heritage and the Local Built Form Context, Accessibility, Highways, Flood Risk Assessment.

Section 5: The Design Concept

Explains the emerging illustrative proposals and how they respond to the known planning, environmental and technical considerations.

Section 6: Conclusions

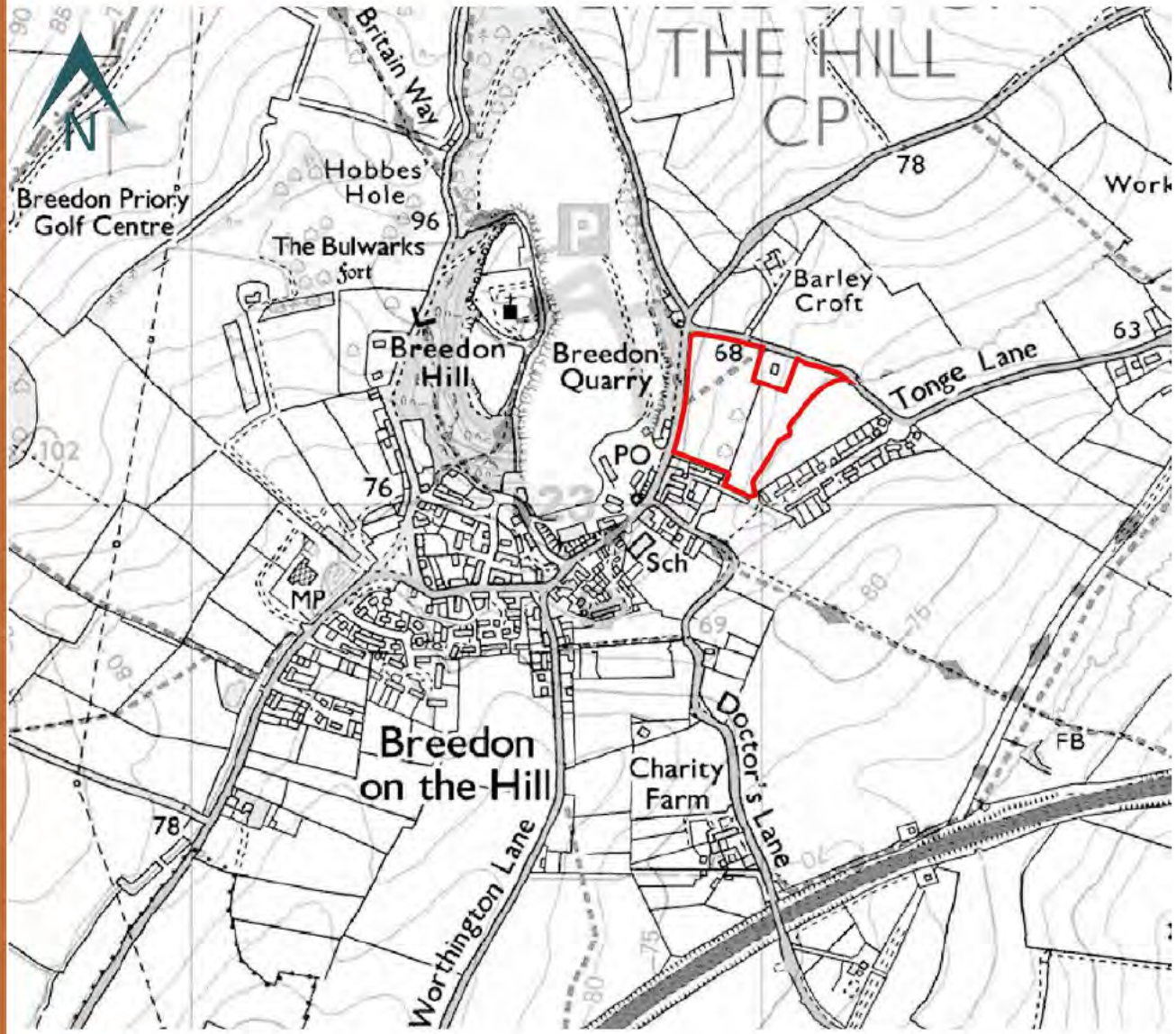
Summarises the positive case for residential development on the identified land.

2. The Site & Surrounding Context

Breedon on the Hill is a village and civil parish approximately 5 miles (8 km) north of Ashby-de-la-Zouch in North West Leicestershire. The parish adjoins the Derbyshire County boundary, and the village is approximately 2 miles (3 km) south of the Derbyshire town of Melbourne.

The site measures 4.5 ha (11.1 acres) and comprises two fields used as agricultural grazing land demarcated by existing trees and hedgerows.

Tongue Lane runs parallel to the northern boundary whilst Main Street, leading to the centre of the village, lies adjacent to the western boundary. Along the eastern boundary runs a stream flowing south to north and lined by trees and hedgerows. Manor Court and Manor Farm lie adjacent to the sites southern boundary and houses along Berry Avenue are nearby to the east.



Context Plan

3. Planning Background

The National Planning Policy Framework (NPPF) sets out at Paragraph 60 that it is the Government's objective to "significantly boost the supply of homes". It continues that it is important that "sufficient amount and variety of land can come forward where it is needed"

The Development Plan pertinent to the site consists of the North West Leicestershire Local Plan 2011-2031 (as amended by the Partial Review March 2021). The Council are however currently undertaking a substantive review of the Local Plan, reflecting the pressing need for additional housing due to the significant quantum of unmet housing emanating from Leicester City (c17,000 dwellings up to 2036). The Statement of Common Ground agreed by the Leicestershire Authorities sets out an average contribution of 314 dwellings per annum, which when added to Local Housing Need gives an annual requirement of 686 dwellings per annum. To meet such needs, the new Local Plan will need to find allocations for 6,693 dwellings.

Within the adopted and emerging Local Plan, Breedon on the Hill is identified as a 'Sustainable Village', within the fourth tier of the settlement hierarchy (Policy S2). The only settlements that are deemed to be more sustainable are the three towns (Coalville – Principal Town; Ashby de la Zouch, Castle Donington – Key Service Centres) and the three large Local Service Centre villages (Ibstock, Kegworth and Measham). As such Breedon is demonstrably one of the more sustainable villages in North West Leicestershire and suitable for growth. The Council's evidence base (Settlement Study 2021) demonstrates that Breedon-on-the-Hill benefits from access to a convenience store, a primary school, employment and a bus service. Breedon-on-the-Hill also contains a post office, community venue, public house, place of workshop and informal recreation facilities. The settlement is clearly sustainable for commensurate levels of growth. The site at Main Street, Breedon on the Hill can form part of a balanced selection of allocations across the settlement hierarchy to ensure the housing needs are met providing a wide range of choice and competition to the market, including larger strategic sites as well as smaller sites. This approach is advocated in the NPPF and is the Council's current preferred method for meeting their housing requirement over the new Local Plan period. Indeed, the Council's preferred Development Strategy in the emerging Local Plan Review (Option 7b) seeks to distribute 255 dwellings to the Sustainable Villages tier which includes Breedon on the Hill.

Breedon on the Hill is spatially optimally located, being a short distance from East Midlands Airport and the East Midlands Gateway, which forms part of a wider Leicestershire International Gateway (LIG). The LIG is a significant new development spatial area identified in the Leicester and Leicestershire Strategic Growth Plan, benefiting from links to the airport, rail (including HS2) and Strategic Highway Network. This area is located around the northern part of the A42 and M1, adjacent to Breedon on the Hill and is considered to have capacity for 11,200 dwellings. With significant investment and employment growth in the area, it is vital that a range of housing sites of differing types are identified and deliver to cater for differing markets. There is significant benefit in housing growth in settlements like Breedon on the Hill which are located within this area and will provide choice in the market from sites further away such as those in Coalville and Ashby de la Zouch.

At present the site is identified as being outside, but adjacent, to the Limits to Development for Breedon on the Hill which it adjoins to the south. There are further Limits to Development to the east, comprising dwellings on Berry Avenue. The development proposals would create a logical development parcel contained by built form to the east and south, Main Street to the west and Tonge Lane to the north.

Breedon on the Hill Parish was designated as a Neighbourhood Area for the purposes of developing a Neighbourhood Plan in October 2020, albeit to date there has not yet been a formal Regulation 14 consultation on draft policies. A non-statutory questionnaire was undertaken in June 2021.

Having regard for the need for new housing sites as part of the Development Strategy in the emerging Local Plan, it is considered that the land East of Main Street is spatially optimally located adjacent to a sustainable settlement, within the Leicestershire International Gateway area and in accordance with the Council's preferred development strategy in the emerging Local Plan. New housing in this location benefits from close proximity to significant new infrastructure and employment provision, far closer than housing delivered within settlements like Coalville and Ashby-de-la-Zouch. The site also represents an opportunity to utilise a logical development location, well defined by existing built form of the Limits to Development of Breedon on the Hill and existing road infrastructure. As demonstrated within the remainder of this Document, there are no

Strategic Growth Plan

technical reasons the site could not be appropriately delivered, with the opportunity to deliver a high-quality development that will form a vital facet of the Council's overall housing supply as part of the new Local Plan, meeting housing needs in a spatially optimal location. The illustrative layout shown in support of this scheme shows a well designed, landscaping led proposal, inclusive of open space and areas of play which will be a benefit to new and existing residents and positively add to the built fabric of Breedon-on-the-Hill.

4. Site Analysis

Landscape and Visual Assessment

The site is located with the Langley Lowlands Local Character Area (LCA). Recognising that 'landscape' is a multi-dimensional concept embracing 'what we see', its time-depth and physical attributes, our work has reviewed and assessed the change to landscape character in terms of the physical landscape, the site's visual and sensory character, landscape fabric and habitats, historic landscape character and cultural connections, the site is described as follows:

Physical Landscape: The site is located on two large pasture fields and occupies a position at the foot of Breedon Hill and Breedon Quarry adjacent to the settlement edge, contained by Main Street to the west and Tonge Lane to the north. The site's local landform on the flanks of Breedon Hill with a south-easterly aspect mirrors that of the evolution of the wider village. There is a small stream located on the south-eastern boundary. According to a review of Soilscapes (www.landis.org.uk), the underlying geology in the majority of the site is described as 'Slightly acid loamy and clayey soils', it has impeded drainage and has landcover that includes, pasture. The eastern field, however, is categorised as freely draining;

VISUAL AND SENSORY CHARACTER:

The low-lying ground in which the site is located to the east of Main Street and its location adjacent to the existing residential built form of the village results in it feeling considerably more contained than the open landscape to the north and east of the settlement. Mature trees within the site, on the boundaries and that follow the course of the small stream further add to this sense of containment and enclosure, such that it does not feel part of the more open areas of the landscape but part of the settlement. Proximity to road users along Main Street and Tonge Lane reduces the sense of tranquillity. A visual and sensory association between the site and the village has been formed by the landform, landcover and local context. Glimpsed views of Breedon Priory can be seen from within the site amongst the surrounding trees. Residential development on Berry Avenue, as well as properties Manor Court, Manor Farm and The Old Vicarage overlook the site, positioning it within the village confines. The relationship with the village further is reinforced from an audible perspective, due to its proximity to Main Street and Breedon Quarry.

LANDSCAPE FABRIC AND HABITATS:

The habitats found within the site comprise improved grassland, semi-improved grassland, hedgerows, a stream, tall ruderal, scattered trees, scattered and dense scrub, spoil and bare ground. The site supports many trees, with a line of mature lime along the northern boundary and curving through the centre of the field and a line of poplar delineating hedgerow extending from the boundary of the Old Vicarage.

HISTORIC LANDSCAPE CHARACTER:

The Leicestershire, Leicester and Rutland Historic Landscape Characterisation (LLRHLC) indicates that fields within the 'Langley Lowlands' LCA are of mixed origin, with large-scale amalgamated post war fields, planned enclosure and historic strip fields which are associated with the edges of settlements.

The LLRHCL refers to the Early Iron Age settlements (which include Breedon on the Hill) as being located on hilltops and ridge tops surrounded by defensive ditches and ramparts. The 'early' settlement developed off Main Street, with later developments all nestled below the hill. The settlement is bisected by Main Street which runs through the village, with land sloping down to the stream which runs in a shallow valley west/east through the village.

CULTURAL CONNECTIONS: The site has a historical cultural connection with the village in the form of the PRoW which passes through the site connecting to Main Street and its position to the east of The Old School (Grade II Listed Building). During the 1960's-1990's the western portion of the site functioned as a Sports Ground, occupying tennis courts for the local community. The site's previous land use illustrates a historical and cultural connection with the settlement.

Taking all these factors into account, the site makes a limited contribution to the wider landscape character. The main character and valuable features within the site are to be found at the site boundaries and the row of trees within the internal field parcel. There is potential to reinforce the representation of these key characteristics through retention and establishment of new hedgerow planting.

The site is bordered to the north by Tonge Lane, with pasture fields extending further north. To the east of the site, lies a pasture field followed by a linear row of residential housing along Berry Avenue. To the south of the site is a mixture of residential development (including Manor Farm adjacent to the southern boundary) which wraps around Breedon Hill forming the village, with continuing pasture fields extending to the south-east before reaching the A42. The wider landscape to the north and east comprises predominantly arable and pasture fields bounded by hedgerows and trees.

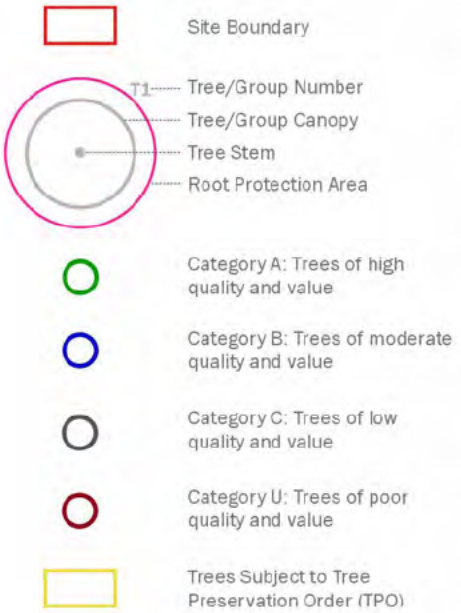
View from public footpath (Ref. M14/1) within the site looking directly south to Manor Farm flanked by mature trees and layers of field boundary vegetation

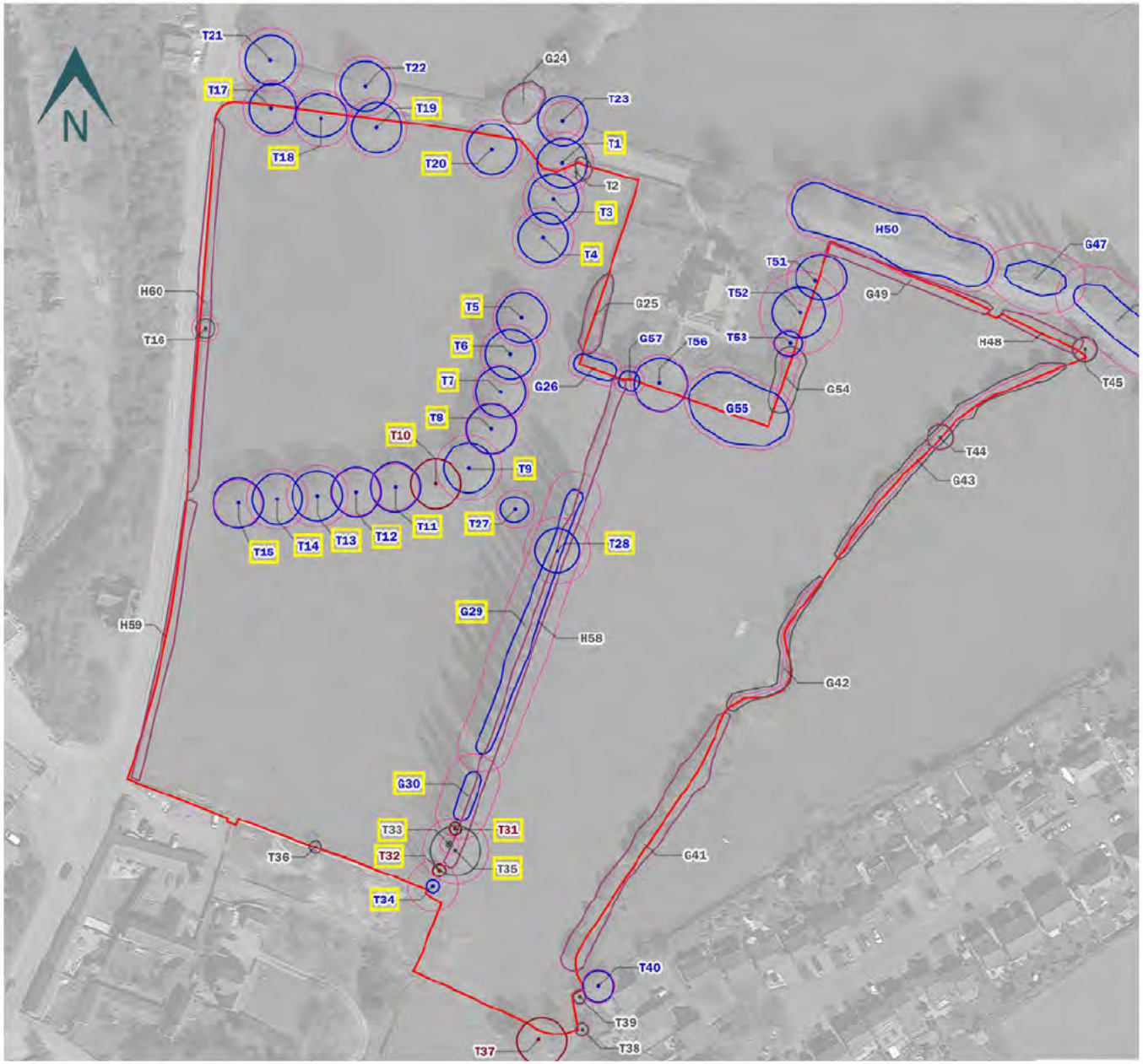
View from a public footpath (Ref. M14/1) within the site looking south-east towards the row of Lombardy Poplar trees. A gap between the poplars and boundary vegetation of The Old Vicarage permits a glimpsed view of residential dwellings on Berry Avenue behind which the landform rises to form the horizon.

The site comprises two large fields, which are presently intensively grazed by cattle, with a stream that borders the site to the east. The fields are bound by hedgerows and trees, with a gabion structure retaining wall along the western boundary. The site supports a line of mature lime trees along its northern boundary and curving through the centre of the site and a line of poplar trees delineating hedgerow extending from the boundary of The Old Vicarage.

View from the public footpath (Ref. M14/1) within the site looking north-west to the row of mature lime trees.

Whilst no ancient woodland is located within or adjacent to the site boundary, consultation with the local planning authority has identified that 25 trees (T1-15, T17-20, T27-28, T31-34) and two groups of trees (G29, G30) are protected under a tree preservation order.

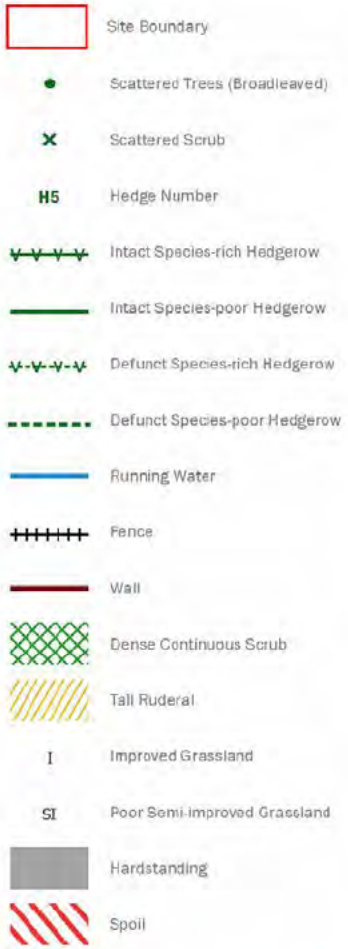




Tree Constraints Plan

Ecology

The site comprises two field parcels delineated by hedgerows, walls, trees and a stream. The distribution of different habitat types within and adjacent to the site, as identified through the Extended Phase 1 Habitat survey, is illustrated on the adjacent plan.



Ecology Plan

The key issues arising from the 2019/2022 survey's can be summarised as follows:

- Statutory designations – River Mease Special Area of Conservation (SAC) is located within 10km of the site and Breedon Hill Site of Special Scientific Interest (SSSI), Breedon Cloud Wood and Quarry SSSI and Pasture and Asplin Wood SSSI are located within 2km of the site, and the site lies within the Impact Risk Zone (IRZ) for these three SSSI;
- Non statutory designations – six Local Wildlife Sites (LWS) within 1km of the site;
- Hedgerows that are species-rich;
- Birds – assumed presence of common and widespread species;
- Bats – presence of mostly common and widespread assemblage of foraging/commuting bats, with occasional rarer species, primarily associated with boundary hedgerow and tree habitats;
- Otter – potential occasional use of the stream; and
- Hedgehog – potential presence within the hedgerows on site.

The site is not considered to be directly constrained by any statutory or non-statutory ecological designations. The suite of baseline ecological assessments undertaken in 2019 did not identified any 'in principle' constraints to the proposed development on ecological grounds.

A full suite of update ecological surveys, and Biodiversity Net Gain assessment will be completed to support any future planning application.

Looking south along the water course.

Dense scrub along the top of the retaining wall on the western site boundary.

Line of mature poplar delineating Hedgerow H1 in the centre of the site.

Looking south over field F1.

Hedgerow H3 on the northern site boundary.

Tall ruderal along the southern site boundary.

Heritage

The site does not include any designated heritage assets, where there would be a presumption in favour of their retention.

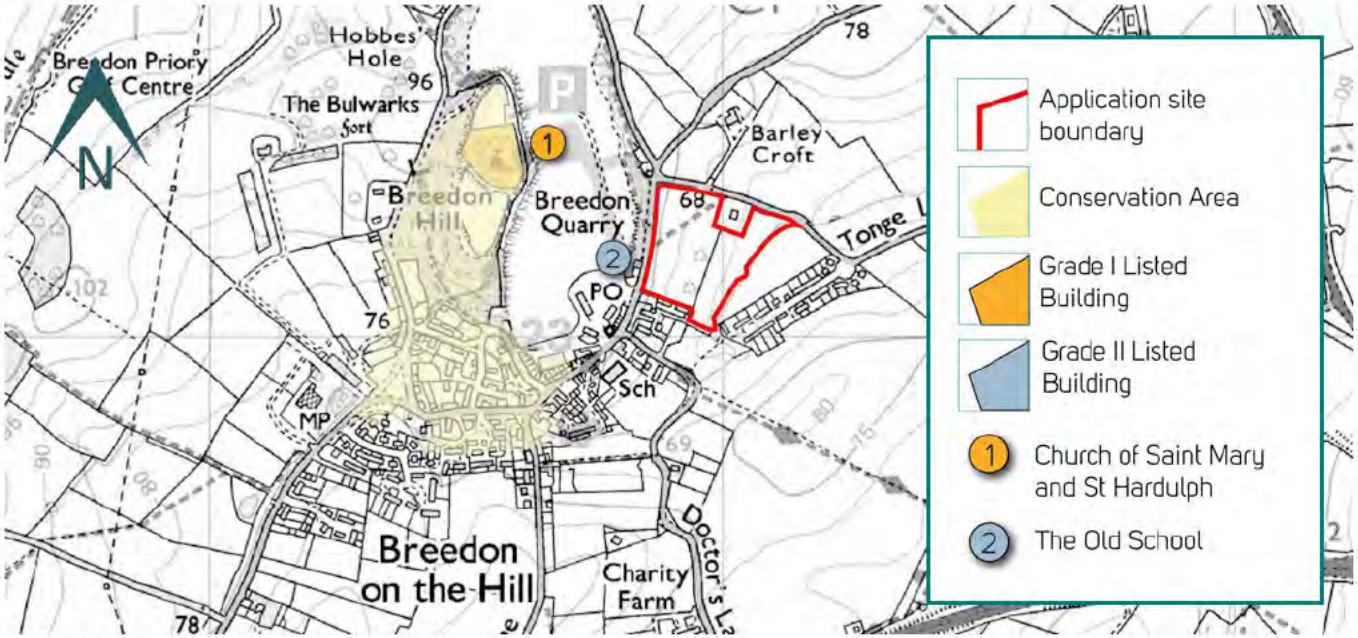
In terms of those designated heritage assets beyond the site boundaries, the Grade II listed Old School House (List ID: 1391742) is the closest, being c. 28m to the west. This heritage asset predominantly derives its significance from the architectural and historic interest of its built form, but also derives a positive contribution through its position on Main Street, and its relationships with the surrounding playground and the village of Breedon on the hill. The development of the site would not have any effects on these contributions to its significance.

Insomuch that the site makes any contribution to this asset, it is in terms of forming part of the wider backdrop of fields to the east and north-east of the listed building, as experienced in incidental views. This only provides a very limited contribution and is an unintended aspect of the asset's design and location. The effect on these views can be minimised through sensitive masterplanning, such as offsetting built form and the retention and strengthening of existing vegetated boundaries. As such, it is considered that there is no reason to believe that The Old School represents a significant constraint, such that it would reduce the site's capacity or preclude its deliverability for the scale and type of development.

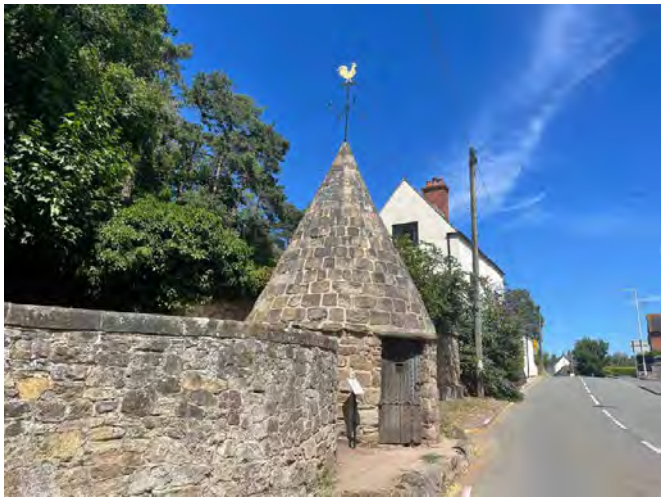
Similarly, whilst there is a limited level of visual links between the site and the Bulwarks Scheduled Monument (List ID: 1003606), and the Grade I listed Church of St Mary and St Hardulph (List ID: 1361364), this is in the context that the site forms an obscured and small part of much wider- and longer-ranging panoramic views that take in a variety of landscape features. In these cases, the limited effects of developing the site could be further reduced by sensitive masterplanning, and could only result in very small levels of harm, if any at all, such that there is no reason to believe that these assets should inhibit the deliverability or capacity of the site. No other designated heritage assets in the wider area are identified as having the potential to be affected by the development of the site.

In terms of non-designated heritage assets, the site is considered to have a low potential to contain archaeology from any period, other than 'negligible' value remains related to medieval or later farming practices. In the event that remains are present, considering that the site has been subject to modern farming regimes there is no reason to believe that they would comprise significant remains, such that would influence the capacity or deliverability of the site.

In summary, there is currently every reason to believe that a sympathetic development following the principles of the draft policy could respond to and positively address current legislation and the relevant national and local planning policies and guidance covering the historic environment.



Heritage Plan



Local Character

The centre of Breedon on the Hill is within a conservation area and the following key elements of the Conservation Area Character Appraisal have been extracted to summarise the key elements of local character;

Buildings within the village are largely two storey in height with some more dominant three storey properties interspersed. Buildings are predominantly constructed of red brickwork; although a number of properties have subsequently had a cement based render applied to their facades. A small number of properties are constructed of local limestone rubble.

For the most part buildings constructed in the settlement are located up to the back edge of the pavement or road... Modern buildings in the Area are typically set back from the highway with front garden areas. The development of Rectory Close, Hillside Court and Stud Farm Close introduced cul-de-sacs into the established street pattern.

The Hollybush Inn on Melbourne Lane and a barn to Lime Farmhouse on Main Street date from the 17th century and are timber framed. The panels to such timber framed buildings were originally of wattle and daub construction, although this has been replaced by brickwork infill and in the case of the Hollybush Inn partially rebuilt entirely in brickwork.

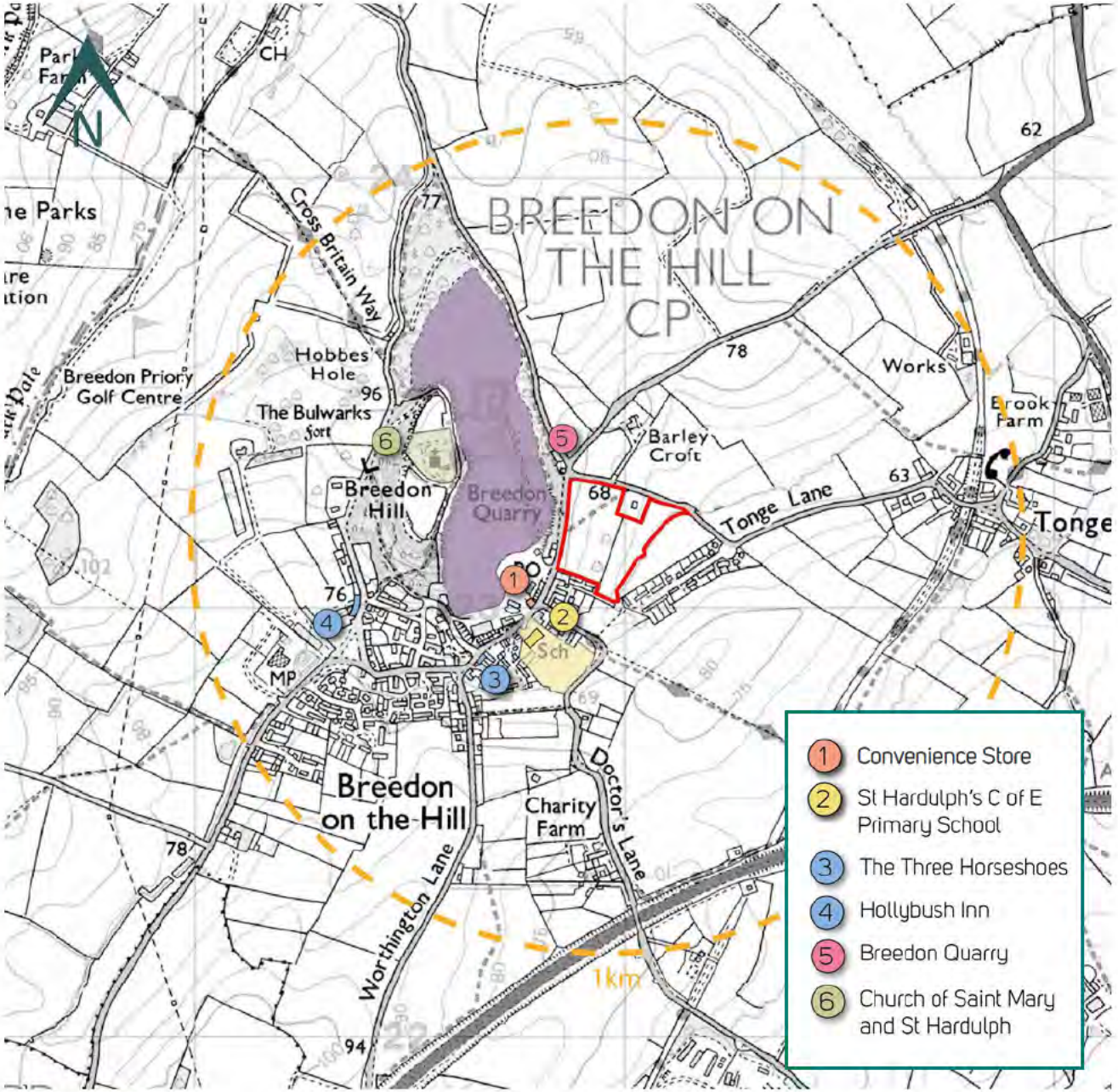
The brickwork which predominates to buildings within the Area is of a dark red colour. In addition to its use in the construction of some dwellings limestone rubble has been typically used in the construction of boundary walls...

The roofs to properties are predominately of dark clay plain tiles, although there was some introduction of Welsh slate in the nineteenth century.

Services and Facilities

Breedon has a small primary school, a post office and two pubs. These are all located within a convenient walking distance from the site using the existing footway network with appropriate crossing points. There are also local employment, recreational and leisure facilities also located within a convenient walk of the site as shown in the table below.

Facility	Distance (m) from the centre of site
Breedon Quarry - Aggregates	225
Pinnacle Store/Post Office	335
St Hardulph's C of E Primary School	375
The Three Horsehoes Public House	460
Village Green	780
Hollybush Inn	870
Breedon Priory Family Golf	990



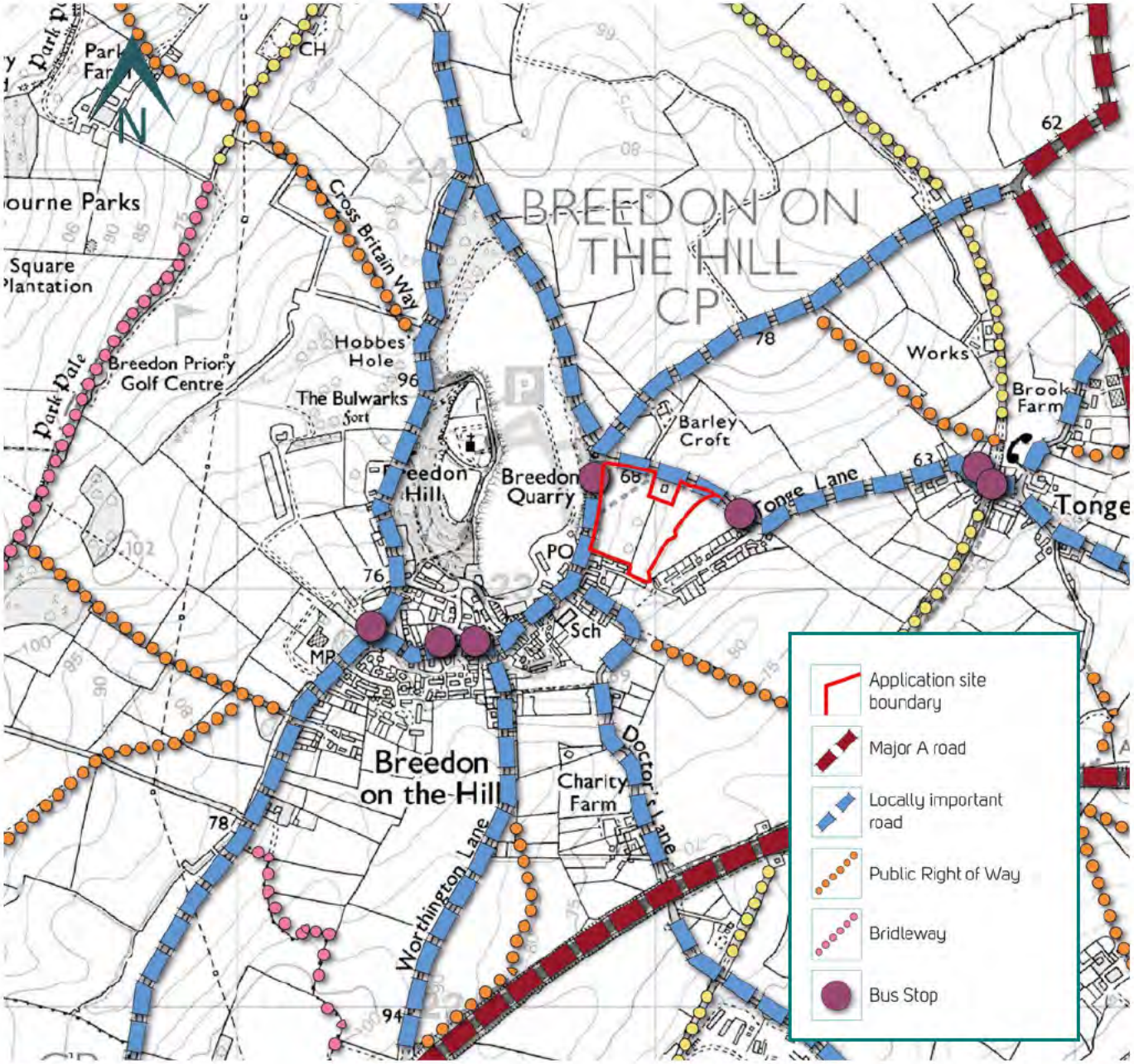
Facilities Plan

Highways and Accessibility

LOCAL HIGHWAY NETWORK

The site forms two boundaries with the local highway network at Main Street, on its western border and Tonge Lane, partially along its northern boundary. Main Street is a classified C road and subject to a 30mph speed limit with street lights, as seen on the accompanying image. Tonge Lane connects to Main Street as the minor arm of a priority controlled right-left staggered crossroads. Main Street to the south continues through Breedon on the Hill village to connect to the A511 to Ashby-de-la-Zouch and to the A42.

Tonge Lane is a classified C road and subject to a 30 mph speed limit on its immediate approach to its intersection with Main Street and 60 mph along the remainder of the site's northern boundary, as seen in the adjacent image. Tonge Street provides a 4.7 metre wide carriageway and has a footway on its southern side of generally 1.2 metre width. Tonge Lane provides a connection to Tonge village to the east and access to the A453 for onward connections to the A42 and M1 motorway.



Mvement Plan

PUBLIC TRANSPORT

The site is well located for convenient access to the existing bus services. The nearest bus stop to the site is on the western side of Main Street, close to its junction with Tonge Street. It is within a 300m walk from the furthest point of the potential development site. The bus stop is a request stop and provides a stone shelter with an inbuilt wooden bench.

The bus stop provides access to bus service number 125, which is operated by Roberts Travel Group and provides a connection between Leicester and Castle Donington. The route incorporates stops at Worthington, Newbould, Coleorton, Sinope, Coalville, Hugglescote, Ellistown, Stanton-under-Bardon, Markfield, Newton Linford, Anstey, and Glenfield. There are two bus services Monday to Saturday daytime during the interpeak period with two return services also during the interpeak periods.

The bus service connections mean that the proposed development site is well connected for non-car access to the surrounding villages and the higher order of facilities within Coalville and Leicester.

Rail services are available from Derby Railway Station some 13 kilometres straight line distance from the site, accessible by taxi or car from the site. The railway station provides access to passenger rail services operated by a number of train operating companies, including East Midlands Railway, Cross Country, and Northern, and combined they provide frequent rail services to local, regional, and national destinations.

Exisitng bus stop on Main Street

Looking east from Main Street

PEDESTRIANS AND CYCLISTS

Breedon on the Hill is wholly located within a convenient 2km walking catchment and provides a range of shops and facilities as described earlier.

There are existing footways along the roads that form the northern (Tonge Street) and western (Main Street) site boundaries. There is a public right of way that passes diagonally across the site area between Tonge Street and Main Street.

Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. The facilities within a 5km bicycle ride from the site include Donnington Park, parts of East Midlands Airport, Melbourne, Worthington and Belton, all of which provide employment, retail, and recreational facilities accessible from the site by bicycle.

The North West Leicestershire cycle map shows the cycle infrastructure and recommend routes in the vicinity of the site. Main Street is identified as a quieter route which provides opportunities for cycling on road without significant traffic volumes. Route NW1 is a recreational route and passes through Breedon on the Hill south of the site and provides connections to Worthington and surrounding villages and to Ticknall for onward connection to Swadlincote. The site is therefore well located for cycle access to identified routes and for onward cycle travel to key trip attractors.

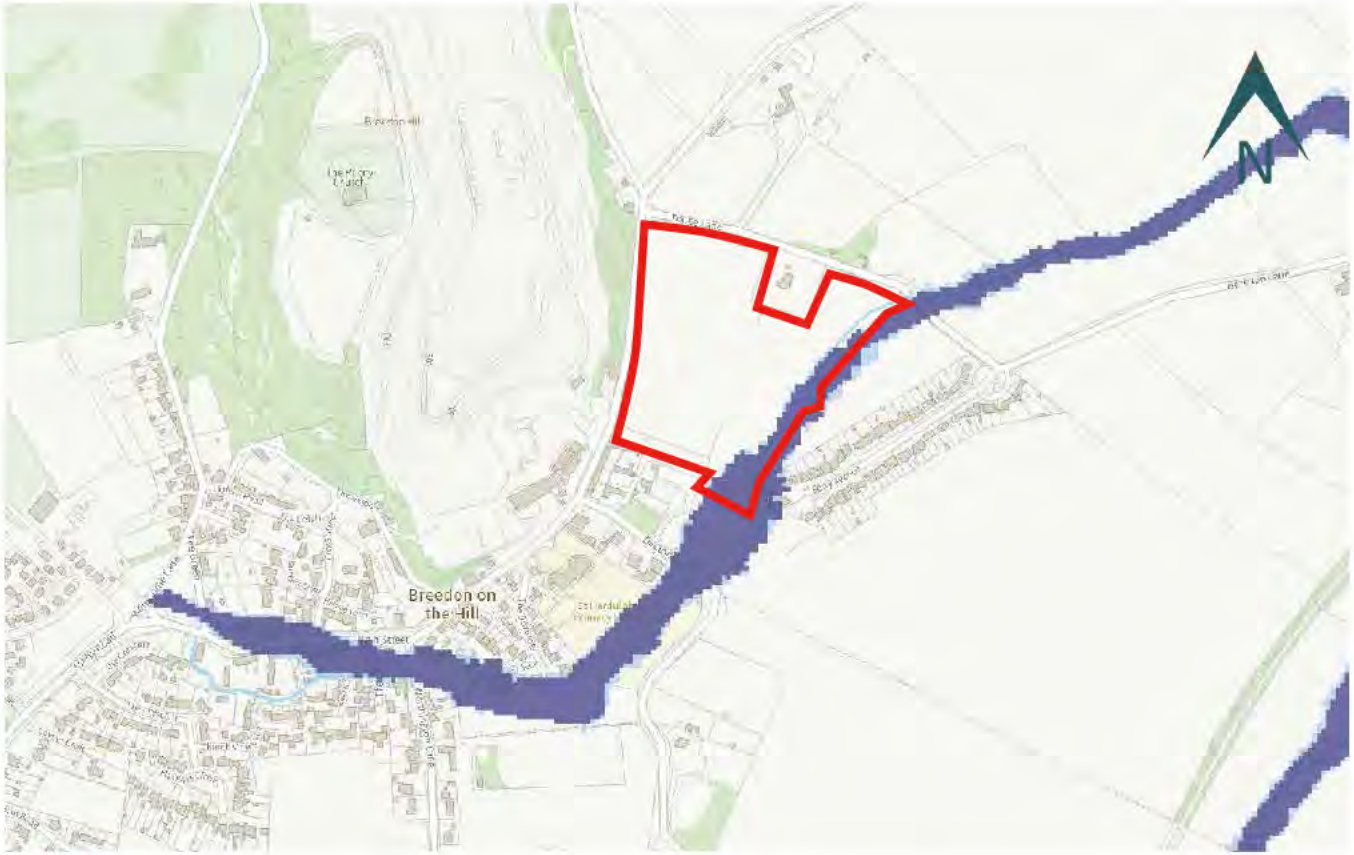
Flood Risk Assessment

A Flood Risk and Drainage appraisal has been conducted for the site; the appraisal demonstrates an unnamed watercourse to flow in a north-easterly direction adjacent to the site's eastern boundary. OS and LiDAR mapping demonstrates that the watercourse enters Breedon on the Hill from the southwest and flows west to east through the village.

Environment Agency (EA) mapping demonstrates the site to be predominantly located within Flood Zone 1, this is with exception to a minor area adjacent to the site's eastern boundary, on land associated with the unnamed watercourse, which is categorised as being in Flood Zones 2 and 3. All proposed development is to be sequentially located outside of the mapped Flood Zone 2 and 3 extents and is to be sited wholly within Flood Zone 1. The majority of the site possesses a very low risk of pluvial flooding, this with the exception of a pluvial flood risk pathway which flows in a north-easterly direction through the most eastern extents of the site. Flood risk from all other sources have been deemed as low.

A 225mm public foul sewer crosses through the site's eastern extents, a statutory 3m protection zone either side of the pipe's centreline, where no development is permitted, is associated with this sewer. It is proposed that the foul flows produced as a result of the development are discharged via gravity into the 225mm public foul network. Severn Trent Water will undertake hydraulic modelling to determine a suitable connection point.

A desktop survey demonstrates the site to be underlain by an impermeable bedrock and soils with impeded drainage, as such the use of infiltration devices onsite has been deemed unfeasible. In accordance with the surface water hierarchy flows should be discharged into the unnamed watercourse adjacent to the site's eastern boundary at greenfield rates, this is to ensure that the proposed development does not increase flood risk. Attenuation is to be provided by a detention basin/pond. The basin is to possess a permanently wet area within its structure, this will provide an array of benefits to the development including improving aesthetics, pollution control, and enhancing biodiversity. Ground levels onsite are shown to decline in a north-easterly direction towards the minor watercourse and 225mm public foul sewer, thus a gravity flow for both foul and surface water across the site has been deemed to be achievable.



Flood Plan

5. The Emerging Design concept

The Design Concept

Three development cells have been set out on the emerging Concept Plan which respond to the constraints and opportunities of the site and its context, establishing a framework for a new residential area that benefits from a mature landscape setting.

Cell A in the southern part of the site is adjacent to the existing urban edge of the village. It is anticipated that approximately 30 dwellings could be accommodated here, something that will be tested as proposals evolve.

It is anticipated that Cell B in the south-eastern part of the site could accommodate approximately 15 dwellings, subject to housing mix.

Cell C in the north-western part of the site could potentially 20 dwellings.

Mature landscape setting

Public footpath

Views to heritage assets

Local venacular

Concept Plan

Layout and Form

Care has been taken during the preparation of these initial proposals to present development cells that;

- Retain the existing trees within the site, which provide a mature landscaped setting for new homes;
- Retain views from within the site to the spire of Breedon Priory, providing legibility and a visual link to a prominent local landmark

In order to respond to the extent of the defined development cells of the thee options shown, it is anticipated that detailed development proposals will need to use creative approaches to the way in which homes are set out, potentially inclusive of courtyards.

There is also the potential for varying densities to be applied to the different development cells, with lower density development likely to be more appropriate in the north and south-east.

At this stage, it is anticipated that buildings would be limited to two storeys in height, as is the over-riding character of the village, although given the level differences that exist between Main Street and the western part of the site, further detailed work may conclude that taller buildings could be appropriate, possibly as split-level dwellings.

Character

The location of this site presents an opportunity to define a new arrival experience at the northern edge of the village, with the development options presented demonstrating how a new built frontage could be defined parallel to Main Street. Levels within the site are likely to mean that the frontage will be set back from Main Street and that ground floor levels will be below the existing level of Main Street, increasingly so toward the south. These level differences may therefore place a greater importance on the quality of the roofscape in this area, both in terms of form and animation and also materials.

The existing mature trees within the site provide an opportunity to create a landscape-led character, which could be complimented by buildings that are either traditionally inspired or contemporary in their form. In either scenario, a materials palette that compliments the existing prevalent colours and textures would be promoted.

Access and Movement

It is currently anticipated that a new vehicular access would be provided into the site from Main Street to serve development cells A and B. Initial design work has been untaken to test this and has confirmed that this can be delivered safely and within the extent of the site boundary and adjacent highway land. The new access would need to address the level difference that exists between Main Street and the site. At this stage, it is considered likely that a vehicular route can be provided from cell A to cell B by the removal of an dead existing tree, avoiding the trees protected by a Tree Preservation Order. Consent has also been granted in the recent past for the felling of several trees in this area and clarification that some trees are not covered by the TPO.

The potential to create a second point of vehicular access to the site is shown in order to access cell C, avoiding any need for the removal of existing trees. Given the quantum of development anticipated in this part of the site, this access could be of a more informal style.

Development cells have been set out to maintain the route of the existing public footpath that crosses the northern part of the site, ensuring an appropriate offset is maintained and that homes could be orientated to provide natural surveillance of it. Additionally, a network of new footpath routes is shown which could form an internal loop of walking routes whilst also creating convenient routes for pedestrians and cyclists to access services and facilities in the village.

Green Infrastructure

A number of landscape guidelines and sensitivities are set out within the LSGIS for any new development within Langley Lowlands LCA. These provide an appropriate solution for development that avoid landscape and visual effects, and where possible enhance the local landscape fabric.

Those of particular relevance to proposed development include:

- *"Avoid siting development on areas of steep landform or where it will be widely prominent within the landscape. Utilise the undulating topography and existing woodland and mature hedgerows to effectively screen development.*
- *Conserve areas free from disturbance with locally important levels of tranquillity, particularly in the sparsely settled western part of the landscape.*
- ***Maintain gaps between settlements** where there has been recent expansion, to preserve the setting the landscape provides to the settlements and their distinct identities.*
- ***Respect the pattern and vernacular of existing development and the setting of the numerous Conservation Areas** within the landscape.*
- ***Protect and where possible enhance semi-natural habitats and networks, including ancient woodland, species-rich hedgerows and wetlands.** Avoid development which could impact upon the SSSIs at Cloud Wood, Pasture Wood and Oakley Wood. Create linkages between habitats where appropriate.*
- ***Respect the setting and integrity of important heritage features** within the landscape, including Scheduled Monuments. Introduce interpretation of these features where compatible with conservation measures.*
- ***Retain distinctive small-scale historic field patterns** where they remain on the edges of settlements.*
- *Seek to **promote and improve existing trails and cycle routes** including the Ivanhoe Way/ National Forest Way, National Cycle Routes 6 and 52 and the Cloud Trail. Link up existing routes where possible and improve off-road routes between the villages, to promote sustainable travel options.*
- ***Design-in the introduction of SuDS** to any new development, addressing any changes in hydrology (and subsequent knock-on effects such as increased diffuse pollution from agricultural run-off).*
- ***The catchment areas of the numerous streams** which flow through the area **should be considered** in particular."*

Proposed Landscape Mitigation

These design recommendations serve to mitigate potential effects in the following ways:

- Avoid unnecessary removal of hedgerows;
- Enhance local tree cover;
- Ensure open, expansive views are not affected; and
- Maintain a generally consistent village edge.

Proposed Landscape Enhancement

Establish a new hedgerow along the western boundary and introduce specimen Oaks trees within POS area to 'emphasise the landform pattern and its undulating form'. This will enhance character of the surrounding area and integrate the site with the wider landscape fabric.

Sustainable Drainage Strategy

A sustainable drainage strategy (SuDS) will be designed as development proposals progress and could potentially include attenuation basins, swales and rain gardens. SuDS features will be designed to compliment the landscape strategy and could include elements that enhance the biodiversity provisions of the development.

Landscape Masterplan

6. Conclusions

This document has set out the known constraints and opportunities that this site presents and explores the potential for how high quality and characterful new homes could be delivered in a sustainable location.

The emerging concept plan is presented for illustrative purposes and Cora Homes are keen to engage with all interested parties to develop an appropriate design response that provides housing growth in a local edge of settlement context.

Breedon on the Hill is demonstrably one of the more sustainable villages in North West Leicestershire and suitable for growth. The Council's preferred Development Strategy in the emerging Local Plan Review seeks to distribute 255 dwellings to the Sustainable Villages tier which includes Breedon on the Hill. The site at Main Street can form part of a balanced selection of allocations across the settlement hierarchy to ensure the housing needs are met and provide a wide range of choice and competition to the market. New housing in this location benefits from close proximity to significant new infrastructure and employment provision and the development proposals would create a logical development parcel contained by built form to the east and south, Main Street to the west and Tonge Lane to the north.

Mature landscape setting

Public footpath

Views to heritage assets

Local venacular

N
Development cell C
Play Area
SuDS
Area of biodiversity enhancement
Wildflower Meadow
Development cell A
Development cell B
SuDS
Application site boundary
Existing (retained) trees & hedgerow
Indicative proposed planting
Proposed tree/hedge removal
Open space
Indicative surface water attenuation basin
Existing Public Right of Way
Proposed pedestrian/cycle link
Proposed vehicular movement
Potential for equipped play/LEAP
View toward Priory Church of Saint Mary and Saint Hardulph
Cliff Cottage (Grade II Listed)
Indicative extent of residential area

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Andrew
Last Name		Large
Job Title (where relevant)		
Organisation (where relevant)	Keller Construction Ltd	Andrew Large Surveyors Ltd
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Packington Allocation A separate document giving a detailed response has been submitted on the viability of the sites known as P5 and P8 within the SHELAA 2021 Assessment of Potential Housing Sites, in comparison to other sites in Packington which have been put forward within the Proposed housing and employments allocation document.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: *Andrew Large*

Date: 14/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Land between Spring Lane and Normanton Road, Packington

Referenced as P5 and P8 in the SHELAA 2021 Assessment of Potential Housing Sites

Figure One: Extract from SHELAA 2021 Assessment of Potential Housing

1.0 Background

Two sites - P5 (Land adjoining 17 Spring Lane, Packington) and P8 (Land rear of 55 Normanton Road, Packington) were put forward during the 2021 SHELAA. The sites were not included in the most recent Proposed Housing and Employment Allocations for Consultation (January 2024 Draft North West Leicestershire Local Plan 2020- 2040) however.

The two sites are located next to each other and under the same ownership, as such we have put forward a scheme that treats them as one site.

This document also seeks to address any issues that may have led to their exclusion, and also assesses the sites suitability in comparison to a neighbouring site which has been included within the Consultation.

Any subsequent application would include a Design and Access Statement, Flood Risk Assessment, Mineral Assessment, Transport Statement , Phase 1 Habitat Survey (followed up with any necessary species surveys), Biodiversity Net Gain assessment and Section 106 agreement plus anything else that the local authority deemed necessary.

2.0 Site Location

The southern part of the site (known as P5) is an almost rectangular parcel of land located to the west of the properties fronting Spring Lane. The site is bound by mature trees and hedgerows. There are residential properties adjacent to the east of the site and additional properties to the west of the site. The northern part of the site (known as P8) is located to the rear of properties that front both Normanton Road and Spring Lane. The site is surrounded by residential development apart from at the southeast corner where there is agricultural land. The site is bound by mature hedgerows and trees. A watercourse runs along part of the western boundary of the site. As part of NWLDC's previous assessment the site(s) gave rise to scheme of 26 houses. The indicative site plan at Appendix one shows a scheme for 23 dwellings plus allowance for National Forest Planting (including public open space) and Biodiversity net gain

The site scores well from a sustainability perspective, with many services and facilities accessible within walking distance. Within Packington there is a village shop, church, primary school, public house, play area and village hall. There is also a bus service to Ashby de la Zouch, as well as a raised footpath.

3.0 Allocation details

Figure two: Indicative Site Plan

Within the SHELAA 2021 Assessment of Potential Housing Sites, the following points were raised in terms of the lands suitability for development.

• Planning Policy

The site is located outside the Limits to Development as identified on the adopted Local Plan Policies Map (2017). The adopted Local Plan identifies Packington as a sustainable village. Within the latest consultation sites which fall outside the limits to development have been included for consultation including one within Packington. This cannot therefore be seen as a reason for exclusion, especially given the sites relationship to existing built form. The scheme would visually represent an appropriate completion of development on this side of the village, representing a natural progression of built form within the village.

• Highways

In terms of the Northern part of the site (P8) a potential constraint was highlighted in that the site did not appear to be able to have access to the public highway without accessing third party land. This constraint has now been overcome as the site can be accessed via the new development at Grove Close as shown shaded blue in the masterplan at Figure two above. The adjoining development now falls under the same ownership, and so no third party land is involved.

It is proposed that this single access is used to access the southern part of the site (P5) also. This helps preserve the hedgerow boundary already in place on the roadside and ensures a good level of screening is retained on the southern boundary. The existing site access has been designed to serve up to 25 dwellings as per the Leicestershire Highways Design Guide

• Minerals

The whole site falls within the Mineral Consultation Area for the potential presence near or at surface coal resources. As such the applicant understands that the County Council would need to be contacted regarding the potential sterilisation of this mineral resource. A Mineral assessment would also be undertaken and submitted as part of a future application.

The site also falls within a Coal Development Low Risk Area, and as such any unrecorded coal mining related hazards found would need to be reported if encountered during development.

• River Mease

The whole site is located within the River Mease catchment. As such we understand that any development needs to allow provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. We understand the necessity to ensure that any pollutants and sediments arising from the development do not reach the River Mease. A Construction Environmental Management Plan can be implemented as part of the application.

• Ecology

There is the potential for badgers to be on site, and as such a Phase 1 Habitat Survey would therefore be submitted as part of this application. Within the indicative plan and above master plan, buffer zones have been incorporated along the hedgerows, and the spinneys and boundary hedges to the south, west and north west. A larger buffer zone has been incorporated on the southern boundary as we are aware there is a candidate local wildlife site close by. The submitted plan is indicative only to show how the two sites can be merged as one, and we would ensure that any forthcoming proposals took full account of the ecology constraints referenced. The combination of the two sites, with one access from the north ensures the site can be developed with minimal adverse impact.

• Availability

The whole site now falls within a single ownership, and can be accessed via the new development on Grove Close, which also falls under the same ownership. The owner is a developer and house builder with a good track record of delivering sites quickly within the district.

As well as the above, we envisage that any development would need to meet the following criteria:

(1) Provision of affordable housing in accordance with draft Policy H5
(2) Areas of public open space
(3) Surface water drainage provision (SuDS)
(4) Provision of a safe and suitable access from the adjacent residential development
(5) Achievement of biodiversity net gain in accordance with national requirements;
(6) Provision of tree planting and landscaping in accordance with draft Policy En3 (the National Forest) the National Forest;

(7) 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.

We are confident that a scheme can be put forward that incorporates provision for all of the above. A Phase 1 habitat survey would be undertaken as part of the application and buffer zones can be incorporated which also meet the requirements of Biodiversity Net gain. The applicant would be happy look at incorporating a lower density and revised capacity to ensure that the required level of biodiversity net gain can be incorporated on site. The attached plan allows for both the provision of a buffer zone and BNG requirements. The indicative site layout shows a scheme of 23 dwelling being brought forward and with allowance for wildlife corridors, biodiversity net gain, national forest planting (to include public open space) and a safe and suitable access. Surface water drainage could be included within the BNG areas.

The applicant understands if approved the scheme will be subject to Section 106 financial contributions.

4.0 Assessment against P4 - Land South of Normanton Road, Packington

Figure three: Extract from North West Leicestershire Proposed Housing and Employment Allocations for Consultation Document January 2024

This competing site has been included within the January 2024 Draft North West Leicestershire Local Plan 2020- 2040 Proposed Housing and Employment Allocations for Consultation, with a proposed density of 18 homes. The scheme would be accessed from a recent residential development to the northeast. The site is located at the edge of the village. Within the allocation document, specific requirements need to be made in order for the site to be deemed suitable.

These include:

(1)Provision of affordable housing

(2) Areas of public open space

(3) Surface water drainage provision (SuDS)

(4) Provision of a safe and suitable access from the adjacent residential development at Century Drive;

(5) Provision of a high-quality landscaping scheme to the southeast and southwest site boundaries to help mitigate the visual impacts of development;

(6) Retention of hedgerows along the southeast and southwest boundaries with the provision of a 5m buffer zone alongside to be retained as open space;

(7) Achievement of biodiversity net gain in accordance with national requirements;

(8) Provision of tree planting and landscaping in accordance with draft Policy En3 (the National Forest) the National Forest;

(9) 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;

(10) Provision of a Mineral Assessment for sand and gravel;

(11) 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

The above list shows that our client's site and the proposed allocation share exactly the same potential constraints. P4 also falls outside the current limits to development boundary.

The indicative site layout how our client's site (combination of P5 And P8) relates much better to the built form when compared against the competing site known as P4. Our site can be considered a naturel completion of development on this side of the village, adjoining residential properties on three side. The site P4 appears to create a new line of built form, intruding into the countryside and creating further opportunity for development to encroach on either side.

4.0 Conclusion

This report and attached plan have demonstrated that the site can be allocated for housing development, as all potential constraints can be addressed, and when compared against the competing site is much better sited in terms of completing a naturel end stop to the village boundary.

APPENIDX ONE – INDICATIVE SITE LAYOUT

ALL DRAWINGS PREPARED BY ANDREW LARGE SURVEYORS LTD ARE TO BE UTILISED FOR PLANNING PURPOSES ONLY

PROPOSED SITE

PROPOSED BUFFER ZONES FOR EXISTING BORDERING HEDGES
INDICATIVE ONLY

PROPOSED MAIN ROAD
INDICATIVE ONLY

PROPOSED PLANTING AREAS
INDICATIVE ONLY

PROPOSED ACCESS

PROPOSED AMENITY
INDICATIVE ONLY

PROPOSED BIN COLLECTION POINT
INDICATIVE ONLY

AndrewLarge surveyors LTD

LAND ADJACENT TO SPRING LANE , AND TO THE REAR OF NORMANTON ROAD
PACKINGTON
LEICESTERSHIRE

PROPOSED SITE
SCALE: 1:500@A1

North West Leicestershire Local Plan: Draft Local Plan Public Consultation

Land off Moira Road, Ashby-de-la-Zouch

Prepared by Fisher German LLP on behalf of Mr R Botham

FISHER GERMAN

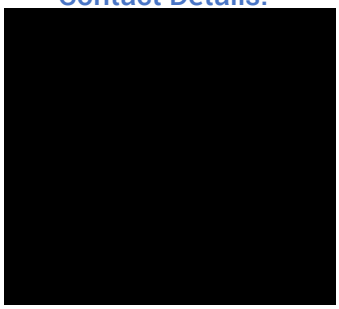
Project Title:

Land off Moira Road, Ashby-de-la-Zouch

Agent:

Fisher German LLP

Contact Details:



01 Introduction

1.1 These representations have been prepared on behalf of Mr R Botham in respect of their land interests at Land of Moira Road, Ashby-de-la-Zouch, as illustrated on Figure 1 below. This includes 2 parcels of land, referred to as land north of Moira Road (SA Reference A25) and land south of Moira Road (SA Reference A26) through these representations for clarity.

Figure 1: Site Location Plan

1.2 On the 19th December 2023, the Government published updates to the NPPF. The transitional arrangements which support the updated Framework confirm at Paragraph 230 that the policies within the updated Framework (December 2023) will apply where Plan's reach Regulation 19 after the 19th March 2024. This means that this Plan will be considered under the provisions of the new NPPF (and potentially any successor document).

1.3 For ease of reference these representations follow the order of the policies in the Consultation Documents. Where we have not commented we have no specific comments at this stage.

02 Representations

Strategic Policies Document

Draft Policy S1- Future Development Needs (Strategic Policy)

2.1 Our client notes and supports the Council's approach and the Council's constructive engagement with the Leicester and Leicestershire SoCG, taking positive steps to ensure that housing needs across the housing market area (HMA) are met in full in accordance with Paragraph 62 of the NPPF. The increase in housing need both responds positively to employment growth opportunities associated with East Midlands Gateway, Freeport and East Midlands Airport and ensuring that Leicester City's unmet needs are met.

2.2 Regardless, whilst there is support for the pragmatic approach adopted in respect of the SoCG, that in itself does not absolve North West Leicestershire from thorough consideration if there are reasons to uplift their housing requirement, considered independently from the SoCG, which is a separate need. The PPG (Housing and Economic Needs Assessment Chapter) states that "*the government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth. The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area*"[1]. It continues "there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates". Importantly, the calculation of a robust housing requirement should be undertaken in isolation and in advance of any consideration of the ability of such need to be met within an area, this should be its own secondary process, to ensure discussions relating to housing need are not predetermined on the basis of supply, albeit clearly this is relevant when establishing the housing requirement for the Plan.

2.3 Paragraph 10 provides a list of situations wherein an increase from base Local Housing Need may be justified, albeit this list is not exhaustive. The examples provided include situations where previous assessments of need (such as a recently produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method.

2.4 The 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) demonstrates that affordable housing need in the district equates to 382 affordable dwellings of all tenures per annum. This

[1] Paragraph: 010 Reference ID: 2a-010-20201216

is a significant quantum and would in isolation represent clear and compelling justification for the housing requirement to be increased. Whilst this might not be to a level which meets this affordable need in full (and given there remains unknowns in relation to the preferred affordable housing policy thus impossible to calculate theoretical delivery across the spatial hierarchy presently anyway), may at least begin to ameliorate this significant shortfall.

2.5 Again, logically such consideration needs to be undertaken in isolation from consideration of Leicester City's unmet need, as when such need is ported through the SoCG, that must include facets such as affordable housing need also. Thus, it cannot be the position that districts meet Leicester City's market need only and use the corresponding affordable delivery to meet only their own needs, as clearly that will leave a significant shortfall when considering the HMA as a whole.

2.6 Considering the above, it is considered that there is a justification for North West Leicestershire to increase its housing requirement to assist in meeting its affordable needs, prior to including the SoCG associated increase from Leicester City. This is a position advocated within the PPG. Finally in accordance with the PPG, this exercise needs to be done entirely independently of any consideration of actual supply, that is a secondary step.

2.7 Finally, the NPPF is clear at Paragraph 22 that where a Plan includes strategic policies, this should look ahead for a minimum of 15 years **from adoption** (i.e. not just the Plan period covering a period of 15 years, but 15 clear years post adoption). This is due to a need to "*anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure"*. The wording adopted by the NPPF is clear and unequivocal, that the 15 year period is expressed specifically as a minimum, which indicates it should be exceeded only. The NPPF could have used more flexible language, but this requirement which has been present in all iterations of the Framework since 2018 is clear this is a minimum threshold. Indeed the NPPF did use more flexible language, however the change from the 2012 NPPF in 2018 was to remove more flexible terminology, with the 2012 document stating that Local Plans should be "*be drawn up over an appropriate time scale, preferably a 15-year time horizon*". This change should therefore be considered as deliberate sign of intent of what is expected by the NPPF in respect of a sound plan period, and to be sufficiently consistent with National Policy (Paragraph 35d).

2.8 The proposed Plan period is to 2040, with a current estimated adoption in 2026 in the most recent LDS. This provides only a 14-year Plan period post adoption, before factoring any potential delays prior to submission or at examination. Officers will be aware that the Charnwood Local Plan is already in its third year of examination, thus highlighting the potential scope for delay. Given this requirement is a matter

of clear soundness, and given there is already insufficient Plan period from the currently best assumed adoption, the Plan period should be extended until 2041/42 at the minimum.

Draft Policy S2 – Settlement Hierarchy (Strategic Policy)

2.9 Our client notes and supports the identification of Ashby as a sustainable settlement and consider it to be capable of absorbing additional levels of growth than that already proposed, particularly if there is an increase in housing requirement as discussed above or a need to ameliorate any housing shortfall due to the application of a more realistic delivery assumption for the Isley Woodhouse new settlement.

2.10 As demonstrated by the Council's Settlement Study (2021) Ashby also benefits from a range of services and facilities, thus many needs can be met within the settlement. Moreover, Ashby de la Zouch is demonstrably the second most sustainable settlement and could reasonably serve a spatial role above Castle Donnington in terms of housing provision.

Draft Policy H1 – Housing Strategy (Strategic Policy)

2.11 This policy contains a number of broad principles in relation to the annual housing requirement, overall housing requirement and approach to affordable housing. The Plan confirms an ambition to deliver the housing requirement plus 10% contingency. We note however that the Council's currently proposed approach is to apply a 10% contingency only to the remaining supply, not the housing requirement as a whole. This means the contingency proposed decreases to only 8.25% when considering the Plan's needs as a whole. This approach induces unnecessarily additional risk as it decreases the proposed contingency, the Council should instead be seeking to adopt contingency as per the housing requirement as a whole.

2.12 It is difficult to comment on the appropriate level of contingency as we are firmly of the belief that this should be entirely interrelated with the spatial strategy adopted. If there is a strong reliance of delivery on un-commenced strategic sites, or other similarly difficult sites, for example those that are reliant on infrastructure provision, remediation, etc, then risk of non-delivery increases and so logically the contingency should increase. Whilst we would always advocate for a balanced strategy with a range of site typologies, we would generally assert that a strategy consisting of a larger number of smaller sites, is generally 'safer' than a strategy which is highly reliant on a smaller number strategic sites. To emphasise the point, one need only look to neighbouring authorities such as Charnwood and Rushcliffe, where plans reliant on strategic site delivery failed (Charnwood Core Strategy (2015) – 3/3 strategic sites failed to deliver as anticipated & Rushcliffe Part 1 Local Plan (2014) – 5/6 strategic sites failed to deliver

as anticipated).

2.13 Recent changes to the NPPF (paragraph 76) which essentially removes the application of Paragraph 11 for the 5-years post adoption of the Plan where that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded. Having regard for both the implications of this new protection and the need for a satisfactory supply to be demonstrated, our anticipation is land supply will be examined far more stringently at Local Plan Examination to confirm this position. This protection should motivate the Council to ensure its land supply is robust as possible at Regulation 19 and Examination, to ensure it can benefit from the protections afforded by Paragraph 76. In that context the greater the level of contingency, the more likely it is that a Plan will be found sound as the risks in that 5-year period of non-delivery will be mitigated.

2.14 However, if the Council wants to rely on this protection, Paragraph 76 of the NPPF is clear that the Council will need to demonstrate a 5-year housing land supply. Having regard for both the implications of this new protection and the need for a satisfactory supply to be demonstrated at examination, our anticipation is land supply will be examined far more stringently at Local Plan Examination to confirm this position. This protection should motivate the Council to ensure its land supply is robust as possible at Regulation 19 and Examination, to ensure it can benefit from the protections afforded by Paragraph 76.

2.15 In the above context, whilst we reserve the right to comment fully, we consider a contingency of 20% is likely to be beneficial. This provides assurances to the Inspectorate that the Plan will be deliverable and not lead to shortfalls in the first 5-years. This will also allow some flexibility if supply is removed at examination in the event that Inspectors challenge the assumed delivery of sites.

2.16 We believe that the removal of the threat of planning by appeal in the 5-years following adoption through Paragraph 76 of the Framework should be regarded as a significant comfort to the Council and should they wish to benefit from such protection, provides very strong justification for delivery of a robust housing supply at submission. In particular the identification of sites which will be deliverable in the first 5 years, as the examination will need to be satisfied that there is a demonstrable 5-year supply for the protections to be afforded. In that context, and as discussed later in these representations, our client's land interests can come forward within the first 5 years. If a draft allocation was confirmed an application could be submitted to demonstrate early delivery.

2.17 We note that the Part 7 of the Policy confirms that the housing provision may be made in Neighbourhood Plans, and that any such provision will count towards the overall requirement of 13,720 dwellings. However, as discussed later within these representations the Council has not provided a requirement for Neighbourhood Plan Groups. This makes it impossible to comment if the quantum provided to each location is appropriate spatially, nor fully understand the implications that this will have on the prospects of delivering the housing requirement.

Draft Policy H7 – Self-build and Custom Housebuilding

2.18 Any policy which advocates for a percentage of plots to be delivered on regular housing sites is not supported. Firstly, we do not see how there can be any evidential justification for creation of a threshold wherein self-build plots will be required. Ultimately any number adopted by policy, proposed 30 in this case, will be largely arbitrary. It will create a hinderance to some sites, whilst not to others, with no real justification as to why, i.e. becomes a requirement for a scheme of 30 dwellings, but not 29, thus in marginal cases encouraging a lower number of units to be delivered to avoid the complications with such a policy.

2.19 There are issues with providing self-build plots within standard open market sites in terms of achieving a comprehensive design and the responsibility for installing utilities (and to what point). There is also the risk that plots will sit undeveloped for long periods of time if they are not sold. Whilst the Policy indicates a period of 12-months for marketing, after which they can revert to standard build housing, this would require new planning permissions which come with their own cost and time implications.

2.20 Housebuilders have confirmed to us that they build at pace and with set routes through sites. This makes it incredibly difficult and impractical to bring independent builders or other organisations onto an operational building site safely. In reality, such requirements may impede development unnecessarily, adding to developer burden without even delivering additional housing units. It is not our understanding or experience that many budding self-builders wish to buy a serviced plot within or adjacent to a modern housing estate. Our experience is for the most part that they are instead looking for more bespoke opportunities.

2.21 While some housebuilders provide a custom build option as part of their product, this cannot be expected across all sites and the entire sector, as it simply not within the business model of many housebuilders. Such requirements could therefore dissuade housebuilders from operating within the District and delay development whilst requirements are negotiated.

2.22 Whilst we appreciate the pressure on the Council to fulfil the requirements of the Self-build and Custom Housebuilding Act (2015), we do not accept that this solution is in the interest of the majority of would-be self- builders, nor housebuilders, who are actively hindered through no real fault of their own. The result being the delivery of no-additional dwellings, as the provision simply eats into supply which would be built out by a housebuilder anyway. Moreover, we do not consider the need as demonstrated at Table 1 relates to the number of plots likely delivered through the operation of this policy which has not been quantified (it would need both justify the percentage of plots chosen and the number of units of the threshold). Our preference therefore is for an approach similar to that advocated in the rest of the policy.

Site Allocations Document

New Settlement (Isley Woodhouse) (IW1)

2.23 The key new allocation is the identification of Isley Woodhouse, which is a significant strategic allocation located south of East Midlands Airport. The Allocation is for a total of 4,500 new dwellings, with circa 1,900 dwellings considered deliverable within the Plan Period. We have no objection to the identification of a strategic site, and as set out earlier within representations the alignment of homes and jobs is an eminently sensible planning solution. We do however have concerns with the quantum of dwellings assumed deliverable by the Council within the Plan period.

2.24 Whilst the Council may point to the delivery of the strategic allocations in Ashby (Money Hill) and Coalville (South East Coalville) (paragraph 4.102 of the Proposed Housing and Employment Allocations Document), we consider this to be somewhat of a false equivalency in respect of the site typology. Moreover, when regard is had for the actual delivery time for the sites referenced, it points to a less optimistic position.

2.25 Whilst we agree that those allocations are strategic in nature, and of a broadly similar scale to that approved at Isley Woodhouse, as a matter of principle it is always going to be more difficult to deliver a new settlement, as opposed to what in essence equates to a sustainable urban extension (Money Hill and SE Coalville). This is because there will be existing infrastructure to serve new residents in the initial phases of development, including utilities, education, etc. In this context, the complexities and costs of planning a new free-standing settlement is likely to take more time in planning and site preparatory stages than SUEs.

2.26 Turning to the two examples and their respective development times, notwithstanding these are considered easier sites to deliver due to their existing relationship with a major host settlement. South East Coalville was first partially allocated in the Local Plan 1991-2006 (adopted 2002), with planning applications submitted in the years 2012, 2013 and 2014 for different parts of the site. However, construction only commenced in 2018/19, some 16 years post adoption of the Plan. In the 22 years since adoption, there have been only 670 completions (Proposed Housing and Employment Allocations Document Appendix 1). Whilst the Council may now be able to point to increasing delivery, which will benefit the emerging Plan through commitments, this does not change the fact that development took significant time to commence. This is our primary concern in relation to the assumptions made in this Plan.

2.27 Turning to Money Hill, Ashby, this was adopted in the extant Local Plan, now as amended by the Partial Review, but in principle first allocated in November 2017. In the 7 years since there has been only 162 completions (Proposed Housing and Employment Allocations Document Appendix 1). There was an expectation in the Local Plan that the full allocation of 2,050 homes were to be delivered within the Plan period – to 2031, some 7 years away from now. This would require 266 units per annum delivery for the remainder of the Plan period to deliver this but given only 66 units are under construction currently this does not seem deliverable. Examination document Ex19 Housing Trajectory, (a trajectory submitted as part of the Examination of the Local Plan) considered that Money Hill would have now delivered circa 560 homes. Therefore, whilst the Council does have some experience with similar, albeit not directly comparable sites, that does not in itself provide the assurances necessary that the delivery rates assumed are deliverable. It is clear in both cases that there has been significant lead in for development to be brought forward and this has been underappreciated by the Council.

2.28 Whilst there is not a trajectory available with assumed lead in times or annual delivery, utilising the proposed 2040 Plan period end date (which may need to be extended to accord with Paragraph 22 of the NPPF which requires a 15-year period post adoption which would appear somewhat optimistic given it would need to be adopted within 2 years), the necessary build out rates based on commencement year would be as follows.

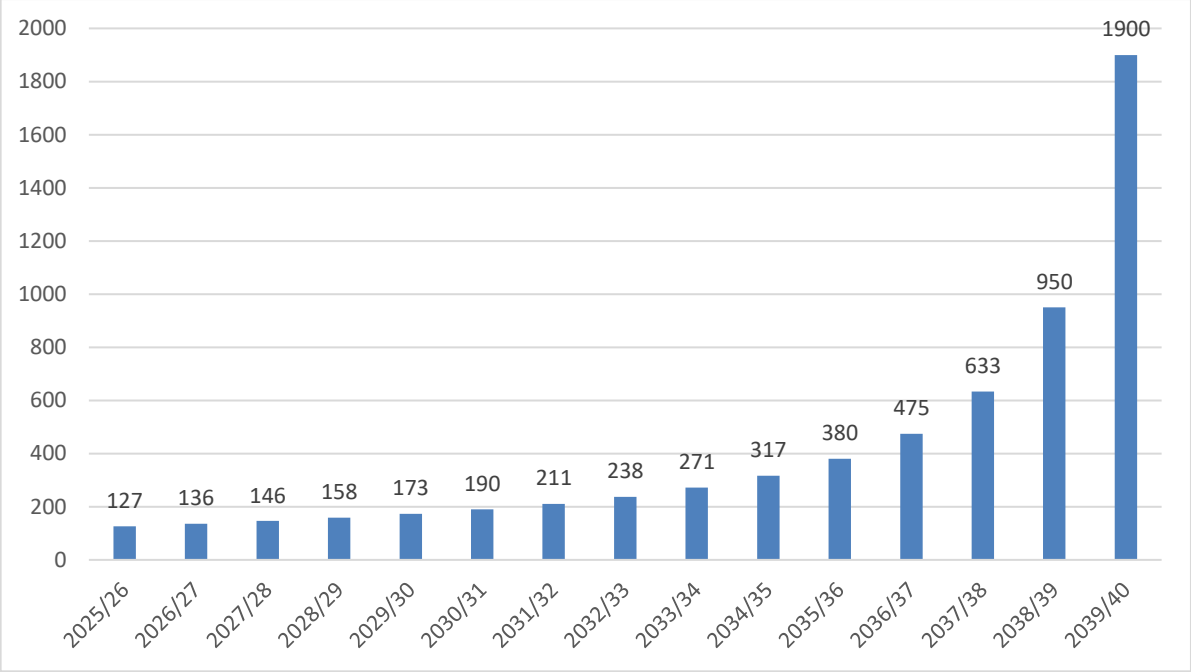


Figure 4: Annual Build Out Rates by Commencement Year Necessary to Deliver Assumed Isley Woodhouse Allocation (1,900 dwellings)

2.29 As can be seen from the above, to deliver the Council's supply assumption of 1,900 dwellings, it is significantly more difficult the later in the Plan period delivery commences. From experience, and evidence such as the Letwin Review, Planning and Housing Delivery (Savills 2019) and Start to Finish: Second Edition (Lichfields 2020) indicate that for a site of this size, average delivery is likely to be in the region of 145-160 dwellings per annum.

2.30 The Planning and Housing Delivery (Savills 2019) report shows clearly at Page 2 that delivery of a higher level, even for sites of this size, is rare (see below).

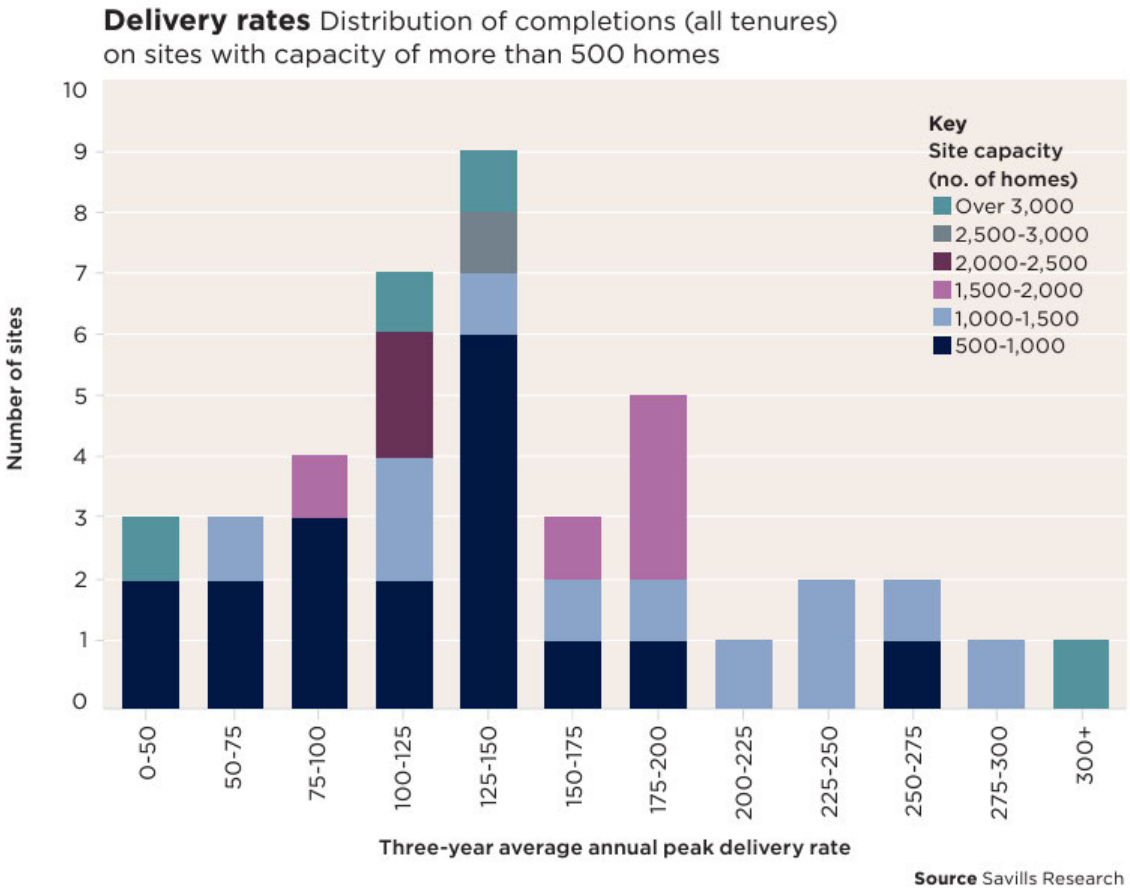


Figure 5: Planning and Housing Delivery Extract (Savills 2019)
(https://pdf.euro.savills.co.uk/uk/spotlight-on/planning-and-housing-delivery---2019.pdf)

2.31 It is noted that the above shows that whilst some sites delivered a higher quantum, peak average delivery was 125-150 dwellings per annum, similar to the 145-160 dpa as per the Start to Finish document. Having regard for Figure 4, to deliver the 1,900 dwellings in the Plan period would require delivery to commence by 2028/29 at the latest, for there to be a realistic opportunity of the site delivering this. Having regard for the history of other strategic sites in North West Leicestershire, this simply is not realistic, particularly given there is no planning application and no clear indication of what evidence is available to support the development of the site at this stage.

2.32 Your attention is also drawn to recent correspondence of the Bedford Local Plan Examination wherein inspectors concluded that the build out rates assumed by the Council on the two proposed new settlements where wholly unrealistic and that they agreed with the Council that there was very little flexibility in the remainder of the Plan. The result being the Council now need to find additional sites to give the Inspector's some assurances that the housing requirements can reasonably be met.

2.33 The Inspector's letter of the 27 November 2023 sets out these fundamental concerns. Paragraph 53 states *"the delivery rate for larger sites is also naturally constrained by traditional factors that would exist regardless, such as master planning and arriving at an acceptable scheme, opening up, providing infrastructure, and resource availability. As such, attaching a high level of premium to delivery rates due to Corridor growth is not a justified approach. It is instead more logical to take a cautious attitude to this issue".* Paragraph 54 continues *"Overall, I am not satisfied that the assumed build out rates for either Little Barford or Kempston Hardwick are based on justified assumptions that are soundly based. This is the case before factoring in the uncertainty around infrastructure delivery timings discussed above and is a view that only hardens once the two issues are considered alongside each other".*

2.34 With regards for implications, paragraph 55 states *"As discussed above, the soundness of the spatial strategy (and therefore the Plan) is fundamentally linked to the deliverability of strategic infrastructure and the reasonableness of the assumptions on alignment with anticipated growth".* It continues *"In addition, the assumed build out rates for the two new settlements on which so much of the Plan's growth relies upon are not based on justified assumptions".*

2.35 Paragraph 56 states *"By the Council's own acceptance, the Plan has very little flexibility built in that may assist with managing either of these issues"*, concluding that *"From the evidence presented, I am not satisfied that housing needs after 2030 would be addressed as anticipated, leaving an overall gap in provision against assessed needs within the Borough across the entire plan period (including affordable housing)".*

2.36 Taking all relevant factors into consideration, the Inspector's letter concludes at paragraph 57 and 58 *that "From the evidence presented, I am not satisfied that housing needs after 2030 would be addressed as anticipated, leaving an overall gap in provision against assessed needs within the Borough across the entire plan period (including affordable housing)… Taking the three issues of assumptions around infrastructure delivery, build out rates, and the reliance on a stepped trajectory together, I am unable to conclude that the Plan meets the tests of soundness at paragraph 35 of the NPPF".*

2.37 Returning to Isley Woodhouse there is no planning application as yet and unless evidence can be provided otherwise, it is assumed matters remain at a relative stage of infancy. If the Council are to rely on any delivery in the Plan period, then significant evidence would be required on matters such as infrastructure availability, highways impacts, service provision and phasing, site specific evidence, etc. At this stage it is not clear if there is anything yet available beyond the ARUP Leicestershire International Gateway: Potential Strategic Sites Infrastructure Study, which was a comparative exercise rather than

supporting evidence. The ARUP report in respect of the allocation concluded the following works will be necessary, albeit is not definitive of how much can be delivered in advance of works.

- Improvements to gas supply in the vicinity of the site, to alleviate capacity issues;
- The provision of a new primary electricity substation;
- Enhancement works to existing Wastewater Treatment Works;
- Provision of new onsite primary and secondary education provision;
- The provision of a new onsite GP surgery;
- Appropriate measures to mitigate flood risk;

2.38 There would also need to be significant highways works as it would be a clearly unacceptable position for this development to impact such critically important roads providing access to the airport, the M1 and employment associated with the Leicestershire International Gateway (LIG). Where development has the potential to impact the National Highway Network, National Highways need to be fully satisfied that there will not be any harm to the operation of the M1 and A42.

2.39 This necessary supporting evidence would be needed for any Regulation 19 publication, as it would not be appropriate or procedurally fair for evidence to be provided afterwards. Based on the evidence published to date in respect of this Local Plan, there is not sufficient evidence to justify either the allocation or the contribution towards the housing supply. Strong evidence in relation to phasing and delivery is required to support any assumptions made in a housing trajectory in respect of site assumptions. Unless such evidence is already well advanced, it is difficult to see how this could be gained quickly and not impact the onward progression of the Local Plan.

2.40 Having regard for realistic assumptions on commencement and build out rates, a shortfall of dwellings is in our opinion inevitable. We assume as an absolute best case scenario the site could commence work in 2032, delivering units in 2034, leaving only 6 years of delivery in the plan Period. This is considered to be highly optimistic and would leave a shortfall of circa 1300 dwellings (based on Years 1-2 starting at 50 dpa, Years 3-4 at 100 dpa, and Years 5-6 at 150 dpa with totalling 600 dwellings over the 6 year period) from this site alone. As noted, this is a very best case scenario, and we consider that in actual fact that no delivery is likely with in the Plan period, leaving a 1900 dwelling shortfall.

Land off Moira Road, Ashby-de-la-Zouch

2.41 In accordance with the points made in the representations above, it is strongly considered that the Council will need to provide additional housing to ameliorate shortfalls likely arising from the identification of more appropriate delivery assumptions for the Isley Woodhouse strategic allocation. This will also be required to demonstrate a suitable land supply and contingency at examination to benefit from NPPF Paragraph 76.

2.42 Whilst the shortfall identified above will require a number of sites to fully mitigate, we consider our client's interests in Ashby de la Zouch should be viewed as attractive, both spatially and in terms of deliverability.

2.43 Turning to the Council's site-specific evidence documents within the SA, the Ashby Housing and Ashby Site Assessment, both promoted sites are assessed against the SA criteria and both sites are considered to score sufficiently well to be considered favourably for allocation. Turning to each in turn, land north of Moira Road (A25) is acknowledged to be within a reasonable distance to a range of services and facilities and is not impacted by red constraints sufficiently to prevent development. It is noted that the site does not front the highway, but the site retains suitable rights of access to enable a suitable access to be formalised over the existing access adjacent to the attenuation pond which relates to the neighbouring development to the east from Moira Road.

2.44 In terms of accessibility, the SA concludes that the site is "*within a good walking distance of informal recreation, formal recreation and public transport. It is within reasonable walking distance of a convenience shop, primary education, secondary education, GP surgery, pharmacy and employment opportunities*". Whilst the town centre is considered to be located further away, it is acknowledged that it can be accessed via a direct and regular (half hourly) bus service (29/29a).

2.45 Turning to the land south of Moira Road (A26), this is helpfully acknowledged as being able to come forward in potential phases, therefore indicating that part of the site could be brought forward as part of this Plan if emerging needs dictate, with the remainder of the land to be utilised in the future. Albeit as discussed below we think there is merit in allocation of the full parcel to allow the site to be delivered comprehensively with a range of benefits and coherent approach to matters such as BNG provision, open space and National Forest planting.

2.46 The SA acknowledges that the size of the site means that "*accessibility across the site varies considerably…parcel A is within good walking distance of primary education, informal and formal recreation*

opportunities and public transport. It is within a reasonable walking distance of secondary education, a GP surgery, pharmacy and employment opportunities. Accessibility on parcels B and C is poorer than parcel A given they are further away from the edge of Ashby".

2.47 Access to the town centre was again not considered to be within a reasonable walking distance of any part of the site, however again all facilities and services in Ashby can be accessed by bus and the closest bus stops are on Bishop Hall Road, c.100m from parcel A (and served by the half hourly 29/29A service). Obviously with development of any combination of site 25 and 26a,b and c there could be an opportunity to add additional bus halts if considered necessary, particularly to achieve greater sustainability on wider parts of site 26.

2.48 The assessment of the site raises constraints relating to built heritage (The Glen), ecology considerations and also the presence of an important footpath (the Ivanhoe Way). Work completed on the site to date by potential development partners have illustrated a masterplan which can respond positively to all of these issues. Initial design work has indicated the careful provision of the requisite woodland planting necessary on the site due to its location in the National Forest provides an opportunity to enhance existing provision of the site's southern boundary and essentially envelope the south and western part of the site, creating a new visual screening which will mitigate development and create a new and attractive woodland boundary to Ashby which corresponds appropriately with the planting to then north west of Asby at Prestop Park Wood. A comprehensive scheme of Site 26 could deliver 350 dwellings, having regard for requirements such as BNG, national forest planting, suitable design etc. There are opportunities for significant areas of the site to be provided for amenity benefit or for the delivery of the requisite BNG and National Forest Planting. Such provision would ultimately mean development was located to the centre and east of the site, closest to existing services and facilities, to allow room for the ecological and tree planting to the west, which makes most sense in design and landscape terms. This helps mitigate some of the issues cited in the SA assessment in respect of accessibility to services. As cited earlier, full consideration would be given to preserving the historic asset the Glen, which is a Grade II Listed building, and also treat suitably the Ivanhoe Way long distance footpath, through offsetting development and inclusion of the route into the sites comprehensive open space strategy. All of these matters will help create a unique and attractive place, which creates a suitable new end to Ashby on Moira Road, without having an unacceptable impact on the separation of Ashby and Norris Hill.

2.49 Both site scores generally comparably with other sites and score significant negative in only 3 criteria;

- SA12 Biodiversity & Geodiversity – All Ashby sites score a significant negative

- SA13Landscape – All sites score a significant negative except for Money Hill (A5), which already benefits from an allocation and permission.
- SA14 Land-use efficiency – All sites score a significant negative except A30.

2.50 The Councils adopted Landscape evidence however (Landscape Sensitivity Study Part 1) assess these sites as part of a larger parcel of land to west and north of Ashby (02ASH-D). The assessment sets out that the landscape of the parcel is associated with areas of National Forest woodland planting and well-maintained arable fields with hedgerow boundaries south of Moira Road, and directly west of Burton Road. The overall landscape sensitivity for residential development across the parcel is assessed to be Medium-Low. In terms of visual sensitivity, there are acknowledged to be some scenic views associated with Prestop Park Woodland in the southern half of the parcel. Views are influenced by mixed commercial use at the settlement edge of Ashby-De-La-Zouch, solar farms, and busy roads crossing the parcel. There is no evidence that views are valued more than at a local level. Due to these factors, the overall visual sensitivity to residential development is considered to be medium-low. Whilst this confirms that the parcel as a whole is not overly sensitive to new residential development, the promoted parcels themselves are considered to be on the lower end of this sensitivity, particularly the northern parcel which has strong level of containment between existing residential development and mature woodland.

2.51 Having regard for the above, the land is considered entirely suitable to ameliorate any shortfall in housing due to the issues discussed within these representations, and the sites can be brought forward flexibly to meet any needs arising, albeit we consider the development of the entire site, particularly A26 in its entirety, enables comprehensive and significant benefits in terms of landscaping, BNG, ecology, National Forest Planting to be delivered in a highly attractive, effective and beneficial manner, which indicates strongly that the site should be allocated in its entirety, even if this exceeds any residual housing need.

BENEDICT DAWSON

From: James Beverley <[redacted]
Sent: 15 March 2024 09:38
To: PLANNING POLICY
Cc: Angela Brooks
Subject: EXTERNAL: NWL Draft Local Plan public consultation - 5 February to 17 March 2024 - Mr Botham
Attachments: Ashby - NWLDC March 2024.pdf

Good morning,

Please find attached to this email representations on behalf of our client, Mr Botham, to the North West Leicestershire Local Plan Consultation, in respect of the their land interests at Moira Road, Ashby de la Zouch.

I trust the contents are clear however should you have any questions please do let me know.

Could you please confirm safe receipt of the attached representations.

Kind regards,

James

[redacted]

FISHER GERMAN

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mrs	
First Name	Kelly	
Last Name	Grove	
Job Title (where relevant)	Parish Manager	
Organisation (where relevant)	Oakthorpe, Donisthorpe & Acresford Parish Council	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy S1 - Future Development Needs		
	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

S1 Disproportionate overspill from city housing to NW Leicestershire. Our District does not share any boundaries with city.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy S2 – Settlement Hierarchy	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

S2 Settlement Hierarchy :

ODAPC disputes Donisthorpe's categorisation as a sustainable village as the Village Store has closed permanently and been converted into residential accommodation.

Oakthorpe – needs improved infrastructure and access to local doctors in Measham.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Potential Locations for Strategic Distribution: Land north of J11 A/M42 p82		
		Proposed policies
	■	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

ODAPC would be broadly supportive of new employment opportunities for local communities but has concerns about increased traffic levels and the visual impact of the proposed development as viewed from the A444 . Support conditional upon :

Sympathetic layout of Warehouses and boundary treatment to limit so far as is possible the negative visual impact upon the A444 (which currently has pleasing rural aspects)

A42 upgraded to motorway standard

Improve weight limit signage to steer HGVs away from nearby villages

To insist all companies (including ones from abroad) using the roads have up to date sat nav to stop HGVs being guided through weight restricted villages.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Proposed Limits to development changes in Donisthorpe (p42-46) and Oakthorpe (p59-61)		Proposed policies
		Proposed housing and employment allocations
	■	Proposed Limits to Development Review

ODAPC is supportive of the proposed changes to limits of development in our parish for the villages of Oakthorpe & Donisthorpe.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy En3 – The National Forest	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

En3 National Forest

Given our position within "The Heart of the National Forest", this policy is extremely important to ODAPC, and we are most disappointed that the proposed policy seems a very watered-down version of the current Adopted Plan policy, with now no mention of "The Heart".

Specifically, the removal of "in exceptional circumstances" from Clause 3, and the total removal of clauses 4 and 5 is completely unacceptable to ODAPC, and early additional consultation with this council and the other wards directly impacted by the National Forest Company vision for The Heart of the Forest, and its impact on the new Local Plan, is considered essential.

Furthermore, ODAPC cannot support the watered-down clause 3 as it leaves the door open for trees that should be planted in or close to our ward being planted miles away, this will not support the local area's development. ODAPC object to this – no exception, *trees not more houses!*

The adopted Local Plan policy is included below for reference:

Policy En3 – The National Forest (p105 – Jan 2022)

(1) Within the area of the National Forest, as defined on the Policies map, Northwest 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 106 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.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy EN1 Nature Conversation/Biodiversity Net Gain	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. **En1**: - ODAPC supports nature conservation/biodiversity.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy En2 – River Mease Special Area of Conversation	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) En2 – River Mease Special Area of Conversation: ODAPC remains very concerned about the condition of the river that drains our catchment. ODA PC is very supportive of the aspect of the proposed policy that seek to prevent new development, individually or cumulatively, further adversely impacting water quality in the river Mease. However, like the Environment Agency and Natural England, ODAPC does not support the use of cesspits/soakaways under any circumstances; **clause 3c is therefore opposed**. If there is no treatment plant capacity and no Developer Contribution Scheme capacity then ODAPC believe planning application approvals MUST have a condition written in **preventing in any circumstances their construction**, until such time as Severn Trent have resolved the treatment capacity issue by pumping-up or another means.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
Policy Ec12 Tourism and Visitor Accommodation	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

EC12 – Visitor Accommodation:

ODAPC will not support development outside limits of development, more consultation needed as there are just too many exceptions to the rules. For example, “Holiday Lodges” now permanently occupied as residential properties. “Weekend Party Houses” creating noise nuisance for existing local residents. “Glamping” sites close by existing residential properties creating noise and other nuisances. ODAPC doesn’t want such developments.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy IF1 – Development & Infrastructure	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **IF1** – ODAPC is supportive of the strategic policy of securing new/enhanced infrastructure from new developments

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy IF2 – Community Facilities	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **IF2** – ODAPC do not agree that there should be no definitive list for 'community facilities', there should be a list of what is a Community Facility to prevent grey areas and potential conflict.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy IF4 – Open Space, Sport, and Recreation Facilities	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **IF4** – ODAPC is supportive of the creation and enhancement of open spaces & sports/recreation facilities, and would challenge the loss of any open space through development proposals

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy IF5 Transport Infrastructure and New Development	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

IF5 – ODAPC would like improvement to existing Cycling/Walking routes as they become more intensively used due to new developments and increased tourism, and all new developments should include social paths and links to existing cycle/walking trails.

There have been numerous reported complaints about accidents/injuries on the trail between Measham and Donisthorpe (the surface of this is totally unsuitable) but apart from a short, 100-yard stretch (about 4-5 years back). This section was resurfaced as ‘a trial’ was after intervention from Sean Sheahan (when he was still a County Councillor). NOTHING else has even been done and matters have just deteriorated further. The trail is not suitable for cyclists, walkers, or wheelchair users.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy IF6 – Leicester to Burton Rail Line	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **IF6** – Ivanhoe Railway Line. ODAPC approve of the policy but would like to see a station at Moira included. Moira was large enough to warrant a station when the line previously operated with passengers, and the community has increased in size since then, plus a station would encourage additional visitors to The Heart of the Forest tourist attractions such as Conkers & Moira Furnace. It would also enable people to commute by train to the area to stay at campsites and the youth hostel. The train service -Leicester/Derby would improve employment opportunities and reducing car journeys, but **adequate car parking** will need considering at all stations.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy IF7 – Ashby Canal	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

IF7 – ODAPC supports the total restoration of the Ashby Canal as it would give a massive boost to tourism in The Heart of the Forest, and good tow paths would provide additional walking/cycling routes to improve existing residents physical and mental wellbeing.

All successful development applications in wards along the restoration route should contribute financially to the restoration of the Ashby Canal. They should also provide for the local parishes improving facilities for the local community'

We don't need more luxury houses in our parish! We are becoming a 'trendy, popular' place to live, getting more so with all the forestry developments, canal restoration etc.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy IF8 – Parking and New Development	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **IF8** - Parking & housing: Times ***have*** changed! Approving developments with insufficient parking spaces cannot be justified. A four-bedroom house is likely to have four cars not 2, and development applications need to accommodate this increased provision, such that there is no need to park on roads. Should also provide electric charging points for cars -think ahead. NWLDC need to be mindful of implications of alternative heat sourcing! ALL HEAT SOURCING IS POWERED BY ELECTRICITY, IS IT REALLY AS GREEN AS WE ARE TOLD? For example-Air source heating: - Needs more electricity to run, NWLDC found this out when they installed this in their council housing recently, Oakthorpe alone had to have a whole new substation as the one at the time would not cope. Ground source heating: - Also needs higher electricity to run plus too many systems in close proximity can freeze the ground around the pipes.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy AP2 – Amenity	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **AP2** Amenity – ODAPC supports the principle that new development should have minimal impact on the living conditions of existing residents

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy AP4 – Reducing Carbon Emissions	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **AP4** – Reducing Carbon Emissions: ODAPC believes this Strategic Policy does not go far enough. New development should have electric charging points and built in solar panels. Building solar panels into roof is easier, cheaper, and more visually pleasing than adding them on later. ODA ward is an ex-mining area with very little mains-gas availability. So suitable heating sources should be carefully considered in all new planning applications – the existing housing stock across the ward is extremely heavy fossil fuel dependent (oil, coal, wood).

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy AP7 – Flood Risk	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **AP7** – Flood risk: ODAPC supports not building on flood plains, the water must go somewhere creating concerns over subsidence with the potential for houses sinking and sink holes opening.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy AP8 – Sustainable Drainage Systems	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **AP8** – Sustainable drainage systems ODAPC asks “what is a major development”? The policy should have a clear definition, any above say 20 houses should incorporate an on-site drainage solution. Council points out just one or two extra developments, (even an extra bathroom in an existing development) puts a MASSIVE strain on drainage in our parish. At present this issue is evident in Oakthorpe! Villages such as ours are paying the price of not reducing the flow of surface water from “small” developments into the existing sewage system – raw untreated sewage is coming up through manholes into gardens and roads during/following heavy rainfall in parts of our ward as a direct result of new development not installing ponds/soakaways but relying instead on the already overloaded sewage system. The policy needs to be wary of Developers subdividing a plot into separate “phases”, each with its own separate planning application, to circumnavigate the need for ponds and soakaways.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy H1 – Housing Strategy	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **H1** – Housing Strategy: as stated under Policy S1 ODAPC asks ***WHY?*** NWLDC is taking 80+% more housing than its base plan to accommodate overspill from an area it has **NO BOUNDARY** with Leicester City.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy H4 – Housing Types and Mix		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary)

H4 Housing Types and Mix: ODAPC is broadly supportive of the mix of 1-2-3-4 bed homes proposed in the policy but would like to see higher 1-2 beds in the "Market" and looks forward to this policy being more evenly operated in future. In addition, ODAPC believes clause 4 of the policy state what proportion of the 1-2 beds should be bungalows, suited to the aging population. ODAPC would also like to see a clause prohibiting the construction of long rows of identical homes, it needs to be more mixed up to promote character in the development.

ODAPC feels we do not need more luxury houses in our parish! There are NO homes being built for our children/grandchildren to buy and none being predicted/promised! ***THIS HAS TO BE ADDRESSED AN INSISTED ON BY NWLDC***.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy H5 – Affordable Housing		
	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary)

H5 – Affordable housing: to meet the needs of our children and grandchildren starting out on the housing ladder 56% of new homes need to be affordable, yet over the past 6 years only 18% of completions have been “affordable”. This needs to change or young people will be forced to move away from the district to be replaced by wealthy commuters buying 4/5-bedroom houses. Lower paid workers and younger people need affordable homes, and ODAPC has great concerns that not enough will be supplied.

ODAPC feels especially since COVID there is an influx of city/town people moving into the area. Our youngsters cannot remain where they grew up as they cannot get homes they can afford. Older people cannot down-size and remain in the area (they don’t want to leave for towns, their roots, friends etc. are all in the area) as there are very few smaller, suitable, properties (bungalows, smaller places suitable for ‘conversion’ etc.) available. The cycle needs breaking so older people move out of bigger, family properties into suitable smaller local homes.

AFFORDABLE HOUSING needed for new couples starting out and older couples wanting to downsize! The whole system is wrong and the reason why all community ‘spirit’ is on the decline. (‘satellite’ villages needed)

On developments of a larger scale, local councils should have more say on the ‘obligatory’ play areas. They should be consulted or even given money to spend as we see fit!

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy H7 – Self-build Housing	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **H7** - ODAPC supports self-building

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Policy H11 – Accessible, Adaptable and Wheelchair User Housing	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **H11** – ODAPC is very supportive of accessible housing.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Employment Land allocation proposed at Oakthorpe p71		Proposed policies
	■	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary)

EMP60 Land at Burton Road (Measham Road) Oakthorpe

ODAPC is broadly supportive due to the potential employment benefit to the wider community, but with 2 conditions.

1) No tall buildings on road boundary - these must be sited at back of site to protect the amenity of nearby residents.
2) Additional screening with trees, should be in keeping with National Forest?
3) There are long-standing drainage problems in the vicinity constantly and adversely affecting nearby residents, and a comprehensive surface water drainage solution needs to be included in the proposals to eliminate future flooding

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Housing allocation proposed in Oakthorpe p56		Proposed policies
	■	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary

Oa5 – Land at School Street Oakthorpe

ODAPC is broadly supportive of this extension to the committed development at Home Farm. However, the latter 28 dwellings were approved/built without due consideration of the impact on the village's sewerage system as a result during persistent heavy rainfall RAW SEWAGE now overflows from various manhole-covers down Chapel Street. The proposed development must include surface water retention for all 75 dwellings in the overall site, an enhancement to the village's sewage capacity, and should only proceed once Severn Trent have resolved their current Treatment Works capacity issues, as ODAPC does not support the use of cesspits even on a temporary basis. ODAPC also has concerns over possible noise levels during construction due to the site being previously open cast mined and hence requiring piling to form a stable foundations.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Housing allocation proposed in Donisthorpe p48		Proposed policies
	■	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **D8 Land off Ramscliff Avenue** ODAPC is broadly supportive, but potential Developer will need to demonstrate this ground is inert. Consider access off Church Street rather than through Ramscliff Avenue itself, as this highway is simply too narrow to safely accommodate construction traffic and the eventual increase in resident traffic. This development should only proceed once Severn Trent have resolved their current Treatment Works capacity issues, as ODAPC does not support the use of cesspits even on a temporary basis.

Please use a separate sheet for each policy, proposed allocation, or specific change to the Limits to Development, you wish to respond to.		
1. To which consultation document does this representation relate? Potential Locations for Strategic Distribution: Land north of J11 A/M42 p82		Proposed policies
	■	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) **EMP82 Land north of J11 A/M42** Council requests an analysis of capacity utilisation in the surrounding area prior to further development - there is a massive amount of current unused warehouse and industrial space in the area. The current site is only 60% used even though council acknowledge it is well place fore distribution across the country. Promises made by IM at the start have not been met (i.e. community hub) The A444 traffic is already unmanageable and dangerous. The A42 need upgrading to a motorway. The impact on the local environment is changing from countryside, villages, and farmland to industrial. Development –will apparently create jobs in local area – but this is very very small. Present employment figures are misleading --IM have not met their local job opportunity promises.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: *K Grove*

Date: 5/03/24

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Our Ref: 1300/A5/GP

15 March 2024

Planning Policy
North West Leicestershire District Council
Belvoir Rd
Coalville
LE67 3PD

Attn: Planning Policy Team

Dear Sir/ Madam,

RE: North West Leicester District Council Draft Local Plan Public Consultation 2024

Proposed Residential Development on Land at Old End, Appleby Magna

Introduction

We write on behalf of Talavera Estates Limited and Alexander Bruce Estates Limited ('the Promoter'), in response to the North West Leicester District Council Draft Local Plan Regulation 18 Consultation. Specifically, regarding their land interests at Old End, Appleby Magna, hereafter referred to as 'the Site' as shown on the location plan at **Appendix 1**.

The Promoter welcomes the draft allocation under reference Ap15 in the emerging Local Plan together with Ap17 for the provision of approximately 32 homes. This letter seeks to address only the southern part of the allocation under reference Ap15 within the Promoters control.

Availability, Achievability and Deliverability

The Site (Ap15) has a single owner wishing to work proactively with the Local Planning Authority to deliver the Site within five years. The Promoter is willing to work in partnership to bring the Site forward in combination with others deemed necessary and suitable to deliver the development. The Site is free from any legal or landownership impediments.

The Allocation of the Site would see the delivery of homes in the first years of the plan contributing positively to housing land supply. Further, the Site does not have any constraints which would impact upon the viability of delivery.

Suitability

Appleby Magna has been identified as a settlement capable of limited development due to its limited services and facilities. The scale of development draft allocated, and possible on this Site is entirely appropriate.

The Site itself is largely free of constraints, and where there are constraints, these can be designed around to ensure a high-quality development. The Site is clearly a logical and suitable infill proposition well related to the existing settlement pattern. There is existing infrastructure up to the Site boundary which is from the previously approved and developed scheme from the Promoters.

We support the Council's understanding that the historic Local Wildlife Site is no longer acting as such, and that the principle of developing the Site as a result is acceptable.

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Registered in England No. 01188070

The Promoter recognises the need for high-quality design given the proximity to the adjacent conservation area, and the need to keep built development outside of Flood Zones 2 and 3. Alexander Bruce is well known for delivering high quality design locally, and recently won the Pro Con award their Main Street and Green Lane, Wilson scheme in North West Leicestershire. A landscape buffer can also be provided to the east as per the policy wording for the Site.

As such, the Site is clearly suitable for allocation and residential development.

Draft Policy Wording – Ap15 and Ap17

We are generally content with the wording of the draft policy. However, we provide the following thoughts:

- We do not believe it is necessary to highlight biodiversity net gain with this now a statutory requirement. It is not a site-specific requirement.
- The policy does not need to refer to S106 contribution as none appear to be specific to the Site itself, and therefore would be expected.

The policy wording itself may require flexibility if the two sites come forward independently, or if Ap17 did not come forward at all. Should Ap17 not come forward, it would not be appropriate for Ap15 to deliver affordable housing and public open space given the scale of development it would provide for (c.5 dwellings).

Draft Policy Wording – S4 Countryside

We believe that the policy wording should be amended to include 'appropriate residential infill development'. There will be certain windfall sites which will be on the periphery of settlements which can make small, but important, contributions to housing delivery and the vitality of settlements. We appreciate this would be for principal towns, key service centres, local service centres and sustainable villages.

Summary

We believe that the Site (Ap15) is a clear and logical allocation which has proven to be available and can be delivered within the first five years of the Plan. It is also largely free of constraints, and the need for sympathetic and high-quality design is acknowledged.

The Promoter is willing to work with others (Ap17) or to bring the Site forward on its own, and they will work actively with stakeholders ahead of any planning submission.

Should you have any questions, please do not hesitate to get in touch.

Yours sincerely,

Gareth Pritchard
Associate Director
on behalf of Stantec UK Ltd

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Housing Need and Supply Summary

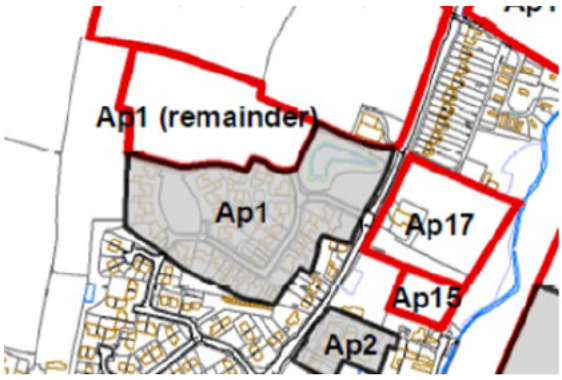
Increase remaining provision required by 344 dwellings to create choice and competition in the sustainable villages and/or within the southwestern part of the District.

Housing Allocations

Add allocation for land West of Measham Road, Appleby Magna

SHELAA Site Ref:

AP1 (Remaining) – Land West of Measham Road, Appleby Magna



The reasons to allocate this land include:

1. Regardless of the affordability uplift factored into the overall requirement figure, there will be no improvement in affordability unless there is choice and competition in the market. A single allocation within Appleby Magna will result in a monopoly position and a developer, capitalising on the National housing shortage, unconstrained in how they price stock.
2. The site is objectively more suitable than the draft allocation (AP17 & AP15). The site has

been used as a construction compound and maintain since the construction of the first phase and as such bio-diversity impact would be minimal and significant net gains could be generated through the development and extensive landscaping possible. The infrastructure to support new homes here already exists; connections to services are present, the SUDS detention basin is sized to accommodate flows from this land and the road access is built.

3. There ought to be significant housing allocated within Appleby Magna, because of the proximity to Mercia Park. The under-construction Mercia Park is within walking and cycling distance of Appleby Magna. Mercia Park is expected to employ 3,500 people and the Local Plan's key development objectives include e.g. the reduction in the need to travel, particularly car journeys, and reduction in emissions.

   The reasoned justification for the creation of an entire new town of 4,500 dwellings at Isley Woodhouse is it's proximity to Leicestershire International Gateway and it notes specifically the significant number of people drawn to the area for employment, the predominance of car travel by employees, the impact on the road network and the associated carbon emissions.

   It is firmly believed that a consistent approach should be taken, in relation to Mercia Park and the 3,500 employees there. At least some employees ought to be given the opportunity to live close to where they work for the benefit of sustainability, both of the individual and of the District.

   Whether additional allocation numbers come from additional supply, or from re-allocation of homes proposed elsewhere, it is clear that further homes in a sustainable village and the closest settlement to where thousands of people work, would accord with the Plan's Objectives that provide a guiding framework for the Plan's policies and proposals and include, *inter alia*:

   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].

   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].

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Signed: [redacted]

Date: 13th March 2023

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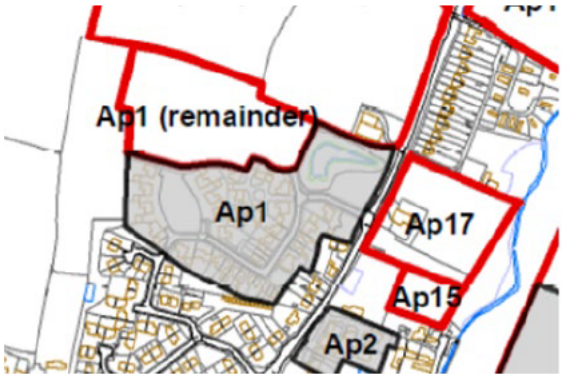
Limits to development for Appleby Magna, should be amended, in accordance with other representations to the draft Local Plan, to incorporate the land within SHELAA site references:

AP1 (remainder) – Measham Road



As has been discussed in other representations, there is a need for an increased allocation for Appleby Magna to ensure choice and competition has an impact on affordability, both within the village itself and for the wider south western rural hinterland of the district.

Furthermore, in order to meet the primary objectives of reducing the need to travel and reducing emissions to minimise climate impact, the Authority ought to be targeting a greater number of new dwellings close to Mercia Park.

Even if the case for increased allocation is not adopted, the limits to development should be adjusted to include this land, it could then contribute to the windfall supply of homes.

The merits of this land are clear, The site has been used as a construction compound and maintain since the construction of the first phase and as such bio-diversity impact would be minimal and significant net gains could be generated through the development and extensive landscaping possible. The infrastructure to support new homes here already exists; connections

to services are present, the SUDS detention basin is sized to accommodate flows from this land and the road access is built.

The site is perfect for development, particularly given the sustainable village location and the proximity to Mercia park, where thousands of people will be working.

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Policy S1

Concern about the overall level of allocations for housing.

The requirement follows the standard methodology dating from 2018, which is little different to the previously-used methodology.

The minimum requirement for NWLDC has been adjusted, principally, to reflect the increased employment land commitments within the district; also increased to address affordability. However, affordability will not be addressed through supply improvements unless there is choice and competition in the market.

The NPPF calls for a significant boost to the supply of housing and emphasises and repeats that the housing figure is a minimum and not a maximum requirement. As such, it is considered that the housing requirement should factor-in additional supply to create choice and competition in the market.

The minimum housing requirement should be increased to allow more allocations of competing sites within settlements of all scales.

There is sufficient competition in Coalville, there are multiple sites at Ashby and the Castle Donnington allocation would compete with the new settlement at Isley Woodhouse.

However, for the entire 15 year plan period there would be no choice or competition within Ibstock, the Local Service centre, or any of the sustainable villages, principally in the south west of the District, including, notably, Appleby Magna which is the closest settlement to the strategic employment area at Mercia Park.

It is considered that the overall housing requirement should be increased, to allow choice and competition and thus improve affordability, through doubling the allocations, at least, for each sustainable village.

This would result in an increased requirement (which ought to be treated as a minimum requirement

in any case) of 334 dwellings for the housing requirement figure.

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Increase remaining provision required by 344 dwellings to create choice and competition in the sustainable villages and/or within the south western part of the District.

Housing Allocations

Add allocation for land West of Measham Road, Appleby Magna

SHELAA Site Ref:

AP3 – Church Street Appleby Magna

AP14 – Bowleys Lane, Appleby Magna

There are a number of reasons why this land would make a suitable allocation:

1. Regardless of the affordability uplift factored into the overall requirement figure, there will be no improvement in affordability unless there is choice and competition in the market. A single allocation within Appleby Magna will result in a monopoly position and a developer, capitalising on the National housing shortage, unconstrained in how they price stock.

2. The two SHELAA parcels (AP3 & AP14) are within the same ownership, they are in a central position in the village, close to the Church etc. and accessible off Rectory Lane, which is the direct route to Mercia Park and only approximately 1km, being a very simple bike ride, or walk to work.

3. There ought to be significant housing allocated within Appleby Magna, because of the proximity to Mercia Park. The under-construction Mercia Park is within walking and cycling distance of Appleby Magna. Mercia Park is expected to employ 3,500 people and the Local Plan's

key development objectives include to reduce the need to travel, particularly car journeys, and to reduce emissions.

4. The land has multiple merits, it could be developed in a conservation style, to minimise impact on the nearby Listed Buildings and setting a new benchmark for design in the District. It could involve significant planting to further mitigate that visual impact. The site could offer policy compliant affordable housing provision and some land could be made available for a cemetery extension, which has previously been an aspiration of the parish.

5. Homes could be grouped around the road junctions at the northern and southern extent and an area of public open space, provided centrally for the amenity of the whole of the village.

The reasoned justification for the creation of an entire new town of 4,500 dwellings at Isley Woodhouse is it's proximity to Leicestershire International Gateway and it notes specifically the significant number of people drawn to the area for employment, the predominance of car travel by employees, the impact on the road network and the associated carbon emissions.

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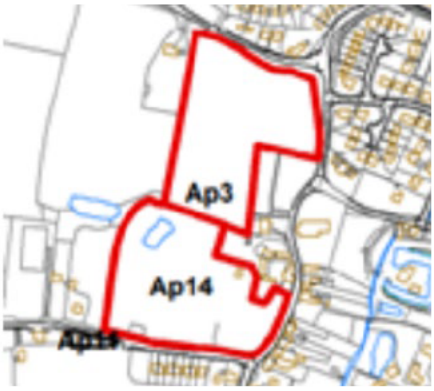

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		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy H1

As discussed in relation to policy S1, the overall housing requirement of the district should be treated as a minimum figure, not a maximum. The 10% flexibility is noted and welcomed, but the allocation of that 10% could be utilised to better effect.

Also as noted, the figure using the standard methodology has been adapted to include a 25% uplift to seek to effect affordability improvement.

However, it is not realistic to hope for, or expect any affordability improvement where there is no choice and competition in the market.

Given this, where there is only a single allocated site within a settlement, it is firmly considered that the allocation for that settlement ought to be doubled and a second, or more allocations to be made, to create the necessary choice and competition to effect improvement to affordability.

This would result in an increased requirement (which ought to be treated as a minimum requirement in any case) of 334 dwellings for the housing requirement figure.

Alternatively, keep the number unchanged, but address the issue through amending allocations.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 13th March 2023

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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Please complete both Part A and Part B.

PART A – Personal Details

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	[redacted]
First Name		Tim
Last Name	Vitoria & Holt	Farley
Job Title (where relevant)		[redacted]
Organisation (where relevant)	Westinghouse Investments Ltd.	Copesticks Ltd.
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy S1

Concern about the overall level of allocations for housing.

The requirement follows the standard methodology dating from 2018, which is little different to the previously-used methodology.

The minimum requirement for NWLDC has been adjusted, principally, to reflect the increased employment land commitments within the district; also increased to address affordability. However, affordability will not be addressed through supply improvements unless there is choice and competition in the market.

The NPPF calls for a significant boost to the supply of housing and emphasises and repeats that the housing figure is a minimum and not a maximum requirement. As such, it is considered that the housing requirement should factor-in additional supply to create choice and competition in the market.

The minimum housing requirement should be increased to allow more allocations of competing sites within settlements of all scales.

There is sufficient competition in Coalville, there are multiple sites at Ashby and the Castle Donnington allocation would compete with the new settlement at Isley Woodhouse.

However, for the entire 15 year plan period there would be no choice or competition within Ibstock, the Local Service centre, or any of the sustainable villages, principally in the south west of the District, including, notably, Appleby Magna which is the closest settlement to the strategic employment area at Mercia Park.

It is considered that the overall housing requirement should be increased, to allow choice and competition and thus improve affordability, through doubling the allocations, at least, for each sustainable village.

This would result in an increased requirement (which ought to be treated as a minimum requirement

in any case) of 334 dwellings for the housing requirement figure.

Declaration

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PART B – Your Representation

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1. To which consultation document does this representation relate?	X	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy H1

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Given this, where there is only a single allocated site within a settlement, it is firmly considered that the allocation for that settlement ought to be doubled and a second, or more allocations to be made, to create the necessary choice and competition to effect improvement to affordability.

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Signed: [redacted]

Date: 13th March 2023

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Please complete both Part A and Part B.

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	Personal Details	**Agent's Details (if applicable)**
Title	[redacted]	
First Name	Michael	
Last Name	Miller	
Job Title (where relevant)	Community Archaeologist	
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
	✓	Proposed housing and employment allocations
	✓	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

SECTIONS CONCERNED:-

Comments concern general aspects of Policies, Housing and Employment allocation, and proposed Limits to Development.

COMMENTS / OBSERVATIONS

Nowhere in any of the publicly available Strategy documents, proposed Policies or material relating to Housing, Employment or proposed changes to Limits to Development can I find any reference to the County's Historic Environment Record (HER).

The NWLDC clearly needs a distinct policy & strategy which ensures the recognition and protection of the Historic Environment Record for North-West Leicestershire. What will be its approach with developers if new historic / archaeological remains are found on proposed development sites? How will such sites be protected / recorded?

Has the NWLDC &/or its Planning and Development Officers consulted with the responsible Officer at County Hall concerning HER sites which may be affected by the new Local Plan proposals? If not, why not?

Has the NWLDC &/or its Planning and Development Officers consulted with the County Planning archaeologist concerning their proposals? There appears to be no evidence in the NWLDC Consultation documents that they have done so.

The County HER is able to provide a QGIS overlay for all sites in the NWLDC area. This will immediately show which historical &/or archaeological sites may be affected by these plans. This should be done and any relevant amendments made - and made available for public consultation and information - before the new Local Plan is presented to a Planning Inspector.

Declaration

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I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Michael Miller

Date:
15-March-2024

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Andrea	
Last Name	Robinson	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	Ashby Woulds Town Council	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? POLICY S1: Future Development Needs		
	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) North West Leicestershire is being expected to take on an inordinate housing provision from Leicester City.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? POLICY AP2: Amenity		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Any developments should not have an adverse impact on the lives of those already in the parishes. There are sadly examples where past and proposed developments have violated that principle and Ashby Woulds Town Council is keen that the principle must be upheld going forward.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
POLICY AP7: Flood Risk		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

AWTC is strongly in favour of not building on flood plains. In addition, developers also need to heed local existing advice with regard to flood risk and the effect any new builds might have on the water table and existing properties. There are examples within AWTC's parish where this advice has gone unheeded, with unfortunate and undesired consequences.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
	■	Proposed policies
POLICY AP8: Sustainable Drainage		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

The sewage system should be able to handle whatever demands are placed on it, but sadly this is not evident throughout the wider district. AWTC would insist that any new development should consider sustainable drainage, as appropriate, such that an already overburdened sewage system is not further compromised.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
POLICY H1: Housing Strategy		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) It is unclear why North West Leicestershire is being asked to take a greater share of additional housing from Leicester City than would seem proportionate.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
POLICY H5: Affordable Housing		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Insufficient affordable housing is being offered, thereby compromising the integrity of the area for local families. NWLDC should be doing more to help with this.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
POLICY EC12: Tourism and Visitor Accommodation		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) The Limits of Development are currently not strictly adhered to, creating situations where - for example within AWTC's parish – a retirement property could be bought in good faith, only to have change-of-use holiday lets directly adjacent go it, thereby both spoiling the quality of life of the unsuspecting buyer as well as precluding a viable sale.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
POLICY IF2: Community Facilities		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) A need for Community Facilities should be properly defined.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
POLICY IF4: Open Space, Sport and Recreation Facilities		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Development should avoid open spaces, to preserve the National Forest setting wherever possible.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
POLICY IF6: Leicester to Burton Rail Line		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

A popular reinstatement, which has the full support of Ashby Woulds Town Council, but the failure to propose a station within Moira is seen as a glaring omission within the Heart of the National Forest. The Ashby Woulds Parish is home to the Hicks Lodge Cycle and Walking Centre, Conkers, Moira Furnace, the Ashby Canal, the YHA and assorted tourist accommodation, so it would be a missed opportunity not to promote this wonderfully rejuvenated area and facilitate community transport within it. AWTC wants to see a station within the parish and urges NWLDC to build this into the plan.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? POLICY IF7: Ashby Canal		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

This ongoing restoration project continues to struggle for funding, but there is no question that the canal in its fully restored state would bring untold benefits to the area, the National Forest and the Parish of Ashby Woulds. It would seem sensible that S106 monies from assorted developments be directed towards this restoration and Ashby Woulds Town Council asks that NWLDC consider this option.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
POLICY IF8: Parking and New Development		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Provision for the charging of electric vehicles should be considered essential.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
POLICY EN2: River Mease Special Area of Conservation		Proposed housing and employment allocations
		Proposed Limits to Development Review

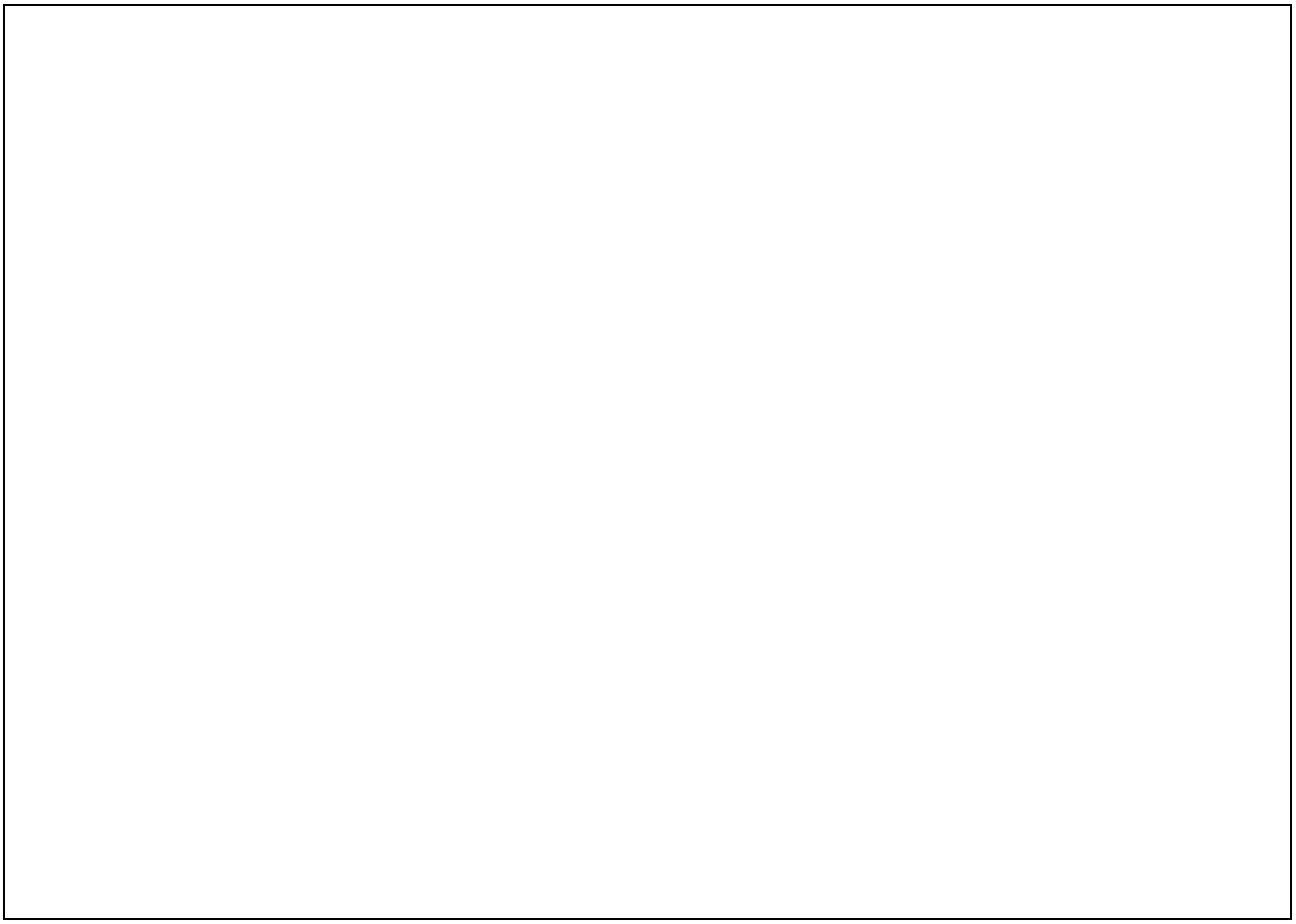
2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

AWTC supports all attempts to limit development within the area bordering onto the River Mease in order that the river's water is not further compromised and until such time as the phosphate levels can be reduced and additional water treatment made available. To that end, articles supporting this within the proposed policy provide some hope. What is **totally unacceptable**, however, is the plan's acknowledgement that cesspits and/or soakaways are a viable alternative in the interim or indeed ever. Ashby Woulds Town Council is **completely opposed** to the installation of cesspits - a view also shared by Natural England and the Environment Agency. The priority should be for Severn Trent to upgrade its treatment facilities or move pollutants away from the area. NWLDC has a duty to protect the environment and its residents and the frankly ridiculous medieval alternative being mooted does neither. Either planning applications should be halted or proposed dwellings remain empty until treatment capacity is restored to viability. Anything less is completely unacceptable.

To fill a district with cesspits in a regenerated area of outstanding natural beauty would be deemed laughable, were it not currently under serious – and totally misplaced – consideration by NWLDC.



PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? POLICY EN3: The National Forest	■	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

It is **very disappointing** that the Local Plan has not been more specific when it comes to the National Forest, as the current Adopted Plan goes into much greater detail. Ashby Woulds parish is in the Heart of the Forest, yet the latest plan does not specifically tie in tree planting within that area – unlike the clear definition of such within the old Adopted Plan - and paragraphs 4 and 5, where the importance to the area of the Heart of the National Forest were stressed at length, are now absent within the new document. As promotion of the National Forest and, in particular, its Heart would seem such an obvious positive for NWLDC, it is worrying that the new document takes the form it does and most certainly begs the question “Why?”

Ashby Woulds Town Council would like an immediate consultation with regard to this and why such a change has been made.

The Heart of the Forest needs promoting – not airbrushing out.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
PROPOSED HOUSING ALLOCATION: Ashby Road, Moira	■	Proposed housing and employment allocations
Page 54: Land off Ashby Road Moira (Mo8)		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

PROPOSED HOUSING ALLOCATION: Ashby Road, Moira

Page 54: Land off Ashby Road Moira (Mo8)

AWTC offers no objection in principle to the proposed development, but would make the following observations:

- That the plan investigates thoroughly that spent mining and the potential for flooding would not cause future problems were the development to go ahead.
- That any such objections be sensibly judged on merit in deciding whether the project went ahead should there be a potential risk to the safety and welfare of residents.
- NOTE that there has already been an example within the parish where problems have been caused through similar revelations not having been suitably heeded.
- Also, a change of the speed limit from 40 to 30mph before this development (approaching from Ashby) would promote safety, as would S106 monies directed to a pedestrian crossing near the roundabout. Additional S106 requests would be dealt with appropriately at the time of planning.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

2. To which consultation document does this representation relate?		
		Proposed policies
POTENTIAL LOCATIONS FOR STRATEGIC DISTRIBUTION: Land North of J11 A/M42 (p.82)	■	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

AWTC supports this move to create local employment, but stipulates the following:

- That when the road infrastructure is developed and modified accordingly to take the increase in traffic - including the adjacent stretch of the A42, which may at this stage require a motorway upgrade - that HGVs are kept away from local villages.

This would need to be much more effectively enforced than at present.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: A. Robinson

Date: 15.03.2024

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First Name	Jonathan	Emma
Last Name	Palmer	Barnett
Job Title (where relevant)		[redacted]
Organisation (where relevant)	MSV Group	Adams Hendry Consulting Ltd
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
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PART B – Your Representation

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1. To which consultation document does this representation relate?		
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	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Land North and South of Park Lane, Castle Donington (CD10)

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

MSV is not in a position to respond to the current consultation on the Local Plan in any meaningful way as the Council has not provided any response to its previous representations submitted on the Development Strategy Options and Policy Options in March 2022.

The proposed approach to the amount of housing growth is not agreed.

The National Planning Policy Framework (NPPF) expects strategic policy-making authorities to follow the standard method for assessing local housing need. The standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.

There may, occasionally, also be situations where previous levels of housing delivery in an area, or previous assessments of need (such as a recently produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method. Authorities are encouraged to make as much use as possible of previously developed or brownfield land, and therefore cities and urban centres, not only those subject to the cities and urban centres uplift may strive to plan for more homes. Authorities will need to take this into account when considering whether it is appropriate to plan for a higher level of need than the standard model suggests (Paragraph: 010 Reference ID: 2a-010-20201216).

Application of the standard methodology would result in a housing requirement of 372 dwellings a year (updated April 2022). What is being suggested by the local planning authority as an appropriate basis for planning future housing development at 686 dwelling a year is significantly above this figure. The justification for this is to meet unmet need from Leicester City Council (LCC).

Planning Practice Guidance does make it clear that it may be appropriate to consider whether actual housing need is higher than the standard method indicates where increases in housing need are likely to

exceed past trends include because of an authority agreeing to take on unmet need from neighbouring authorities as set out in a statement of common ground.

Paragraph 4.9 of the Proposed Policies for Consultation document refers to LCC declaring that it had an unmet but unquantified need in 2017. Firstly, this data is more than seven years old and as the need was unquantified, this statement cannot be relied upon. Secondly, confirmation is required as to whether NWLDC previously agreed to take on unmet need from LCC. If that is the case, then that is already accounted for in the standard methodology.

The standard methodology requires a 35% uplift to be applied to the largest 20 cities or urban centres in England, one of which is Leicester. PPG makes it clear that the increase in number of homes to be delivered in urban areas is expected to be met by the cities and urban centres themselves, rather than the surrounding areas, unless it would conflict with national policy and legal obligations. This is to make sure that homes are built in the right places, to make the most of existing infrastructure, and to allow people to live nearby the service they rely on, making travel patterns more sustainable (Paragraph: 035 Reference ID: 2a-035-20201216).

The 35% 'cities and urban areas uplift' took the overall housing requirement within Leicester City to 39,424 dwellings over the 2020-36 plan period. The submission draft Leicester City Local Plan, currently at examination, only makes provision for 20,730 homes with the remaining 18,700 homes being apportioned to other authorities i.e. more than 47% of the total requirement completely nullifying the cities and urban areas uplift.

North West Leicestershire has agreed to make provision for an additional 5,024 dwellings on greenfield sites to meet needs that should properly be met in Leicester. This is entirely contrary to PPG as set out above. It effectively means that more than 47% of Leicester's housing requirement is being met outside the urban area, completely undermining the cities first approach advocated by the Government and the focus on the redevelopment of previously developed land.

The Leicester and Leicestershire Housing and Economic Needs Assessment (June 2022) notes that North West Leicestershire has a limited functional relationship with Leicester City and on this basis, it should only take 4% of Leicester's unmet need (52 dwellings per annum) leading to an annual housing requirement of only 424 dwellings.

At this stage, MSV maintains its position that the North West Leicestershire Local Plan is making provision for more development than is appropriate and as a consequence a number of the large scale greenfield allocations should be deleted from the emerging plan.

Land North and South of Park Lane, Castle Donington (CD10)

Notwithstanding the above comments regarding the overall housing requirement (which renders the development CD10 unnecessary and/or inappropriate), MSV objects to the development as proposed on land north and south of Park Lane, Castle Donington and in any event wishes to ensure that any such development does not compromise the setting of the Grade II* listed Donington Hall or restrict operation of the motor racing circuit.

The investment MSV has made and continues to make to the restoration of Donington Hall, a nationally significant heritage asset, is significant. The success and long term viability of Donington Hall as a hotel is inextricably linked to the success of the motor racing circuit. Any restrictions (beyond those currently in place) to the level of activity permissible at the circuit will have an impact on its viability and that of

Donington Hall which will in turn have significant ramifications for the local economy.

As the site is located downwind of the circuit, the potential for noise complaints from new residents, particularly those south of Park Lane, will undoubtedly increase without appropriate mitigation. In order to provide greater separation between the new development and the circuit, MSV requests that the southern half of the allocation is excluded from the submission plan.

The baseline heritage report of the site north and south of Park Lane produced by Locus for Mather Jamie Ltd in April 2022 confirms at paragraph 4.3.2 that '*some elements of the site's development cannot be mitigated, specifically the uptake of extensive area of farmland associated with the Donington Hall Estate that form part of the park's extended rural setting. As this is one of the final extensive areas of the park's rural setting, its contribution is accentuated.*'

The ELG review of the baseline heritage report commissioned by the Council acknowledges that the proposed development would result in harm to the setting of Donington Hall, associated structures and grounds. With mitigation (which is unspecified) the report concludes that the overall impacts would be moderate to low.

The conclusion in the ELG review of the baseline heritage report that there would be no general appreciative change to the setting of Donington Hall subject to appropriate design and mitigation is not accepted. The fact that there is a lack of intervisibility from the Hall to the proposed allocation does not mean that there would be no impact to its setting. Historic England's guidance on 'The Setting of Heritage Assets' makes it clear that although views of or from an asset will play an important part in the assessment of the extent and importance of setting, the way in which an asset is experienced in its setting is also influenced by other environmental factors such as noise, dust and vibration and by an understanding of the historic relationship between places. The parkland surrounding Donington Hall makes a significant contribution to its setting and the loss of this historic or aesthetic connection will have an impact on its significance. This is acknowledged in the Locus report.

Confirmation is required that the proposed landscaping/shelter belt planting referred to in the ELG report will achieve its objective as mitigation for the development.

The parameters plan for CD10 shows the area to the west of the allocation as open space. Further information is required as to what this will entail and what degree of screening it will provide to the Hall. The ELG report suggests that this parcel of land should be retained as a naturalistic landscape area reflective of its existing character (paragraph 4.63). This is not reflected in the draft policy.

It is clear that there will be a degree of harm to the designated heritage assets as a result of the proposed allocation. Under the terms of the NPPF, this will need to be balanced with the public benefits of the allocation, which would be challenging given that this allocation is only required to meet the needs of Leicester, which the Government has made clear should be met in the urban area itself and not on greenfield sites in surrounding areas.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 15th March 2024

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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Policy Ec11 – Donington Park Circuit

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Policy Ec11 – Donington Park Circuit

MSV acknowledges the support provided to development of Donington Park Circuit in draft Policy Ec11 however this is limited to that part of the site within the boundaries of the circuit as defined on the Policies Map.

Whilst part 2(c) of the draft Policy allows for motorsport and automotive uses which have a clear relationship with the existing uses at the circuit such as those associated with the design, racing, testing and maintenance of motorsport vehicles, the boundary of the site on the Policies Map is drawn too tightly to permit this to happen in reality, with currently developable space being substantially required for the operation of events held at the circuit. MSV therefore requests that the boundary is amended as shown on Figure 1 attached.

It is not clear why part (3) of the draft policy relates to all development at the circuit. As drafted Policy Ec11 allows for ancillary developments such as those associated with the design and maintenance of motorsport vehicles as well as landscaping works, internal highways and infrastructure. These types of developments are unlikely to generate noise that would be audible to local residents and therefore it is unclear why they would need to incorporate measures to reduce noise impact on local residents. Similarly, they would not generate significant additional transport movements to warrant the requirement to provide improvements in public transport accessibility or other transport measures. A planning obligation can only be required where it is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to

the development. It would therefore be unreasonable for a Local Plan policy to go beyond what is legally required for a planning obligation.

The proposed wording of part (a) of the draft policy is also unclear. The requirement to reduce noise impact on local residents and the wider area suggests that there already is a noise impact or is referring to a theoretical noise impact that could arise from the development. Whilst MSV do not object to the principal of the requirement for those developments which give rise to a material increase in the use of the racetrack or number of visitors, the policy would be better expressed by reference to a requirement to ensure that the noise impact from any new development is minimised.

The requirement to retain existing mature trees and woodland should be caveated with the words 'where appropriate'. The merits of the proposed development should be considered against any harm to existing trees, woodland and landscaping and a judgement reached. The blanket requirement on tree removal limits opportunities for potential landscape enhancement through the replacement of diseased trees or low quality specimens.

Again it is not clear why there is a blanket requirement to conserve or enhance the site's racing and parkland heritage and heritage assets for developments that will have very little impact on these assets. It is noted that there is not an equivalent requirement in draft Policy CD10 (land north and south of Park Lane, Castle Donington) despite the heritage report identifying that the proposed development would result in moderate harm to Donington Hall and associated parkland and structures.

MSV propose the following amendment to part (3) of the draft policy:

(3) ~~All~~ Development at Donington Park Circuit ~~particularly that~~ which gives rise to a material increase in the use of the racetrack or number of visitors will be required to:
(a) Incorporate measures to ensure any additional ~~reduce its~~ noise impact arising from the proposed development on local residents and the wider area is minimised;
(b) Provide improvements in public transport access~~ibility~~ to the circuit 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 (where appropriate) ~~to~~ and provide a landscaping scheme that mitigates the effects of the development on the local landscape; and
(d) Incorporate measures to mitigate the effects of the development on ~~Conserves or enhances~~ the site's racing and parkland heritage and heritage assets and where possible enhance these assets.

Declaration

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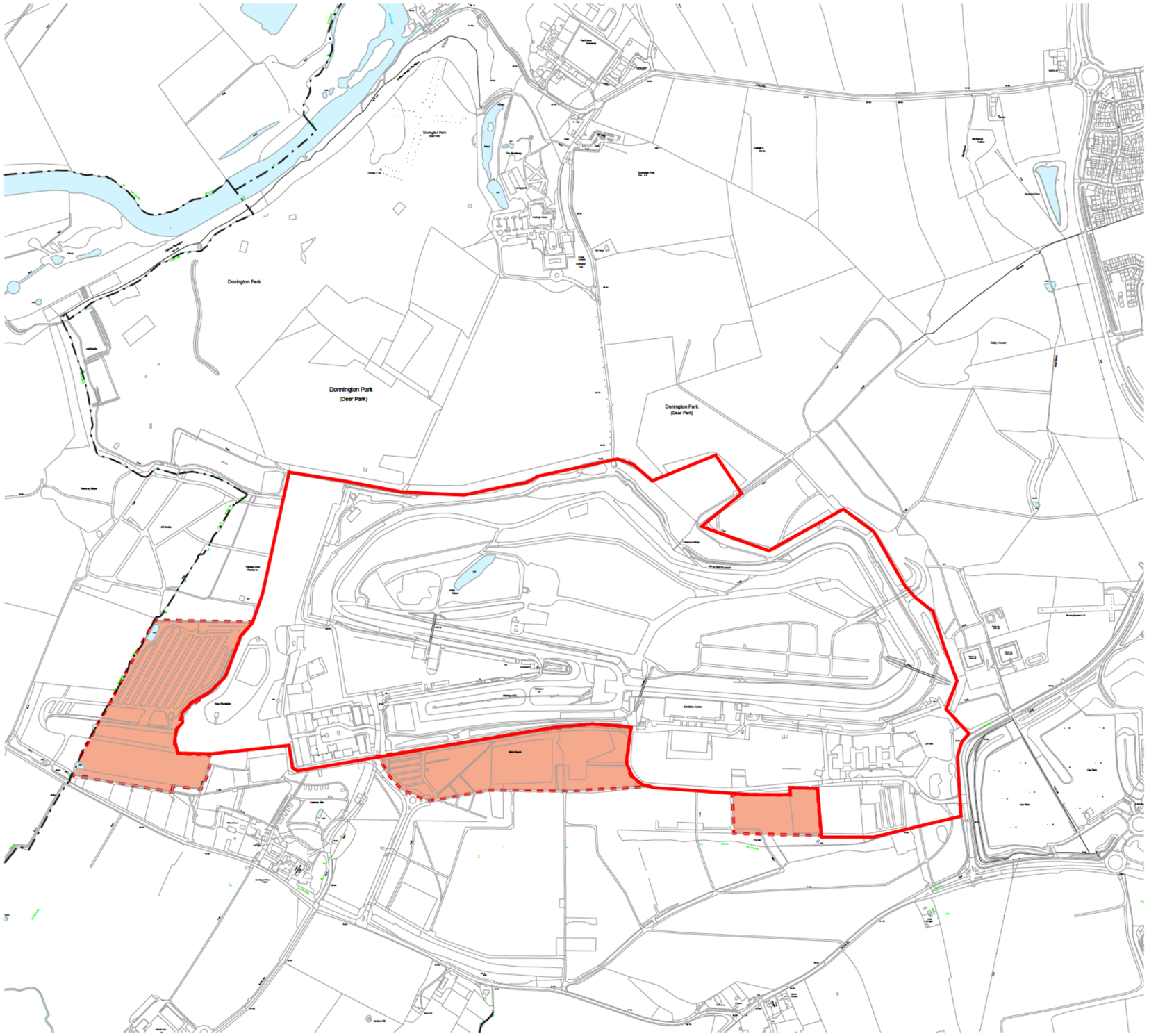

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North

KEY

- District boundary
- Donington Park - Policy Ec7
- Proposed extension - Policy Ec11

Source.
North West Leicestershire Local Plan
Adopted November 2017

Figure 1 :

DONINGTON PARK

Drawn by: NM Date: 120324_B

Scale 1: 10 000 @ A3

0 500 metres

Adams Hendry
Sheridan House, 40-43 Jewry Street, SO23 8RY
T 01962 877414 www.adamshendry.co.uk

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New Settlement: Isley Woodhouse (IW1)

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At this stage, MSV maintains its position that the North West Leicestershire Local Plan is making provision for more development than is appropriate and as a consequence a number of the large scale greenfield allocations should be deleted from the emerging plan.

New Settlement: Isley Woodhouse (IW1)

MSV strongly objects to the inclusion of a new settlement at Isley Walton given its proximity to Donington Park motor racing circuit, which is a significant contributor to the local economy. Any development that prejudices its future operation is likely to have a significant adverse impact on the local economy as well as the viability of the circuit, which is dependent on at least maintaining the current level of activity.

The National Planning Policy Framework makes it clear at paragraph 193 that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and that they should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development in its vicinity, the applicant (or 'agent of change')

should be required to provide suitable mitigation before the development has been completed.

In light of the above, it would be the responsibility of the promotors of the new settlement to ensure that adequate mitigation is incorporated into any scheme to address any issues emanating from the motor racing circuit, and indeed East Midland Airport which operates 24 hours per day. The draft policy for a new settlement at Isley Woodhouse (IW1) requires the submission of a comprehensive masterplan to include a strategy to address the noise from East Midlands Airport and Donington Mark Racing Circuit, including mitigation measures to protect the amenity of residents. The masterplan is likely to require the inclusion of a significant buffer between the motor racing circuit and any residential development, which will impact the quantum of development that is achievable on site.

Paragraph 4.116 of the Proposed Housing and Employment Allocations document suggests that the requirement for a full noise assessment would be required as part of any future planning application and that this is reflected in the proposed policy. MSV supports the requirement for a full noise assessment but as drafted, this is not required by Policy IW1.

The SHELAA considers the capacity of the site based on a gross to net development ratio of 50%, in accordance with the approach set out in the Joint Methodology Paper (February 2019) for the Leicester and Leicestershire Housing Market Area SHELAA. This paper makes it clear that the gross to net development ratio has been determined to allow for items such as roads, green infrastructure and sustainable drainage systems to be taken into account when identifying the developable land available on site. It does not take into account the need to provide employment floorspace, shops, schools and community facilities necessary to make the development sustainable.

In order to accommodate the 4,500 dwellings proposed by the policy at the density suggested in the SHELAA, the site would need to be developed almost entirely for housing. This level of housing development would not allow for the community facilities or employment floorspace required to make the new settlement sustainable.

It is not therefore clear how the Interim Sustainability Appraisal Report of the Site Options (March 2023) can conclude that there would be a minor positive effect for objective SA3 (help create the conditions for communities to thrive) which would require the provision of a new primary school, employment space and local centre, none of which have been allowed for in this development scenario. The suggestion that the degree of self-containment would be such as to conclude that there would be a positive effect under objectives SA3 is not accepted.

The Site Proforma upon which the SA was based suggests that the site is within 800m of Burton to East Midlands Airport, which is assumed to be a bus route running along the A453 to the north of the proposed site. It is not clear from which point of the site the measurement has been taken, as given the extent of the proposed allocation, there will be significant parts of the site that are beyond 800m. The closest primary school and convenience store are located over 5km from the eastern end of the allocation. The A453 has no pavements and is not a suitable walking route to Breedon on the Hill, making the car a necessity for journeys to the primary school and convenience store. The site is not located within 800m of public transport to frequent services (an hourly service is not considered to be frequent) and therefore the SA should be recording a significant negative effect under SA8 (reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs. Paragraph 4.111 of the Proposed Housing and Employment Allocations document acknowledges that even with highway mitigation, journeys by car will be a significant component of all transport movements locally.

The Site Proforma makes no allowance for any employment floorspace on the site and therefore it is unclear how the SA has informed the draft Policy IW1 which requires 23,000sqm of employment

floorspace (industry and warehousing) along the A353 frontage.

Notwithstanding the above, the amount of land potentially available for residential development is likely to diminish further given that a significant part of the site would need to be kept free from residential development due to the potential for adverse effects given that the site is only 400m from the motor racing circuit at its closest point and less than 700m from the runway at East Midlands Airport.

The Sustainability Appraisal acknowledges the fact that the site is located close to both the circuit and the airport and that residents could be adversely affected by high levels of noise and air pollution. A significant negative effect should be recorded under objective SA9 which relates to noise and air pollution however, as it stands, assessment against this objective is recorded as a minor significant effect. It is highly improbable that design alone would be sufficient to mitigate any adverse effects. A significant buffer free of residential development would be required between the airport and circuit.

The western boundary of the site is also in Flood Zone 2 (SHELAA Part 1 Assessment of Sites) and therefore the construction of housing on this part of the site should be avoided, diminishing the available land still further.

A significant part of the site would be unsuitable for residential development which will inevitably have an impact on the quantum of residential development that can be accommodated on site. As the amount of housing decreases so does the likelihood of sustaining the facilities and services essential to make a new settlement sustainable.

The traffic generated by this site, together with the proposed housing allocation to the west of Castle Donington (CD10) and the Potential Location for Strategic Development 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 as acknowledged in paragraph 4.111 of the Proposed Employment and Housing Allocations Document. 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. It is essential that the transport assessment takes into account the impact of the additional development traffic on the operation of the circuit, particularly on race days.

In considering the suitability of the site, the SHELAA notes that any new access onto the A453 which impacts its primary function is likely to be viewed unfavourably. Further evidence is required to demonstrate that the site is deliverable and viable given the constraints to development alongside the significant infrastructure requirements to make the development acceptable.

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From: [redacted]
To: PLANNING POLICY
Cc: [redacted]
Subject: EXTERNAL: NWL Regulation 18 Draft Local Plan Consultation - Land at Church Lane, Ravenstone - Redrow East Midlands
Date: 15 March 2024 11:11:33
Attachments: image881094.jpg
image322400.jpg
image264723.jpg
240314 - NWL Local Plan Reg 18 Represenations - Land at Church Lane, Ravenstone - FINAL.pdf
NWL Reg 18 - Publication Consultation Response Form - Proposed Policies - Church Lane, Ravenstone, Redrow.pdf
NWL Reg 18 - Publication Consultation Response Form - Proposed Allocations - Church Lane, Ravenstone, Redrow.pdf
NWL Reg 18 - Publication Consultation Response Form - Proposed Limits to Dev - Church Lane, Ravenstone, Redrow.pdf

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Good Morning,

Please find attached a formatted version of our representations to the Regulation 18 North West Leicestershire Council Draft Local Plan Consultation on behalf of Redrow Homes East Midlands in respect of their promotion of the site to at Land at Church Lane, Ravenstone.

For completeness, we have also completed the Word Response Form for each relevant Consultation Document (also attached) but unfortunately this does not allow for the whole set of reps to be included in one place, whereas our representations are written to be read comprehensively.

We have submitted representations for the following areas:

- **Proposed Policies**
  - Chapter 4: Strategy
    - Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)
    - Policy S2 – Settlement Hierarchy (Strategic Policy)
  - Chapter 6: Housing
    - Policy H1 – Housing Strategy (Strategic Policy)
    - Policy H2 – Housing Commitments
    - Policy H3 – Housing Provision – New Allocations (discussed in relation to the Proposed Housing and Employment Allocations Document)
    - Policy H4 – Housing Types and Mix (Strategic Policy)
  - Chapter 9: Infrastructure and Facilities
    - Policy IF1 – Development and Infrastructure (Strategic Policy)
- **Proposed Housing and Employment Allocations**
  - Provision Against Identified Housing Requirement
    - Provision Against Option 7b
  - Land at Coalville Lane/Ravenstone Road (R17)
  - Land at Church Lane, Ravenstone – Sustainability Credentials
- **Proposed Limits to Development**

If you could confirm receipt of this documentation in line with this consultation that will be much appreciated.

Kind regards,

Olivia

Olivia Price
Planner
[redacted]

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name		Olivia
Last Name		Price
Job Title (where relevant)		Planner
Organisation (where relevant)	Redrow Homes East Midlands	Boyer Planning
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	**X**	Proposed policies
		Proposed housing and employment allocations
Church Lane, Ravenstone		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Chapter 4: Strategy

Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

Housing Requirement

Strategic Policy S1 sets the overall amount of new development which needs to be provided across the district and guides where this development should go. The new suggested Local Housing Need (LHN) for NWL is proposed to be 372 homes per year. This is based on the Standard Method for calculating housing need. A further 314 homes are suggested to be added to this total to allow for the apportionment from Leicester City, raising the total to 686 homes a year.

The National Planning Practice Guidance (NPPG) document 'Housing and Economic Needs Assessment' (December 2020) is clear in outlining that "the government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth." In addition to this, the NPPG continues by stating that "the standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area" acknowledging that there "will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates".

The NPPG 'Housing and Economic Development Needs Assessments' document provides the circumstances where it would be appropriate to attribute a higher housing need than the standard method relate to instances where increases in housing need are likely to exceed past trends. Circumstances can include but are not limited to when strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or where an

authority agrees to take on unmet need arising from neighbouring authorities, as set out in a statement of common ground.

Leicester City has stated that the city does not have sufficient land available in its area to meet its own housing need in full and neighbouring authorities will need to increase their housing need appropriately to cater for this.

Leicester City is one of the 20 largest urban local authorities in the country and the standard method applies a 35% uplift to its housing need. As a result, Leicester has an unmet need of 18,700 homes to 2036 within the Leicester City Urban Area. The Leicestershire Authorities have committed to working together to address Leicester City's unmet need and a Statement of Common Ground (SoCG) has been agreed to appropriately deal with the matter.

Additionally, the NPPG is clear in providing that the increase in dwellings delivered through the uplift is expected to be met in cities and urban areas, however it is permissive of enabling the uplift to be met in surrounding areas. Furthermore, in line with paragraph 62 of the NPPF in relation to the uplift in certain cites and urban centres, this states the "uplift should be accommodated within those cities and urban centres themselves except where there are voluntary cross boundary redistribution agreements in place". The SoCG has been signed by NWL and this was made in the knowledge of paragraph 62 of the NPPF, and we consider it is appropriate for NWL to therefore continue to support Leicester City in meeting its unmet need.

Paragraph 35 of the NPPF, states that for a Plan to be 'positively prepared' the strategy which it employs should, as a minimum, accommodate for unmet need arising from neighbouring areas, where it is practical to do so and is consistent with achieving sustainable development. For the NWL Local Plan to be 'positively prepared', the unmet need which is to arise from Leicester City should be accordingly distributed across surrounding Leicestershire authorities, which includes that of NWL.

The NPPG is clear in paragraph 2 of the section on Housing and Economic Needs Assessment that the Standard Method "identifies a minimum annual housing need figure. It does not produce a housing requirement figure". The Guidance specifically refers to the circumstance of taking unmet need from neighbouring authorities as a scenario which could justify a higher housing requirement.

The Interim Sustainability Appraisal of the Housing Spatial Options (Sep 2022) considered all the reasonable alternatives for spatial growth within the district and which of these would be the best to carry forward. This considered 4 different options for housing growth and 16 distribution options, however 5 of the distribution options were identified as performing better with high positive effects. Having considered the outcome of this report it was agreed by the Council that Option 7b under the High 2 growth scenario was the preferred development strategy and should be carried forward.

Option 7b details a spread of growth across the entire district at the varying settlement hierarchy tiers rather than a limited number of locations. Under the High 2 scenario recognises an annual requirement of 730 dwellings based on the 2018 household projections, totalling 13,870 dwellings across the plan period.

However, Draft Policy S1 only sets a housing requirement of 13,720 dwellings (686 dpa x 20 years), 150 dwellings fewer than had been defined under Option 7b and the preferred approach brought forward by the Council. The requirement is based on the Statement of Common Ground for the Leicester and Leicestershire's Housing Market Area (June 2022), which identified NWL needing to meet an additional 314 dpa between the period of 2020-2036 to provide for Leicester's un-met need.

It is our view that the Council should seek to go beyond the housing requirement set out by the SoCG as recognised by the preferred growth Option 7b to not only deliver the unmet need required by Leicester but maintain the upward trajectory of delivery which the Council have been able to provide historically under a higher growth scenario. Not to do so would create the paradoxical position of constraining housing delivery at the time of a national housing crisis.

The Framework is clear that effective and on-going joint working between strategic policymaking authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. Joint working should help to determine whether development needs that cannot be met wholly within a particular plan area could be met elsewhere. Leicester City cannot meet its own housing need under any metric, therefore it is the responsibility of the wider Leicestershire Authorities to ensure the overall housing need is catered for within the Plan Period. NWL needs to ensure that it is making provision to meet the needs of both it's own housing requirement and the un-met needs of Leicester City.

Overall, we consider the housing requirement should align with Option 7b under the High 2 growth scenario to account for NWL's housing requirement and a contribution towards meeting Leicester's unmet need as well as incorporating an adequate buffer. This would therefore allow Objective 1 (Enabling Health and Wellbeing) and Objective 2 (Ensure the delivery of New Homes) to be met as identified within the draft local plan, and the benefits brought forward through this housing growth option.

The report produced by the Council to the Local Plan Committee on 17th January 2024 (provided in attached representations - Appendix 1) outlines the requirement under Option 7b in comparison to the actual housing requirement being proposed by the Council as part of the Draft Local Plan. Table 1 below is a snippet of the data shared as part of this report:

Actual proportions based on residual requirement at April 2023 of 5,693 dwellings	Proportion	Total provision based on residual of 5,693	Actual number	Compared to requirement	Actual proportion
Principal town	35	1,993	1,692	-301	30
New settlement	35	1,993	1,900	-93	33
Key Service Centre	15	854	1,126	272	20
Local service Centre	10	569	450	-119	8
Sustainable Villages	5	285	334	49	6
Total provision	100	5,693	5,502	-191	97

Table 1. Comparison of housing requirement under Option 7b to provision proposed

This highlights that under Option 7b, the Council should provide 35% of the housing requirement of the district within the Principal Town. It is evident from the above data that the Council are only proposing to provide 30% of that requirement within the CUA. This is 301 dwellings fewer than what should be delivered within the highest hierarchy tier and most sustainable location.

There is an overall shortfall of 191 dwellings proposed to be provided for within the district which means the Council are only providing 97% of the overall housing requirement, i.e. less than no headroom. Whilst paragraph 5.67 of the Local Plan Committee report states further sites might come forward we view this as unlikely, but is a derogation of the responsibility to plan to meet the district's needs. The robust SHELAA process was only conducted 3 years ago in 2021 where all suitable sites were assessed and proposed. It is unlikely that new sites of a sufficient scale are going to come forward which have not already been identified as part of this process.

Land at Church Lane, Ravenstone would provide capacity for approximately 67 dwellings and would assist in meeting the overall shortfall in requirement. Due to the location of this settlement being close to the Coalville Urban Area would also assist in being sustainable in nature as would benefit from the services and facilities available. This site in particular benefits from a regular bus service which takes 15 minutes to reach the centre of Coalville. We therefore consider further sites should be allocated close to and within the CUA for the Council to meet their housing requirement and we consider Land at Church Lane to be a suitable site to assist in meeting this requirement.

Plan Period

In relation to the plan period, this is set to run from the period of 2020 – 2040. Paragraph 22 of the NPPF requires strategic policies within Local Plans to have a minimum 15 year period from adoption "to anticipate and respond to long-term requirement and opportunities". For the New

Local Plan to be in accordance with this and found sound, the 20 year plan period is supported but the proposed start and end date need to be adjusted in order for the period to run effectively from the date of adoption and to consider possible delays to the planning process and dates of the evidence base being used to support the plan.

The Council updated their Local Development Scheme (LDS) in October 2023, this outlines an adoption date of October 2026. The LDS states that the current consultation (Regulation 18) would have occurred between January – February 2024. It is clear that there has already been a slip to this timeframe with this consultation currently occurring between February – March 2024. It is evident there are already clear delays to the plan's progress, this is particularly relevant as these delays surfaced surrounding the removal of our Client's site at Land at Meadow Lane and the further work needed to be undertaken by the Council to find alternative sites off the back of this decision.

In addition, the majority of the supporting evidence base of the Local Plan has been commissioned and published post-2020. Notably, the HENA and Housing Distribution Paper were published/amended in 2022 and these documents provide a basis for the Housing Options considered as part of the Local Plan. Furthermore, documents such as the Site Assessment Methodology (Nov 2023), Interim SA of the Site Options (March 2023) and Housing Mix Topic Paper (Jan 2024) were all published after 2020 and provide a basis for the emerging policy. The start date of 2020 is therefore inappropriate and given that the Regulation 18 consultation has only just launched, we consider that the start date should be amended to start closer to the likely date of adoption of the plan.

Thus, a consideration of a realistic start and end date for the new Local Plan is required in order to make the plan sound in line with the requirements of the NPPF. We would recommend the start date is amended to 2024 and to reflect this the end date 2044, in line with the proposed set 20 year period defined by the Council. Further consideration should also be given, in the event adoption is 2026 or later to ensure the minimum 15-year period as required by Paragraph 22 of the NPPF is reflected within the plan period from the year of adoption.

<u>Policy S2 – Settlement Hierarchy (Strategic Policy)</u>

As per the Proposed Policies Consultation Document this recognises that much of Policy S2 echoes the settlement hierarchy within the current adopted Local Plan. It also states that the proposed hierarchy was already consulted on as part of the Development Strategy and Options Consultation which took place in January - March 2022.

The NPPF recognises that Local Plans should promote a sustainable pattern of development which aligns with growth and infrastructure, this includes an overall strategy for the pattern, scale and design of places as well as limiting needs to travel by offering development in suitable locations (Paragraph 11, 20 and 105).

Both the Sustainability Appraisal of the Spatial Options (2022) and the Settlement Study (2021) consider the approach to the settlement hierarchy considered by the Council. The SA identifies that NWL historically have supported the growth options which distribute growth across the district and therefore the focus on the growth options considered was on those which focused

"proportionally more growth in the higher order settlements". In support of this, the Settlement Study (2021) marks the use of Sustainable Villages to deliver housing requirement as suitable and concludes by stating the current hierarchy used within the adopted plan is therefore justified and should be retained.

We agree with this assessment and support the approach to use the proposed hierarchy to guide development. However, we consider the settlement of Ravenstone should be considered further as to its placement within this hierarchy. Ravenstone is currently marked as a Sustainable Village meaning it has a limited range of services and can support growth within the defined development limits. We argue the settlement should be further be considered within its locational context being in very close proximity to the Coalville Urban Area (CUA), with the site only being around 1.3 miles away from the town centre and the high level of service provision offered.

Within the village, Ravenstone has a convenience store/post office, primary school provision, local play space and two regular bus services which run to Ibstock and Coalville. The route to Coalville takes 15 minutes from the site and provides direct access to a wider range of services. It is therefore considered that Ravenstone should be assessed taking into account its relationship with Coalville and the ability to accommodate additional housing and benefit from the wider range of services available within the town.

As per the 2022 Reg 18 consultation, a suggestion was proposed to include a new tier to the settlement hierarchy being that of Local Housing Needs Villages (LHNV) which were formally labelled as Small Villages. The reasoning for this change as per the Settlement Study (2021) is to "allow for some villages to grow and thrive" and to recognise that the level of provision is not fixed and may change over time.

We argue that this is not the right approach to sustainability. The reason provided by the Council for the renaming of this tier is due to the changing of provision overtime and we consider that this could be said for any settlement within the hierarchy, all of which are subject to change overtime, and this is something which is not solely applied to just LHNV's.

As per Option 7b this only directs development to the top 4 tiers of the hierarchy (and the proposed new settlement) and does not focus development towards the lower ends of the hierarchy, including LHNV's. In line with this approach we consider growth should be focused towards the higher order settlements to support the overall growth strategy of the plan.

Furthermore, Point 2 of Draft Policy S2 recognises that the new settlement of Isley Woodhouse is an exception to the hierarchy. Having said this within the defined table it is then marked 3rd in the rank. This generates confusion as to the status of the new settlement and if this should be considered separately from the hierarchy or as forming part of the overall classifications. Additional clarification is required by the Council in relation to this to assist in the definition of the new settlement and also the priority of other delivery in other tiers within the hierarchy.

Chapter 6: Housing

Policy H1 – Housing Strategy (Strategic Policy)

Strategic Policy H1 focuses on ensuring the needs of the area are met and making sure this is of the right type, tenure and size. This includes allowing for a range of house types and affordable housing as well as the provision of new facilities and infrastructure to support development.

Point 4 of Draft Policy H1 states "the overall distribution of new homes will be guided by the development strategy and settlement hierarchy (Policy S2)". As previously outlined, the settlement hierarchy calls for development to be more favourably focused towards the higher tiers and that growth is proportionately distributed down the tiers based on the size of settlement. In line with this, Principal Towns are recognised as part of the Development Strategy and Policy Options Document under the preferred growth Option 7b as providing 1,993 dwellings, which equates to 35% of the necessary housing requirement.

A number of Site Assessments were undertaken in order to consider suitable sites within the identified settlement hierarchy tiers. To assist in this process the Council utilised the Strategic Housing and Economic Land Availability Assessment (SHELAA) and Sustainability Appraisal (SA).

The methodology used is summarised below:

- Stage 1 – Site Identification: Identified via the 2020/2021 Call for Sites process.
- Stage 2 – Initial Sieving: To rule out sites which are not suitable for allocation this includes, small sites, housing in smaller villages or hamlets, recently made neighbourhood plans, remote sites, sites within Flood Zone 3b and sites in protected areas.
- Stage 3 – Sustainability Appraisal of All Sites: Comparing each site against the proforma Red/Amber/Green rating (summary outlined in Table 2 below).
- Stage 4 – Detailed Site Assessment: Collating information from the proforma SA and SHELAA.
- Stage 5 – Summary and Conclusions: Reasoning for preferred sites and discounting other sites.

Our Client's site at Land at Church Lane (Ref: R9) was reviewed as part of this assessment. Appendix 2 and 3 (provided in attached representations) provide a snippet of the Ravenstone Site Proforma and Site Assessment which outlines the Council's assessment of the site against the SA objectives.

Table 2 below provides a summary of the site against the SA objectives:

Summary of SA

SA Objectives														
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
++	-	+	++	0	++	-	+	0	0	--	--	--	-	0	?

Table 2. Summary of Sustainability Appraisal Objectives against Land at Church Lane, Ravenstone (R9).

The Proforma Scoring Matrix utilised by the Council in relation to the Site Assessment Methodology shows our Client's site at Land at Church Lane as scoring highly overall against the SA objectives. With the main negatives arising around the coalescence of Ravenstone and Coalville and the impact on the historic environment.

The detailed assessment of the site within the Ravenstone Site Assessment highlights the following areas:

- In landscape terms, the arable fields between Church Lane and the A447 are considered to be of lower quality due to fewer natural features and intact hedgerows.
- The Council's Conservation Officer concludes that the site contributes positively to the significance of the Conservation Area and development of the site would result in 'less than substantial' harm to the historic environment. To minimise the harm, he suggests that the hedges and trees on Church Lane should be retained and development should be pushed back around 45m from Church Lane.
- The site would also reduce the gap between Ravenstone and Coalville, albeit Piper Lane provides a defensible boundary.

Based on this assessment it is clear the areas in which this site scores negatively can be appropriately addressed and the harm caused by these factors is not considered to be substantial. Our Client has considered this in the careful design of the masterplanning process as displayed by the illustrative masterplan (provided in attached representations - Appendix 4) through the retention of the tree boundaries, strengthening of the PRoW and development being set back from the road. Therefore, it is evident that the development of the site could satisfactorily address the concerns raised when assessed via the SA objectives.

The larger site of R1, directly adjacent to our Client's site, would have a much greater impact on the coalescence with Coalville and could be seen as an inappropriate size of development for the

settlement. The robust boundaries of our Client's site at Church Lane help to reinforce that no further spread would occur beyond the defined marked area. Therefore, in line with this we consider that the site should come forward as a proposed allocation in order to assist with the overall need to meet the housing requirement under Option 7b.

In order to meet the requirements of Objective 1 (Enabling health and wellbeing) and Objective 2 (Ensuring the delivery of new homes) enough land needs to come forward to deliver the necessary housing requirement. Therefore we consider that the allocation of Land at Church Lane site would enable these Objectives to be met.

Plan Buffer/Flexibility Allowance

In relation to Point 3 of the Draft Policy, reference is made to a 10% flexibility allowance. As per paragraph 77 of the NPPF, this requires local planning authorities to have an updated annual supply of deliverable sites for a minimum of 5 years. A flexibility allowance or buffer can be applied to this supply to account for unexpected delays in build rates across the plan period or economic factors.

The current adopted Local Plan has a buffer/flexibility allowance of 20% against a period of 6 years. Considering the multitude of unexpected and unpredictable events that can interfere with housing delivery and the critical importance of maintaining a housing supply it is considered that a housing supply buffer/flexibility of at least this figure should be applied to the emerging plan.

Policy H2 – Housing Commitments

Appendix A of the Proposed Housing and Employment Allocations consultation document provides a comprehensive list of housing commitments as of the 1st April 2023. This sets the total amount of projections from 2023 through to 2040 at 6,763.

Of this figure, 4,501 (Approx. 67%) is set to be provided from the large Sustainable Urban Extensions of South East Coalville (2,635 dwellings not yet started) and Money Hill, Ashby de la Zouch (1,866 dwellings not yet started). As recognised by the NPPF often larger scale development such as these take a significant time to deliver and local plans need to take into account the likely timescale for delivery (Para 22). It is often the case that the delivery of larger strategic sites slip due to unforeseen circumstances and therefore the reliance of these sites to deliver the necessary housing commitments is risky and the Council therefore may need to consider further sites to account for an under delivery at these locations.

Furthermore, the next largest housing commitments are from two sites currently at Reserved Matters Approval stage (Land North of Standard Hill and West of Highfield Street, Coalville and Strategic Site (Measham Waterside), Measham). Delivery from these sites is projected to equate to an additional 826 dwellings towards the trajectory. Adding this onto the previous SUE data this accounts for approximately 79% of all the housing commitments identified.

This exemplifies the significant and overly-optimistic reliance that the Council has on only 4 strategic sites for the majority of its housing commitments across the plan period and raises the question as to the likely deliverability of these sites within the plan period.

The Council state Policy H2 will be updated at the Regulation 19 stage of the New Local Plan. It also states this will include commentary around housing commitment sites where previous permissions may have lapsed and where new permissions are required. It is considered that the Council should consider the progress of existing commitments carefully at this stage of plan preparation as under delivery will require further housing allocations to make up any shortfalls. We consider that this should have properly been assessed at this Regulation 18 stage given the Council's approach to publishing draft allocations at this stage of the process. Not to do so casts serious doubt over the transparency and effectiveness of the consultation process.

Policy H3 – Housing Provision – New Allocations (discussed in relation to the Proposed Housing and Employment Allocations Document)

Policy H3 links directly to the Consultation on the Proposed Housing and Employment Allocations document, therefore representations in relation to this policy have been summarised within the relevant form.

Policy H4 – Housing Types and Mix (Strategic Policy)

The Council state in relation to this policy that the most recent Annual Monitoring Report 2021/22 (AMR) does not accord with the housing mix as evidenced by the Housing and Economic Development Needs Assessment (2017) (HEDNA).

In line with this the Council have decided to include figures from the more up to date Leicester & Leicestershire Housing and Economic Needs Assessment (2022) (HENA) in the wording of Draft Policy H4 rather than just within the supporting text.

As per the consultation document, this recognises a number of advantages and disadvantages in relation to the application of the prescriptive HENA mix as part of this draft policy wording. Although the Council have included provision for a 5% variation buffer from the HENA mix profile this is not a sufficiently large buffer and also requires strong justification if any deviation were to occur.

The disadvantages recognised under this approach include:

- Concerns over a more prescriptive policy than the current adopted policy and consideration that the market is a better judge of the most appropriate profiles of homes to deliver and at which point in time.
- Recognising that demand can change overtime.
- A lack of consideration for market homes, that the number of bedrooms is a blunt measure and does not reflect realistic room use, e.g. using a bedroom as a home office.

Paragraph 60 of the NPPF states "The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community." There is therefore a national requirement to ensure a mix of housing is provided.

The NPPF does not set out a prescriptive mix that should be adhered to and considers that this should be reflected in local planning policies and nor does it require one size of dwelling type to be prioritised over others. Instead, it seeks to ensure that those with specific needs are catered and provided for through development proposals (Para 62).

Paragraph 10.43 of the HENA provides further detail in relation to the application of housing mix:

"Although the analysis has quantified this on the basis of the market modelling and an understanding of the current housing market, it does not necessarily follow that such prescriptive figures should be included in the plan making process (although it will be useful to include an indication of the broad mix to be sought across the study area) – demand can change over time linked to macro-economic factors and local supply. Policy aspirations could also influence the mix sought." (HENA, Para 10.43, p.197)

Evidently, as detailed above, the HENA is not to be used on a prescriptive basis for policy making or development management purposes when determining an individual planning application. Site location and area character are recognised as relevant considerations alongside the impact of macro-economic factors and local supply. It is therefore a matter of fact and degree in each case and each planning application should be considered on its merits.

We agree with the disadvantages raised in the consultation document in relation to this approach. We consider that the policy in relation to housing mix should be flexible and not prescriptive. This will allow for robustness over the life of the plan and will more closely reflect what the market can and is willing to deliver, as the plan progresses.

As identified by the Council the latest AMR data does not accord with the HENA approach in relation to housing mix. However, we consider that the AMR data is a more accurate reflection of what types of houses are selling better in the market at that point in time and that market demand for new build housing, is inherently linked to affordability and Government schemes such has Help to Buy which has recently been withdrawn.

Private market housing mix should be considered on a site-by-site basis to allow for an appropriate mix which is in keeping with the local character and context of a given area as well as the requirement of that particular community. The viability of the proposed development of each site should also be considered in the application of an appropriate housing mix as this will often help to guide development, which is why we consider a flexible approach is the most suitable approach to the policy for the Council to take.

Chapter 9: Infrastructure and Facilities

Policy IF1 – Development and Infrastructure (Strategic Policy)

Strategic Policy IF1 recognises the importance of infrastructure to support the provision of all development. The Council identifies that this infrastructure can be physical (new road or school), social (affordable housing) or green (tree planting) in type. This is supported by Paragraph 11 and 20 of the NPPF which requires growth to be aligned with the provision of infrastructure and that this should be a range of provision.

To understand the likely infrastructure requirements the Council commissioned an Infrastructure Delivery Plan (Part 1) (2022) (IDP). In relation to Sustainable Villages this considers these locations to be able to suitably deliver under the Higher Growth option 2 scenario. In particular there is mention of the Sustainable Villages which have primary school provision and are seen as easier locations in which to accommodate growth over that of Ibstock, Kegworth and Measham. Ravenstone would be supported by this having a primary school within the settlement.

We are supportive of this policy and consider that it is a fundamental part of the soundness of the plan to ensure that necessary infrastructure is identified and delivered as part of the allocation of new development sites.

In particular, our Client's site at Land at Church Lane would allow for new and existing improvements to infrastructure in the form of improved pedestrian links, open space and areas of play.

The Proposed Housing Allocations for Consultation document outlines that 200 dwellings will come forward as part of the Coalville Town Centre Regeneration area and that these dwellings will be delivered across various brownfield sites within Coalville.

The concept of these, as of yet unidentified, brownfield sites was first proposed to the Local Plan Committee during a meeting held on the 17th January 2024. We understand that this was because Members instructed Officers to find further brownfield sites following the removal of Land at Meadow Lane, Whitwick. The report produced to support this agenda item states:

'it is clear that there are a number of opportunities for new housing development which utilises brownfield sites. However, more work will need to be undertaken to establish an exact number and also which specific sites should be identified. This will need to be completed by the time a Regulation 19 plan is agreed to provide the level of certainty that will be required at Examination stage.'

At this stage due to these sites not being identified and the high risk of site remediation, abnormal costs and lower land values when dealing with brownfield sites may mean that the provision and viability of necessary infrastructure provision could be limited. For the plan to be found sound, the Council will need to carefully ascertain the deliverability of these sites once they have been identified.

Additionally, we have also considered the conclusions drawn as part of the Infrastructure Delivery Plan (IDP) in relation to the proposed new settlement, Isley Woodhouse. The IDP states:

"In order for this to become a genuinely sustainable location for new development, it is important that it is supported by as much self-contained infrastructure as possible on site." (IDP, p. 62)

The IDP goes on to further state that the highways network will face significant congestion if not appropriately mitigated and a new bus route would need to be created. We would question how much work, if any, the Council have done in relation to the viability of delivering new

infrastructure for new schools, healthcare and community facilities in addition to the significant highway network mitigation and sustainable transport provision provided. We consider that the Council should identify with the relevant providers and ensure such infrastructure is properly considered as part of the Plan Wide Viability Assessment.

We consider that from a sustainability perspective, it would be spatially preferrable to locate new development where there is existing infrastructure is in place such as Castle Donington and within the already identified Sustainable Villages where existing infrastructure could be more easily and viably mitigated against and improved. Furthermore, Land at Church Lane, Ravenstone has already been shown to raise no highways concerns and access from the site has been demonstrated within the Ravenstone Housing Site Proforma.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed

Date: 15.03.2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

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The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

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Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
	X	Proposed housing and employment allocations
Church Lane, Ravenstone		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Commentary on the Sustainability Appraisal and review of the assessment for Church Lane will be undertaken to highlight the sustainable credentials of the site. Emphasising the suitability, availability and deliverability of the site that should be included as a housing allocation.

Provision Against Identified Housing Requirement

Provision Against Option 7b

The Proposed Housing and Employment Allocations Document provides a breakdown of all the proposed housing sites being put forward for allocation. A summary of the overall numbers against each settlement within the Settlement Hierarchy has been provided below.

Settlement Hierarchy Tier	Number of Dwellings (Approx.)
Principal Town	1,666
Key Service Centres	2,326
Local Service Centres	450
Sustainable Villages	334
New Settlement	4,500 (only 1,900 will be delivered under this plan period)
Total Number of Dwellings delivered via Proposed Housing Allocations:	**9,276 (6,676 including provision of new settlement deliverable within this plan period)**

Table 3. Summary of Number of Dwellings per Settlement Tier proposed to arise from the Draft Allocations.

We consider to address this deficiency and to accord with Option 7b, further housing allocations should be provided for within the Principal Town and across sustainable locations within the District.

Following the removal of the original proposed draft allocations but forward by the Council, the following changes were made to the proposed draft allocations. These changes have been shown in Table 4 below via striking through and red text:

Address	SHELAA Site Code	Number of dwellings (Approx.)
Principal Town – Coalville Urban Area		
~~Rear of Bardon Road~~	~~C21~~	~~26~~
Land at Broom Leys Farm, Broom Leys Road	C46	266
South of Church Lane, New Swannington	C48	283
Jack's Ices, North of Standard Hill	C50	108
Church View, Grange Road, Hugglescote	C61	10
Land at Lilly Bank, Thringstone	C74	64
~~Land off Meadow Lane, Whitwick~~	~~C76~~	~~400~~
186, 188 and 190 London Road	C83	50
Land at Coalville Lane / Ravenstone Road	R17	153
Broad location, west Whitwick	C47 C77 C78 C86 C81	500
Coalville Town Centre Regeneration sites	TBC	200
Former Hermitage Leisure Centre	C92	32

Principal Town Total		~~**1,594**~~ **1,666**
Key Service Centres – Ashby de la Zouch and Castle Donington		
Land at Money Hill, Ashby de la Zouch	A5	1,200
South of Burton Road, Ashby de la Zouch	A27	50
Land north and south of Park Lane, Castle Donington	CD10	1,076
Key Service Centre Total		**2,326**
Local Service Centres – Ibstock, Kegworth and Measham		
Land off Leicester Road, Ibstock	Ib18	450
Local Service Centre Total		**450**
Sustainable Villages		
East of Measham Road, Appleby Magna	Ap17	32
Land off Ramscliff Avenue, Donisthorpe	D8	32
Land between Midland Road and Leicester Road, Ellistown	E7	69
Lane off Swepstone Road, Heather	H3	37
Land off Ashby Road, Moira	Mo8	49
Land at School Lane, Oakthorpe	Oa5	47
Land south of Normanton Road, Packington	P4	18
Land at Heather Lane, Ravenstone	R12	50
Sustainable Villages Total		**334**
New Settlement		
Land at Isley Woodhouse	IW1	**1,900 (within plan period)**
Total Provision		~~**6,604**~~ **6,676**

Table 4. Table showing changes to Proposed Housing Allocations.

The provision of housing sites proposed within the Principal Town and the subsequent total provision has been amended to remove Land at Meadow Lane, Whitwick for 400 units, remove 26 units from Bardon Road due to the site being undeliverable as a result of highway works to the A511 and to instead include 200 un-identified units from brownfield sites within Coalville, add 32 units from the former Hermitage Leisure Centre and to add 266 units from Broom Leys Farm in the AoS.

As previously outlined within Section 2 under Policy H1, our Client's site at Land at Church Lane was submitted during the Call for Sites exercise and subsequently assessed during the 2021 SHELAA. Following this assessment, the Council then produced a number of site proformas which considered the merits of each SHELAA site submitted against the Sustainability Appraisal Objectives.

In summary as part of the Ravenstone Site Assessment it was concluded:

"The site is being promoted on behalf of a housebuilder and its availability was last confirmed earlier in 2023. The promoters have prepared a range of technical studies and an illustrative concept plan. Questions over its suitability relate to its potential impact on the historic environment and the reduction of the gap between Ravenstone and Coalville." (Ravenstone Site Assessment, p. 8).

The report shared to the Local Plan Committee on 17th January (provided in attached representations - Appendix 1) outlined a number of factors generated as a result of removing the original proposed allocations put forward by the Council. It was outlined that this decision would impact the agreed housing distribution under Option 7b.

The below table outlines the distribution of housing growth under Option 7b as recognised by the Council:

	Proportion from Option 7b (%)	**Total provision based on residual of 5,693**
Principal Town	35	1,993
New settlement	35	1,993
Key Service Centre	15	854
Local service Centre	10	569
Sustainable Villages	5	285
Total	100	5,693

Table 5. Distribution of Housing under Option 7b – Shared as part of Local Plan Committee 17.01.24

The Council stated, that of the sites submitted and assessed as part of the SHELAA, around 1,800 of these were within the current Area of Separation (AoS). Therefore, by removing these sites from consideration resulted in the potential number of dwellings reducing from around

4,200 to 2,400. There is currently a shortfall on around 800 dwellings within the Coalville Urban Area under Option 7b. Overall across the district there remains a shortfall of around 300 dwellings.

Most importantly, paragraph 5.30 of the Local Plan Committee report concludes that by not allocating any land within the AoS would generate a shortfall of 300 dwellings and that for the plan to be found 'sound' more land within the AoS would need to come forward, in addition to the land at Broom Leys Farm.

Even with the reinstating of Land at Meadow Lane, Whitwick (C76) which has been removed as a proposed draft allocation this would still result in a district wide shortfall of 202 dwellings.

The solution to make the plan sound, would be to allocate additional sites for development which are located in sustainable locations. This would include our Client's site at Church Lane, Ravenstone. The site has good access to a range of services, has strong links and is within close proximity to the CUA. In doing so would allow for the shortfall under Option 7b to be met and would mean no further land within the AoS would need to be allocated for development. The site should therefore be allocated for development on this basis.

Overall, in its current state the plan does not accord with paragraph 11 of the NPPF and is not 'sound'. This is due to the Council disregarding its own evidence base and not meeting the housing requirements as set out under Option 7b.

Land at Coalville Lane/Ravenstone Road (R17)

In addition to the above, we argue further consideration is needed in relation to the proposed allocation at Land at Coalville Lane/Ravenstone Road (R17). Although this site falls within the parish of Ravenstone it is being classed as development within the Coalville Urban Area (CUA).

It is understood that this proposed allocation is part greenfield and part brownfield in nature. Within the Allocation Consultation Document the Council state that the northern part already has planning for 105 dwellings (21/00494/OUTM). Figure 1 below highlights the greenfield part of the site in blue which is subject to the granting of Outline Planning permission.

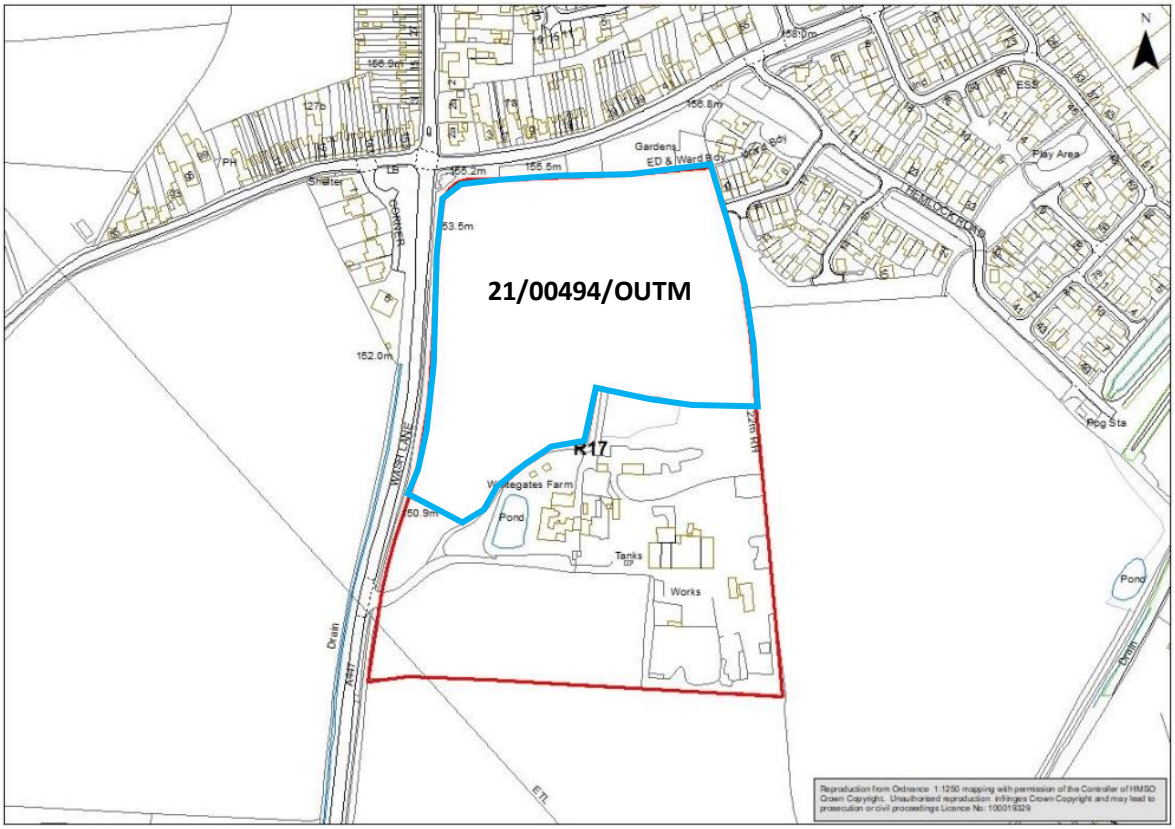

Figure 1. Image showing proposed allocation of R17 with area which is subject to the granting of outline permission.

From a further review of the Council website this states this application has not yet been determined and is awaiting a decision. However, within the Allocation Documents it states that planning has been granted it seems no such decision has yet been formally issued.

The total number of proposed dwellings on the site as per this allocation is 153 homes, as per the outstanding outline permission this only provides 105 therefore a further 48 homes still need to be delivered on the site. It is suggested these will be delivered via the brownfield part of the site to the south.

Within the Allocation Consultation Document, the text in relation to this site states:

"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 of not." (Para 4.29, p. 25)

Therefore, although required to deliver a further 48 homes the Council do not yet know if this part of the site is in fact deliverable. Furthermore, this part of the site has considerable higher impacts on the settlement of Ravenstone and increases the coalescence between the two settlements.

We argue that without the necessary works to understand the suitability of the brownfield parcel to deliver the additional 48 homes that this part of the allocation should be deemed undeliverable and further sites should be considered. Our Client's site has the capacity to deliver a similar capacity within the village but without impacting as highly on the coalescence being away from the A447 which sets a clear boundary between the two settlements.

Land at Church Lane, Ravenstone – Sustainability Credentials

Land at Church Lane, Ravenstone was submitted and assessed as part of the Council's SHELAA, the site was identified as having the potential to deliver between 50 and 70 homes (provided in attached representations - Appendix 5). The main points concluded by the Council in relation to suitability, availability and achievability are outlined below:

- Suitability: The site is considered potentially suitable, a change to the limits to development would be required and issues surrounding minerals and ecology would need to be addressed.
- Availability: The site is considered available and it is recognised the site is being promoted by a volume house builder.
- Achievability: The site is considered potentially achievable and there are no known physical or economic constraints.

As previously outlined within Section 2 (Chapter 6 – Housing) the SA concluded a number of areas which were marked as 'red' under the identified objectives (summarised in Table 2). Namely these include:

- SA12 – Biodiversity &Geodiversity
- SA13 – Landscape
- SA14 – Land-use efficiency

Our Client has undertaken work to address the concerns raised in relation to these objectives and there are a number of opportunities for biodiversity net gain within the site which gives an opportunity to improve the existing low ecological value agricultural land and increase biodiversity. This is highlighted in the illustrative masterplan within Appendix 4 (provided in attached representations).

Ecological surveys have been undertaken and no ecological constraints have been identified that would not be appropriately mitigated for with appropriate habitat creation and enhancement on site.

Furthermore, at the point the site was assessed against the SA objectives the updated landscape led illustrative masterplan (provided in attached representations - Appendix 4) for the site had not been considered as this was only produced in 2023. Therefore, the green space which has been sensitively planned and proposed

to be incorporated as part of future development which would assist in addressing concerns regarding townscape and landscape has not been appropriately assessed under the necessary SA objectives.

The development also carefully considers the existing field boundaries established on the site and the layout has been carefully designed in such a way as to retain these as much as possible. This would address and resolve those concerns surrounding the biodiversity and land-efficiency and the impact on the neighbouring conservation area as highlighted under the 'red' scores within the SA.

On this basis, we consider the areas marked as 'red' by the SA to be incorrect and have not taken into account the proposed development and benefits which can be delivered as part of a well-planned, landscaped led scheme such as is proposed by our Client.

Redrow are committed to bringing the site forward believe any proposal on the site will deliver the following planning benefits:

- Up to 60-67 new homes to help address the housing requirement of NWL and contribute towards the unmet need from Leicester City;
- Affordable homes provision;
- Delivery of a range of house types and tenures which includes homes for the elderly and a provision for those with a disability;
- Associated on site open space;
- Homes delivered to the 'Redrow 8' standard of design, focused on creating places that offer social and environmental benefits for new and existing communities delivering a healthy, happy place to live;
- Financial contributions through S106 towards local community infrastructure.

The site is suitable, available and deliverable and would make a meaningful contribution towards the Council's required housing provision. In order for the emerging plan to be found sound we strongly consider that the Council should identify further proposed housing allocations and we consider that Land at Church Lane, Ravenstone would be highly suitable as a housing allocation.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 15.03.2024

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	Personal Details	**Agent's Details (if applicable)**
Title		Miss
First Name		Olivia
Last Name		Price
Job Title (where relevant)		Planner
Organisation (where relevant)	Redrow Homes East Midlands	Boyer Planning
House/Property Number or Name		[redacted]
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Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		Proposed policies
		Proposed housing and employment allocations
Church Lane, Ravenstone	**X**	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Proposed Limits to Development

The proposed Limits to Development Consultation Document outlines a review to the current Limits to Development defined by the Council to allow for further housing and employment growth across the district. The Limits to Development broadly speaking defines where development will be acceptable in principle and in reverse where development should be restricted.

In line with the above commentary surrounding the allocation of Land at Coalville Lane/Ravenstone Road (R17), this site has been included within the proposed changes to the limits to development, Appendix 6 (provided in attached representations) provides a map showing the extent of this change. On this basis, we consider the limits should only be changed to incorporate the deliverable part of the site, that being the northern greenfield parcel. By including all of the site within the changes to the limits would impact more highly on the coalescence between Ravenstone and Coalville.

We call for the limits of development to be reviewed around the settlement of Ravenstone to include our Client's site. Within the Ravenstone Site Assessment document the Council recognise the robust boundary provided around the site from Piper Lane and therefore by increasing the limits to include our Client's site would make a logical inclusion as would keep in line with this defined road marking. Furthermore, the site has strong existing containment being bordered by Church Lane to the north-west, the existing built form to the south-west and Piper Lane on the western edge. We consider that the site makes a logical addition to the limits of development and would not encourage further spread of development.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15.03.2024

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North West Leicestershire Local Plan Regulation 18 Issues and Options Consultation

Representations

Boyer

Prepared on behalf of Redrow East Midlands | March 24

REPORT CONTROL

Project:	North West Leicestershire Local Plan Regulation 18 Issues and Options Consultation
Client:	Redrow East Midlands
Reference:	23.3030 – Land at Church Lane, Ravenstone
Document and revision number	Document No. IMS-F-18, Revision 2
File Origin:	-
Primary Author	OP
Checked By:	SA

Issue	Date	Status	Checked by
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2	14.03.24	Final	SA

TABLE OF CONTENTS

1. Introduction 3

2. Proposed Policies for Consultation 5

3. Proposed Housing and Employment Allocations for Consultation 17

4. Proposed Limits to Development for Consulation 24

5. Conclusion 25

APPENDICES

Appendix 1. Local Plan Committee Report – 17th January 2024

Appendix 2. Ravenstone Site Assessment – Land at Church Lane, Ravenstone (R9)

Appendix 3. Sustainability Appraisal Proforma Scoring Matrix – Land at Church Lane, Ravenstone (R9)

Appendix 4. Land at Church Lane, Ravenstone, Concept Masterplan

Appendix 5. Strategic Housing and Employment Land Availablity Assessment (SHELAA) – Land at Church Lane (R9)

Appendix 6. Limits to Development Map Showing Land at Coalville Lane/Ravenstone Road (R17)

1. INTRODUCTION

1.1 These representations have been prepared by Boyer on behalf of Redrow East Midlands ('the Client') in response to North West Leicestershire (NWL) District Council's New Local Plan Regulation 18 Consultation.

1.2 The below representations provide Redrow's response to the relevant consultation documents, background information and evidence base prepared by the Council in relation to the New Local Plan.

1.3 Redrow are promoting Land at Church Lane, Ravenstone for a residential housing site with a capacity for approximately 67 units. The site is approximately 2.69 Ha in size and lies adjacent to Church Lane to the north-west, Piper Lane to the east and south and the existing built form of Ravenstone to the south-west. An existing Public Right of Way (PRoW) runs along the boundary site to the south-west and mature tree and hedgerow boundary marks the site on all sides.

1.4 The site was submitted as part of the Council's Call for Sites Consultation in October 2020 and was later assessed as part of the Strategic Housing and Economic Land Availability Assessment 2021 (SHELAA).

1.5 Land at Church Lane (SHELAA Ref: R9) was recognised as available and potentially suitable based on the limits to development changing to include the site and factors surrounding environmental and ecological factors being satisfactorily addressed.

1.6 As part of the previous call for sites submission Redrow submitted a concept masterplan, an ecological constraints and opportunities plan and a landscape baseline assessment.

1.7 Following the previous call for sites exercise, further technical work has also been undertaken to support the promotion of the site and to demonstrate that there are no technical constraints that would inhibit the delivery of the site. This includes the following:

- Technically Informed Masterplan
- Transport Assessment
- Flood Risk Assessment and Sustainable Drainage Strategy
- Heritage Statement
- Ecological Appraisal
- Arboricultural Assessment
- Agricultural Land Report
- Landscape Assessment
- Noise Assessment

1.8 The above technical work can be shared with the Council on request to demonstrate technical deliverability should the Council wish to allocate the site as part of the emerging plan process.

1.9 The site is available, suitable and deliverable and would be suitable as a housing allocation in the New Local Plan to assist in meeting the local housing needs in the Sustainable Villages and contributing towards the district's housing requirement.

1.10 These representations consider the base evidence in relation to the housing options, policy and background documents which have been presented and that underpin the Regulation 18 Consultation Document. These representations consider the suitability of this approach and whether this meets the requirements of the NPPF's test of soundness.

1.11 NWL District Council signed the Leicestershire Statement of Common Ground (SoCG) in relation to Leicester City's unmet housing and employment needs in September 2022. This signing has allowed for the progression of the New Local Plan, meaning decisions across the County can be managed across the relevant authorities, including NWL. This approach allows for the Duty to Cooperate to be undertaken in relation to collaboration across the local planning authorities in relation to cross boundary strategic matters.

1.12 Paragraph 35 of the National Planning Policy Framework (NPPF) (December 2023) provides the criteria by which emerging Local Plans are found to be 'sound' when subjected to examination; namely that the Local Plan must be positively prepared, justified, effective and consistent with national policy.

2. PROPOSED POLICIES FOR CONSULTATION

Chapter 4: Strategy

Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

Housing Requirement

2.1 Strategic Policy S1 sets the overall amount of new development which needs to be provided across the district and guides where this development should go. The new suggested Local Housing Need (LHN) for NWL is proposed to be 372 homes per year. This is based on the Standard Method for calculating housing need. A further 314 homes are suggested to be added to this total to allow for the apportionment from Leicester City, raising the total to 686 homes a year.

2.2 The National Planning Practice Guidance (NPPG) document 'Housing and Economic Needs Assessment' (December 2020) is clear in outlining that *"the government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth."* In addition to this, the NPPG continues by stating that *"the standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area"* acknowledging that there *"will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates".*

2.3 The NPPG 'Housing and Economic Development Needs Assessments' document provides the circumstances where it would be appropriate to attribute a higher housing need than the standard method relate to instances where increases in housing need are likely to exceed past trends. Circumstances can include but are not limited to when strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or where an authority agrees to take on unmet need arising from neighbouring authorities, as set out in a statement of common ground.

2.4 Leicester City has stated that the city does not have sufficient land available in its area to meet its own housing need in full and neighbouring authorities will need to increase their housing need appropriately to cater for this.

2.5 Leicester City is one of the 20 largest urban local authorities in the country and the standard method applies a 35% uplift to its housing need. As a result, Leicester has an unmet need of 18,700 homes to 2036 within the Leicester City Urban Area. The Leicestershire Authorities have committed to working together to address Leicester City's unmet need and a Statement of Common Ground (SoCG) has been agreed to appropriately deal with the matter.

2.6 Additionally, the NPPG is clear in providing that the increase in dwellings delivered through the uplift is expected to be met in cities and urban areas, however it is permissive of enabling the uplift to be met in surrounding areas. Furthermore, in line with paragraph 62 of the NPPF in relation to the uplift in certain cites and urban centres, this states the *"uplift should be accommodated within those cities and urban centres themselves except where there are*

voluntary cross boundary redistribution agreements in place". The SoCG has been signed by NWL and this was made in the knowledge of paragraph 62 of the NPPF, and we consider it is appropriate for NWL to therefore continue to support Leicester City in meeting its unmet need.

2.7 Paragraph 35 of the NPPF, states that for a Plan to be 'positively prepared' the strategy which it employs should, as a minimum, accommodate for unmet need arising from neighbouring areas, where it is practical to do so and is consistent with achieving sustainable development. For the NWL Local Plan to be 'positively prepared', the unmet need which is to arise from Leicester City should be accordingly distributed across surrounding Leicestershire authorities, which includes that of NWL.

2.8 The NPPG is clear in paragraph 2 of the section on Housing and Economic Needs Assessment that the Standard Method *"identifies a minimum annual housing need figure. It does not produce a housing requirement figure".* The Guidance specifically refers to the circumstance of taking unmet need from neighbouring authorities as a scenario which could justify a higher housing requirement.

2.9 The Interim Sustainability Appraisal of the Housing Spatial Options (Sep 2022) considered all the reasonable alternatives for spatial growth within the district and which of these would be the best to carry forward. This considered 4 different options for housing growth and 16 distribution options, however 5 of the distribution options were identified as performing better with high positive effects. Having considered the outcome of this report it was agreed by the Council that Option 7b under the High 2 growth scenario was the preferred development strategy and should be carried forward.

2.10 Option 7b details a spread of growth across the entire district at the varying settlement hierarchy tiers rather than a limited number of locations. Under the High 2 scenario recognises an annual requirement of 730 dwellings based on the 2018 household projections, totalling 13,870 dwellings across the plan period.

2.11 However, Draft Policy S1 only sets a housing requirement of 13,720 dwellings (686 dpa x 20 years), 150 dwellings fewer than had been defined under Option 7b and the preferred approach brought forward by the Council. The requirement is based on the Statement of Common Ground for the Leicester and Leicestershire's Housing Market Area (June 2022), which identified NWL needing to meet an additional 314 dpa between the period of 2020-2036 to provide for Leicester's un-met need.

2.12 It is our view that the Council should seek to go beyond the housing requirement set out by the SoCG as recognised by the preferred growth Option 7b to not only deliver the unmet need required by Leicester but maintain the upward trajectory of delivery which the Council have been able to provide historically under a higher growth scenario. Not to do so would create the paradoxical position of constraining housing delivery at the time of a national housing crisis.

2.13 The Framework is clear that effective and on-going joint working between strategic policymaking authorities and relevant bodies is integral to the production of a positively

prepared and justified strategy. Joint working should help to determine whether development needs that cannot be met wholly within a particular plan area could be met elsewhere. Leicester City cannot meet its own housing need under any metric, therefore it is the responsibility of the wider Leicestershire Authorities to ensure the overall housing need is catered for within the Plan Period. NWL needs to ensure that it is making provision to meet the needs of both it's own housing requirement and the un-met needs of Leicester City.

2.14 Overall, we consider the housing requirement should align with Option 7b under the High 2 growth scenario to account for NWL's housing requirement and a contribution towards meeting Leicester's unmet need as well as incorporating an adequate buffer. This would therefore allow Objective 1 (Enabling Health and Wellbeing) and Objective 2 (Ensure the delivery of New Homes) to be met as identified within the draft local plan, and the benefits brought forward through this housing growth option.

2.15 The report produced by the Council to the Local Plan Committee on 17th January 2024 (**Appendix 1**) outlines the requirement under Option 7b in comparison to the actual housing requirement being proposed by the Council as part of the Draft Local Plan. Table 1 below is a snippet of the data shared as part of this report:

Actual proportions based on residual requirement at April 2023 of 5,693 dwellings	Proportion	Total provision based on residual of 5,693	Actual number	Compared to requirement	Actual proportion
Principal town	35	1,993	1,692	-301	30
New settlement	35	1,993	1,900	-93	33
Key Service Centre	15	854	1,126	272	20
Local service Centre	10	569	450	-119	8
Sustainable Villages	5	285	334	49	6
Total provision	100	5,693	5,502	-191	97

Table 1. Comparison of housing requirement under Option 7b to provision proposed

2.16 This highlights that under Option 7b, the Council should provide 35% of the housing requirement of the district within the Principal Town. It is evident from the above data that the Council are only proposing to provide 30% of that requirement within the CUA. This is 301 dwellings fewer than what should be delivered within the highest hierarchy tier and most sustainable location.

2.17 There is an overall shortfall of 191 dwellings proposed to be provided for within the district which means the Council are only providing 97% of the overall housing requirement, i.e. less than no headroom. Whilst paragraph 5.67 of the Local Plan Committee report states further

sites might come forward we view this as unlikely, but is a derogation of the responsibility to plan to meet the district's needs. The robust SHELAA process was only conducted 3 years ago in 2021 where all suitable sites were assessed and proposed. It is unlikely that new sites of a sufficient scale are going to come forward which have not already been identified as part of this process.

2.18 Land at Church Lane, Ravenstone would provide capacity for approximately 67 dwellings and would assist in meeting the overall shortfall in requirement. Due to the location of this settlement being close to the Coalville Urban Area would also assist in being sustainable in nature as would benefit from the services and facilities available. This site in particular benefits from a regular bus service which takes 15 minutes to reach the centre of Coalville. We therefore consider further sites should be allocated close to and within the CUA for the Council to meet their housing requirement and we consider Land at Church Lane to be a suitable site to assist in meeting this requirement.

Plan Period

1.13 In relation to the plan period, this is set to run from the period of 2020 – 2040. Paragraph 22 of the NPPF requires strategic policies within Local Plans to have a minimum 15 year period from adoption *"to anticipate and respond to long-term requirement and opportunities".* For the New Local Plan to be in accordance with this and found sound, the 20 year plan period is supported but the proposed start and end date need to be adjusted in order for the period to run effectively from the date of adoption and to consider possible delays to the planning process and dates of the evidence base being used to support the plan.

1.14 The Council updated their Local Development Scheme (LDS) in October 2023, this outlines an adoption date of October 2026. The LDS states that the current consultation (Regulation 18) would have occurred between January – February 2024. It is clear that there has already been a slip to this timeframe with this consultation currently occurring between February – March 2024. It is evident there are already clear delays to the plan's progress, this is particularly relevant as these delays surfaced surrounding the removal of our Client's site at Land at Meadow Lane and the further work needed to be undertaken by the Council to find alternative sites off the back of this decision.

1.15 In addition, the majority of the supporting evidence base of the Local Plan has been commissioned and published post-2020. Notably, the HENA and Housing Distribution Paper were published/amended in 2022 and these documents provide a basis for the Housing Options considered as part of the Local Plan. Furthermore, documents such as the Site Assessment Methodology (Nov 2023), Interim SA of the Site Options (March 2023) and Housing Mix Topic Paper (Jan 2024) were all published after 2020 and provide a basis for the emerging policy. The start date of 2020 is therefore inappropriate and given that the Regulation 18 consultation has only just launched, we consider that the start date should be amended to start closer to the likely date of adoption of the plan.

Thus, a consideration of a realistic start and end date for the new Local Plan is required in order to make the plan sound in line with the requirements of the NPPF. We would recommend the start date is amended to 2024 and to reflect this the end date 2044, in line

with the proposed set 20 year period defined by the Council. Further consideration should also be given, in the event adoption is 2026 or later to ensure the minimum 15-year period as required by Paragraph 22 of the NPPF is reflected within the plan period from the year of adoption.

Policy S2 – Settlement Hierarchy (Strategic Policy)

2.19 As per the Proposed Policies Consultation Document this recognises that much of Policy S2 echoes the settlement hierarchy within the current adopted Local Plan. It also states that the proposed hierarchy was already consulted on as part of the Development Strategy and Options Consultation which took place in January - March 2022.

2.20 The NPPF recognises that Local Plans should promote a sustainable pattern of development which aligns with growth and infrastructure, this includes an overall strategy for the pattern, scale and design of places as well as limiting needs to travel by offering development in suitable locations (Paragraph 11, 20 and 105).

2.21 Both the Sustainability Appraisal of the Spatial Options (2022) and the Settlement Study (2021) consider the approach to the settlement hierarchy considered by the Council. The SA identifies that NWL historically have supported the growth options which distribute growth across the district and therefore the focus on the growth options considered was on those which focused “proportionally more growth in the higher order settlements”. In support of this, the Settlement Study (2021) marks the use of Sustainable Villages to deliver housing requirement as suitable and concludes by stating the current hierarchy used within the adopted plan is therefore justified and should be retained.

2.22 We agree with this assessment and support the approach to use the proposed hierarchy to guide development. However, we consider the settlement of Ravenstone should be considered further as to its placement within this hierarchy. Ravenstone is currently marked as a Sustainable Village meaning it has a limited range of services and can support growth within the defined development limits. We argue the settlement should be further be considered within its locational context being in very close proximity to the Coalville Urban Area (CUA), with the site only being around 1.3 miles away from the town centre and the high level of service provision offered.

2.23 Within the village, Ravenstone has a convenience store/post office, primary school provision, local play space and two regular bus services which run to Ibstock and Coalville. The route to Coalville takes 15 minutes from the site and provides direct access to a wider range of services. It is therefore considered that Ravenstone should be assessed taking into account its relationship with Coalville and the ability to accommodate additional housing and benefit from the wider range of services available within the town.

2.24 As per the 2022 Reg 18 consultation, a suggestion was proposed to include a new tier to the settlement hierarchy being that of Local Housing Needs Villages (LHNV) which were formally labelled as Small Villages. The reasoning for this change as per the Settlement Study (2021) is to “allow for some villages to grow and thrive” and to recognise that the level of provision is not fixed and may change over time.

2.25 We argue that this is not the right approach to sustainability. The reason provided by the Council for the renaming of this tier is due to the changing of provision overtime and we consider that this could be said for any settlement within the hierarchy, all of which are subject to change overtime, and this is something which is not solely applied to just LHNV's.

2.26 As per Option 7b this only directs development to the top 4 tiers of the hierarchy (and the proposed new settlement) and does not focus development towards the lower ends of the hierarchy, including LHNV's. In line with this approach we consider growth should be focused towards the higher order settlements to support the overall growth strategy of the plan.

2.27 Furthermore, Point 2 of Draft Policy S2 recognises that the new settlement of Isley Woodhouse is an exception to the hierarchy. Having said this within the defined table it is then marked 3rd in the rank. This generates confusion as to the status of the new settlement and if this should be considered separately from the hierarchy or as forming part of the overall classifications. Additional clarification is required by the Council in relation to this to assist in the definition of the new settlement and also the priority of other delivery in other tiers within the hierarchy.

Chapter 6: Housing

Policy H1 – Housing Strategy (Strategic Policy)

2.28 Strategic Policy H1 focuses on ensuring the needs of the area are met and making sure this is of the right type, tenure and size. This includes allowing for a range of house types and affordable housing as well as the provision of new facilities and infrastructure to support development.

2.29 Point 4 of Draft Policy H1 states *"the overall distribution of new homes will be guided by the development strategy and settlement hierarchy (Policy S2)".* As previously outlined, the settlement hierarchy calls for development to be more favourably focused towards the higher tiers and that growth is proportionately distributed down the tiers based on the size of settlement. In line with this, Principal Towns are recognised as part of the Development Strategy and Policy Options Document under the preferred growth Option 7b as providing 1,993 dwellings, which equates to 35% of the necessary housing requirement.

2.30 A number of Site Assessments were undertaken in order to consider suitable sites within the identified settlement hierarchy tiers. To assist in this process the Council utilised the Strategic Housing and Economic Land Availability Assessment (SHELAA) and Sustainability Appraisal (SA).

2.31 The methodology used is summarised below:

- **Stage 1** – Site Identification: Identified via the 2020/2021 Call for Sites process.
- **Stage 2** – Initial Sieving: To rule out sites which are not suitable for allocation this includes, small sites, housing in smaller villages or hamlets, recently made neighbourhood plans, remote sites, sites within Flood Zone 3b and sites in protected areas.

- **Stage 3** – Sustainability Appraisal of All Sites: Comparing each site against the proforma Red/Amber/Green rating (summary outlined in Table 2 below).
- **Stage 4** – Detailed Site Assessment: Collating information from the proforma SA and SHELAA.
- **Stage 5** – Summary and Conclusions: Reasoning for preferred sites and discounting other sites.

2.32 Our Client's site at Land at Church Lane (Ref: R9) was reviewed as part of this assessment. **Appendix 2 and 3** provide a snippet of the Ravenstone Site Proforma and Site Assessment which outlines the Council's assessment of the site against the SA objectives.

2.33 Table 2 below provides a summary of the site against the SA objectives:

Summary of SA

SA Objectives														
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA11	SA12	SA13	SA14	SA15	SA16	SA17
++	-	+	++	0	++	-	+	0	0	--	--	--	-	0	?

Table 2. Summary of Sustainability Appraisal Objectives against Land at Church Lane, Ravenstone (R9).

2.34 The Proforma Scoring Matrix utilised by the Council in relation to the Site Assessment Methodology shows our Client's site at Land at Church Lane as scoring highly overall against the SA objectives. With the main negatives arising around the coalescence of Ravenstone and Coalville and the impact on the historic environment.

2.35 The detailed assessment of the site within the Ravenstone Site Assessment highlights the following areas:

- In landscape terms, the arable fields between Church Lane and the A447 are considered to be of lower quality due to fewer natural features and intact hedgerows.
- The Council's Conservation Officer concludes that the site contributes positively to the significance of the Conservation Area and development of the site would result in 'less than substantial' harm to the historic environment. To minimise the harm, he suggests that the hedges and trees on Church Lane should be retained and development should be pushed back around 45m from Church Lane.

- The site would also reduce the gap between Ravenstone and Coalville, albeit Piper Lane provides a defensible boundary.

2.36 Based on this assessment it is clear the areas in which this site scores negatively can be appropriately addressed and the harm caused by these factors is not considered to be substantial. Our Client has considered this in the careful design of the masterplanning process as displayed by the illustrative masterplan (**Appendix 4**) through the retention of the tree boundaries, strengthening of the PRoW and development being set back from the road. Therefore, it is evident that the development of the site could satisfactorily address the concerns raised when assessed via the SA objectives.

2.37 The larger site of R1, directly adjacent to our Client's site, would have a much greater impact on the coalescence with Coalville and could be seen as an inappropriate size of development for the settlement. The robust boundaries of our Client's site at Church Lane help to reinforce that no further spread would occur beyond the defined marked area. Therefore, in line with this we consider that the site should come forward as a proposed allocation in order to assist with the overall need to meet the housing requirement under Option 7b.

2.38 In order to meet the requirements of Objective 1 (Enabling health and wellbeing) and Objective 2 (Ensuring the delivery of new homes) enough land needs to come forward to deliver the necessary housing requirement. Therefore we consider that the allocation of Land at Church Lane site would enable these Objectives to be met.

Plan Buffer/Flexibility Allowance

2.39 In relation to Point 3 of the Draft Policy, reference is made to a 10% flexibility allowance. As per paragraph 77 of the NPPF, this requires local planning authorities to have an updated annual supply of deliverable sites for a minimum of 5 years. A flexibility allowance or buffer can be applied to this supply to account for unexpected delays in build rates across the plan period or economic factors.

2.40 The current adopted Local Plan has a buffer/flexibility allowance of 20% against a period of 6 years. Considering the multitude of unexpected and unpredictable events that can interfere with housing delivery and the critical importance of maintaining a housing supply it is considered that a housing supply buffer/flexibility of at least this figure should be applied to the emerging plan.

Policy H2 – Housing Commitments

2.41 Appendix A of the Proposed Housing and Employment Allocations consultation document provides a comprehensive list of housing commitments as of the 1st April 2023. This sets the total amount of projections from 2023 through to 2040 at 6,763.

2.42 Of this figure, 4,501 (Approx. 67%) is set to be provided from the large Sustainable Urban Extensions of South East Coalville (2,635 dwellings not yet started) and Money Hill, Ashby de la Zouch (1,866 dwellings not yet started). As recognised by the NPPF often larger scale development such as these take a significant time to deliver and local plans need to take into

account the likely timescale for delivery (Para 22). It is often the case that the delivery of larger strategic sites slip due to unforeseen circumstances and therefore the reliance of these sites to deliver the necessary housing commitments is risky and the Council therefore may need to consider further sites to account for an under delivery at these locations.

2.43 Furthermore, the next largest housing commitments are from two sites currently at Reserved Matters Approval stage (Land North of Standard Hill and West of Highfield Street, Coalville and Strategic Site (Measham Waterside), Measham). Delivery from these sites is projected to equate to an additional 826 dwellings towards the trajectory. Adding this onto the previous SUE data this accounts for approximately 79% of all the housing commitments identified.

2.44 This exemplifies the significant and overly-optimistic reliance that the Council has on only 4 strategic sites for the majority of its housing commitments across the plan period and raises the question as to the likely deliverability of these sites within the plan period.

2.45 The Council state Policy H2 will be updated at the Regulation 19 stage of the New Local Plan. It also states this will include commentary around housing commitment sites where previous permissions may have lapsed and where new permissions are required. It is considered that the Council should consider the progress of existing commitments carefully at this stage of plan preparation as under delivery will require further housing allocations to make up any shortfalls. We consider that this should have properly been assessed at this Regulation 18 stage given the Council's approach to publishing draft allocations at this stage of the process. Not to do so casts serious doubt over the transparency and effectiveness of the consultation process.

Policy H3 – Housing Provision – New Allocations

2.46 Policy H3 links directly to the Consultation on the Proposed Housing and Employment Allocations document, therefore representations in relation to this policy have been summarised under Section 3.

Policy H4 – Housing Types and Mix (Strategic Policy)

2.47 The Council state in relation to this policy that the most recent Annual Monitoring Report 2021/22 (AMR) does not accord with the housing mix as evidenced by the Housing and Economic Development Needs Assessment (2017) (HEDNA).

2.48 In line with this the Council have decided to include figures from the more up to date Leicester & Leicestershire Housing and Economic Needs Assessment (2022) (HENA) in the wording of Draft Policy H4 rather than just within the supporting text.

2.49 As per the consultation document, this recognises a number of advantages and disadvantages in relation to the application of the prescriptive HENA mix as part of this draft policy wording. Although the Council have included provision for a 5% variation buffer from the HENA mix profile this is not a sufficiently large buffer and also requires strong justification if any deviation were to occur.

2.50 The disadvantages recognised under this approach include:

- Concerns over a more prescriptive policy than the current adopted policy and consideration that the market is a better judge of the most appropriate profiles of homes to deliver and at which point in time.
- Recognising that demand can change overtime.
- A lack of consideration for market homes, that the number of bedrooms is a blunt measure and does not reflect realistic room use, e.g. using a bedroom as a home office.

2.51 Paragraph 60 of the NPPF states "The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community." There is therefore a national requirement to ensure a mix of housing is provided.

2.52 The NPPF does not set out a prescriptive mix that should be adhered to and considers that this should be reflected in local planning policies and nor does it require one size of dwelling type to be prioritised over others. Instead, it seeks to ensure that those with specific needs are catered and provided for through development proposals (Para 62).

2.53 Paragraph 10.43 of the HENA provides further detail in relation to the application of housing mix:

"Although the analysis has quantified this on the basis of the market modelling and an understanding of the current housing market, it does not necessarily follow that such prescriptive figures should be included in the plan making process (although it will be useful to include an indication of the broad mix to be sought across the study area) – demand can change over time linked to macro-economic factors and local supply. Policy aspirations could also influence the mix sought." (HENA, Para 10.43, p.197)

2.54 Evidently, as detailed above, the HENA is not to be used on a prescriptive basis for policy making or development management purposes when determining an individual planning application. Site location and area character are recognised as relevant considerations alongside the impact of macro-economic factors and local supply. It is therefore a matter of fact and degree in each case and each planning application should be considered on its merits.

2.55 We agree with the disadvantages raised in the consultation document in relation to this approach. We consider that the policy in relation to housing mix should be flexible and not prescriptive. This will allow for robustness over the life of the plan and will more closely reflect what the market can and is willing to deliver, as the plan progresses.

2.56 As identified by the Council the latest AMR data does not accord with the HENA approach in relation to housing mix. However, we consider that the AMR data is a more accurate reflection of what types of houses are selling better in the market at that point in time and that market demand for new build housing, is inherently linked to affordability and Government schemes such has Help to Buy which has recently been withdrawn.

2.57 Private market housing mix should be considered on a site-by-site basis to allow for an appropriate mix which is in keeping with the local character and context of a given area as well as the requirement of that particular community. The viability of the proposed development of each site should also be considered in the application of an appropriate housing mix as this will often help to guide development, which is why we consider a flexible approach is the most suitable approach to the policy for the Council to take.

Chapter 9: Infrastructure and Facilities

Policy IF1 – Development and Infrastructure (Strategic Policy)

2.58 Strategic Policy IF1 recognises the importance of infrastructure to support the provision of all development. The Council identifies that this infrastructure can be physical (new road or school), social (affordable housing) or green (tree planting) in type. This is supported by Paragraph 11 and 20 of the NPPF which requires growth to be aligned with the provision of infrastructure and that this should be a range of provision.

2.59 To understand the likely infrastructure requirements the Council commissioned an Infrastructure Delivery Plan (Part 1) (2022) (IDP). In relation to Sustainable Villages this considers these locations to be able to suitably deliver under the Higher Growth option 2 scenario. In particular there is mention of the Sustainable Villages which have primary school provision and are seen as easier locations in which to accommodate growth over that of Ibstock, Kegworth and Measham. Ravenstone would be supported by this having a primary school within the settlement.

2.60 We are supportive of this policy and consider that it is a fundamental part of the soundness of the plan to ensure that necessary infrastructure is identified and delivered as part of the allocation of new development sites.

2.61 In particular, our Client's site at Land at Church Lane would allow for new and existing improvements to infrastructure in the form of improved pedestrian links, open space and areas of play.

2.62 The Proposed Housing Allocations for Consultation document outlines that 200 dwellings will come forward as part of the Coalville Town Centre Regeneration area and that these dwellings will be delivered across various brownfield sites within Coalville.

2.63 The concept of these, as of yet unidentified, brownfield sites was first proposed to the Local Plan Committee during a meeting held on the 17th January 2024. We understand that this was because Members instructed Officers to find further brownfield sites following the removal of Land at Meadow Lane, Whitwick. The report produced to support this agenda item states:

'it is clear that there are a number of opportunities for new housing development which utilises brownfield sites. However, more work will need to be undertaken to establish an exact number and also which specific sites should be identified. This will need to be completed by the time a Regulation 19 plan is agreed to provide the level of certainty that will be required at Examination stage.'

2.64 At this stage due to these sites not being identified and the high risk of site remediation, abnormal costs and lower land values when dealing with brownfield sites may mean that the provision and viability of necessary infrastructure provision could be limited. For the plan to be found sound, the Council will need to carefully ascertain the deliverability of these sites once they have been identified.

2.65 Additionally, we have also considered the conclusions drawn as part of the Infrastructure Delivery Plan (IDP) in relation to the proposed new settlement, Isley Woodhouse. The IDP states:

"In order for this to become a genuinely sustainable location for new development, it is important that it is supported by as much self-contained infrastructure as possible on site." (IDP, p. 62)

2.66 The IDP goes on to further state that the highways network will face significant congestion if not appropriately mitigated and a new bus route would need to be created. We would question how much work, if any, the Council have done in relation to the viability of delivering new infrastructure for new schools, healthcare and community facilities in addition to the significant highway network mitigation and sustainable transport provision provided. We consider that the Council should identify with the relevant providers and ensure such infrastructure is properly considered as part of the Plan Wide Viability Assessment.

2.67 We consider that from a sustainability perspective, it would be spatially preferrable to locate new development where there is existing infrastructure is in place such as Castle Donington and within the already identified Sustainable Villages where existing infrastructure could be more easily and viably mitigated against and improved. Furthermore, Land at Church Lane, Ravenstone has already been shown to raise no highways concerns and access from the site has been demonstrated within the Ravenstone Housing Site Proforma.

3. PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS FOR CONSULTATION

3.1 Commentary on the Sustainability Appraisal and review of the assessment for Church Lane will be undertaken to highlight the sustainable credentials of the site. Emphasising the suitability, availability and deliverability of the site that should be included as a housing allocation.

Provision Against Identified Housing Requirement

Provision Against Option 7b

3.2 The Proposed Housing and Employment Allocations Document provides a breakdown of all the proposed housing sites being put forward for allocation. A summary of the overall numbers against each settlement within the Settlement Hierarchy has been provided below.

Settlement Hierarchy Tier	Number of Dwellings (Approx.)
Principal Town	1,666
Key Service Centres	2,326
Local Service Centres	450
Sustainable Villages	334
New Settlement	4,500 (only 1,900 will be delivered under this plan period)
Total Number of Dwellings delivered via Proposed Housing Allocations:	**9,276 (6,676 including provision of new settlement deliverable within this plan period)**

Table 3. Summary of Number of Dwellings per Settlement Tier proposed to arise from the Draft Allocations.

3.3 We consider to address this deficiency and to accord with Option 7b, further housing allocations should be provided for within the Principal Town and across sustainable locations within the District.

3.4 Following the removal of the original proposed draft allocations but forward by the Council, the following changes were made to the proposed draft allocations. These changes have been shown in Table 4 below via striking through and red text:

Address	SHELAA Site Code	Number of dwellings (Approx.)
Principal Town – Coalville Urban Area		
~~Rear of Bardon Road~~	~~C21~~	~~26~~
Land at Broom Leys Farm, Broom Leys Road	C46	266
South of Church Lane, New Swannington	C48	283
Jack's Ices, North of Standard Hill	C50	108
Church View, Grange Road, Hugglescote	C61	10
Land at Lilly Bank, Thringstone	C74	64
~~Land off Meadow Lane, Whitwick~~	~~C76~~	~~400~~
186, 188 and 190 London Road	C83	50
Land at Coalville Lane / Ravenstone Road	R17	153
Broad location, west Whitwick	C47 C77 C78 C86 C81	500
Coalville Town Centre Regeneration sites	TBC	200
Former Hermitage Leisure Centre	C92	32
Principal Town Total		~~**1,594**~~ **1,666**
Key Service Centres – Ashby de la Zouch and Castle Donington		
Land at Money Hill, Ashby de la Zouch	A5	1,200
South of Burton Road, Ashby de la Zouch	A27	50
Land north and south of Park Lane, Castle Donington	CD10	1,076
Key Service Centre Total		**2,326**
Local Service Centres – Ibstock, Kegworth and Measham		
Land off Leicester Road, Ibstock	Ib18	450
Local Service Centre Total		**450**
Sustainable Villages		
East of Measham Road, Appleby Magna	Ap17	32
Land off Ramscliff Avenue, Donisthorpe	D8	32
Land between Midland Road and Leicester Road, Ellistown	E7	69
Lane off Swepstone Road, Heather	H3	37
Land off Ashby Road, Moira	Mo8	49
Land at School Lane, Oakthorpe	Oa5	47
Land south of Normanton Road, Packington	P4	18
Land at Heather Lane, Ravenstone	R12	50
Sustainable Villages Total		**334**
New Settlement		

Land at Isley Woodhouse	IW1	**1,900 (within plan period)**
Total Provision		~~**6,604**~~ **6,676**

Table 4. Table showing changes to Proposed Housing Allocations.

3.5 The provision of housing sites proposed within the Principal Town and the subsequent total provision has been amended to remove Land at Meadow Lane, Whitwick for 400 units, remove 26 units from Bardon Road due to the site being undeliverable as a result of highway works to the A511 and to instead include 200 un-identified units from brownfield sites within Coalville, add 32 units from the former Hermitage Leisure Centre and to add 266 units from Broom Leys Farm in the AoS.

3.6 As previously outlined within Section 2 under Policy H1, our Client's site at Land at Church Lane was submitted during the Call for Sites exercise and subsequently assessed during the 2021 SHELAA. Following this assessment, the Council then produced a number of site proformas which considered the merits of each SHELAA site submitted against the Sustainability Appraisal Objectives.

3.7 In summary as part of the Ravenstone Site Assessment it was concluded:

"The site is being promoted on behalf of a housebuilder and its availability was last confirmed earlier in 2023. The promoters have prepared a range of technical studies and an illustrative concept plan. Questions over its suitability relate to its potential impact on the historic environment and the reduction of the gap between Ravenstone and Coalville." (Ravenstone Site Assessment, p. 8).

3.8 The report shared to the Local Plan Committee on 17th January (**Appendix 1**) outlined a number of factors generated as a result of removing the original proposed allocations put forward by the Council. It was outlined that this decision would impact the agreed housing distribution under Option 7b.

3.9 The below table outlines the distribution of housing growth under Option 7b as recognised by the Council:

	Proportion from Option 7b (%)	Total provision based on residual of 5,693
Principal Town	35	1,993
New settlement	35	1,993
Key Service Centre	15	854
Local service Centre	10	569
Sustainable Villages	5	285
Total	100	5,693

Table 5. Distribution of Housing under Option 7b – Shared as part of Local Plan Committee 17.01.24

3.10 The Council stated, that of the sites submitted and assessed as part of the SHELAA, around 1,800 of these were within the current Area of Separation (AoS). Therefore, by removing these sites from consideration resulted in the potential number of dwellings reducing from around 4,200 to 2,400. There is currently a shortfall on around 800 dwellings within the Coalville Urban Area under Option 7b. Overall across the district there remains a shortfall of around 300 dwellings.

3.11 Most importantly, paragraph 5.30 of the Local Plan Committee report concludes that by not allocating any land within the AoS would generate a shortfall of 300 dwellings and that for the plan to be found 'sound' more land within the AoS would need to come forward, in addition to the land at Broom Leys Farm.

3.12 Even with the reinstating of Land at Meadow Lane, Whitwick (C76) which has been removed as a proposed draft allocation this would still result in a district wide shortfall of 202 dwellings.

3.13 The solution to make the plan sound, would be to allocate additional sites for development which are located in sustainable locations. This would include our Client's site at Church Lane, Ravenstone. The site has good access to a range of services, has strong links and is within close proximity to the CUA. In doing so would allow for the shortfall under Option 7b to be met and would mean no further land within the AoS would need to be allocated for development. The site should therefore be allocated for development on this basis.

3.14 Overall, in its current state the plan does not accord with paragraph 11 of the NPPF and is not 'sound'. This is due to the Council disregarding its own evidence base and not meeting the housing requirements as set out under Option 7b.

Land at Coalville Lane/Ravenstone Road (R17)

3.15 In addition to the above, we argue further consideration is needed in relation to the proposed allocation at Land at Coalville Lane/Ravenstone Road (R17). Although this site falls within the parish of Ravenstone it is being classed as development within the Coalville Urban Area (CUA).

3.16 It is understood that this proposed allocation is part greenfield and part brownfield in nature. Within the Allocation Consultation Document the Council state that the northern part already has planning for 105 dwellings (21/00494/OUTM). Figure 1 below highlights the greenfield part of the site in blue which is subject to the granting of Outline Planning permission.

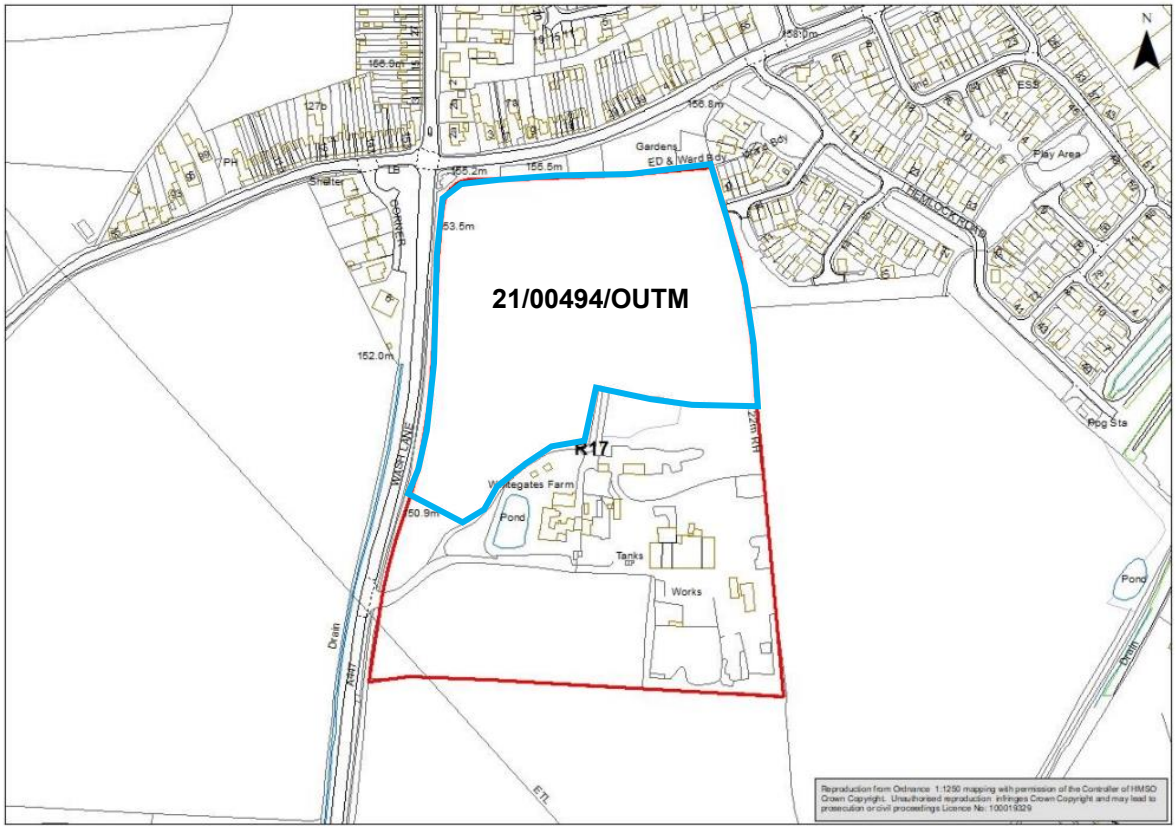


Figure 1. Image showing proposed allocation of R17 with area which is subject to the granting of outline permission.

3.17 From a further review of the Council website this states this application has not yet been determined and is awaiting a decision. However, within the Allocation Documents it states that planning has been granted it seems no such decision has yet been formally issued.

3.18 The total number of proposed dwellings on the site as per this allocation is 153 homes, as per the outstanding outline permission this only provides 105 therefore a further 48 homes

still need to be delivered on the site. It is suggested these will be delivered via the brownfield part of the site to the south.

3.19 Within the Allocation Consultation Document, the text in relation to this site states:

"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 of not." (Para 4.29, p. 25)

3.20 Therefore, although required to deliver a further 48 homes the Council do not yet know if this part of the site is in fact deliverable. Furthermore, this part of the site has considerable higher impacts on the settlement of Ravenstone and increases the coalescence between the two settlements.

3.21 We argue that without the necessary works to understand the suitability of the brownfield parcel to deliver the additional 48 homes that this part of the allocation should be deemed undeliverable and further sites should be considered. Our Client's site has the capacity to deliver a similar capacity within the village but without impacting as highly on the coalescence being away from the A447 which sets a clear boundary between the two settlements.

Land at Church Lane, Ravenstone – Sustainability Credentials

3.22 Land at Church Lane, Ravenstone was submitted and assessed as part of the Council's SHELAA, the site was identified as having the potential to deliver between 50 and 70 homes (**Appendix 5**). The main points concluded by the Council in relation to suitability, availability and achievability are outlined below:

- **Suitability:** The site is considered potentially suitable, a change to the limits to development would be required and issues surrounding minerals and ecology would need to be addressed.
- **Availability:** The site is considered available and it is recognised the site is being promoted by a volume house builder.
- **Achievability:** The site is considered potentially achievable and there are no known physical or economic constraints.

3.23 As previously outlined within Section 2 (Chapter 6 – Housing) the SA concluded a number of areas which were marked as 'red' under the identified objectives (summarised in Table 2). Namely these include:

- SA12 – Biodiversity &Geodiversity
- SA13 – Landscape
- SA14 – Land-use efficiency

3.24 Our Client has undertaken work to address the concerns raised in relation to these objectives and there are a number of opportunities for biodiversity net gain within the site

which gives an opportunity to improve the existing low ecological value agricultural land and increase biodiversity. This is highlighted in the illustrative masterplan within **Appendix 4**.

3.25 Ecological surveys have been undertaken and no ecological constraints have been identified that would not be appropriately mitigated for with appropriate habitat creation and enhancement on site.

3.26 Furthermore, at the point the site was assessed against the SA objectives the updated landscape led illustrative masterplan (**Appendix 4**) for the site had not been considered as this was only produced in 2023. Therefore, the green space which has been sensitively planned and proposed to be incorporated as part of future development which would assist in addressing concerns regarding townscape and landscape has not been appropriately assessed under the necessary SA objectives.

3.27 The development also carefully considers the existing field boundaries established on the site and the layout has been carefully designed in such a way as to retain these as much as possible. This would address and resolve those concerns surrounding the biodiversity and land-efficiency and the impact on the neighbouring conservation area as highlighted under the 'red' scores within the SA.

3.28 On this basis, we consider the areas marked as 'red' by the SA to be incorrect and have not taken into account the proposed development and benefits which can be delivered as part of a well-planned, landscaped led scheme such as is proposed by our Client.

3.29 Redrow are committed to bringing the site forward believe any proposal on the site will deliver the following planning benefits:

- Up to 60-67 new homes to help address the housing requirement of NWL and contribute towards the unmet need from Leicester City;
- Affordable homes provision;
- Delivery of a range of house types and tenures which includes homes for the elderly and a provision for those with a disability;
- Associated on site open space;
- Homes delivered to the 'Redrow 8' standard of design, focused on creating places that offer social and environmental benefits for new and existing communities delivering a healthy, happy place to live;
- Financial contributions through S106 towards local community infrastructure.

The site is suitable, available and deliverable and would make a meaningful contribution towards the Council's required housing provision. In order for the emerging plan to be found sound we strongly consider that the Council should identify further proposed housing allocations and we consider that Land at Church Lane, Ravenstone would be highly suitable as a housing allocation.

4. PROPOSED LIMITS TO DEVELOPMENT FOR CONSULATION

4.1 The proposed Limits to Development Consultation Document outlines a review to the current Limits to Development defined by the Council to allow for further housing and employment growth across the district. The Limits to Development broadly speaking defines where development will be acceptable in principle and in reverse where development should be restricted.

4.2 In line with the above commentary surrounding the allocation of Land at Coalville Lane/Ravenstone Road (R17), this site has been included within the proposed changes to the limits to development, **Appendix 6** provides a map showing the extent of this change. On this basis, we consider the limits should only be changed to incorporate the deliverable part of the site, that being the northern greenfield parcel. By including all of the site within the changes to the limits would impact more highly on the coalescence between Ravenstone and Coalville.

4.3 We call for the limits of development to be reviewed around the settlement of Ravenstone to include our Client's site. Within the Ravenstone Site Assessment document the Council recognise the robust boundary provided around the site from Piper Lane and therefore by increasing the limits to include our Client's site would make a logical inclusion as would keep in line with this defined road marking. Furthermore, the site has strong existing containment being bordered by Church Lane to the north-west, the existing built form to the south-west and Piper Lane on the western edge. We consider that the site makes a logical addition to the limits of development and would not encourage further spread of development.

5. CONCLUSION

5.1 Overall, the North West Leicestershire District Council Regulation 18 Consultation has reviewed and considered a robust set of options in relation to the future growth of the District.

5.2 We support the use of growth Option 7b in order to deliver the necessary housing requirement. This approach would allow for meeting the NWL Local Housing Need, Leicester City's unmet need and an adequate buffer across the plan period thus proving the soundness of the plan as per the NPPF requirements. However, in line with this, we consider that the Council need to identify further sites to properly plan for and meet the housing requirement across the plan period.

5.3 Further sites are required to be allocated for housing within sustainable locations across the district as there is a shortfall in provision and a number of sites that the Council propose have issues in relation to availability, suitability and deliverability.

5.4 We consider a review of the plan period is needed to bring this in line with the evidence base and updated timeline of the latest progress of the plan in order to appropriately allow for a minimum 15 year period.

5.5 As outlined within these representations, we strongly consider further sites should come forward which are is sustainable locations and connect well to the Coalville Urban Area. We therefore consider that our Client's site at Land at Church Lane, Ravenstone should be proposed as a draft housing allocation in order for the plan to be found sound and to ensure that the housing requirements under growth Option 7b are being met.

5.6 Redrow Homes East Midlands are committed to delivering a high-quality residential development at Land at Church Lane, Ravenstone which would include much needed public benefits and help to deliver much needed housing. The site is available, suitable and deliverable and we consider that it should be included as a draft allocation to make the plan sound and ensure that the Council can deliver its identified housing requirement over the plan period.

APPENDIX 1. LOCAL PLAN COMMITTEE REPORT – 17TH JANUARY 2024

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LOCAL PLAN COMMITTEE – 17 JANUARY 2024

Title of Report	**NEW LOCAL PLAN – PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS**	
Presented by	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk	
Background Papers	Report to Local Plan Committee – 15 November 2023 National Planning Policy Framework (publishing.service.gov.uk) Local Plan Committee – 12 July 2022 – Response to consultation Local Plan Committee – 27 September 2022 – Local Plan Substantive Review – Development Strategy Report to Council – 6 September 2022 – Leicester and Leicestershire Statement of Common Ground on housing and employment need Local Plan Committee – 5 July 2023 – Housing and Employment Land update Development Strategy and Policy Options – January 2022 Strategic Housing and Economic Land Availability Assessment Area of Separation Study – July 2019 Potential Strategic Sites Infrastructure Study – June 2020 start-to-finish_what-factors-affect-the-build-out-rates-of-large-scale-housing-sites.pdf (lichfields.uk) Leicester and Leicestershire Strategic Growth Plan –	**Public Report:** Yes **Key Decision:** Yes

	December 2018 North West Leicestershire – The need for employment land (The Stantec report) – November 2020 Park Lane, Castle Donington – Review of Baseline Heritage (November 2023)	
Financial Implications	The cost of the Local Plan Review is met through existing budgets.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The Local Plan must be based on robust and up to date evidence.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications associated with the specific content of this report. Links with the Council's Priorities are set out at the end of the report.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To agree which housing and employment sites should be proposed to be allocated as part of the new Local Plan, with a view to these being consulted upon alongside the draft policies agreed by this Committee on 18 October 2023.	
Recommendations	**THAT THE LOCAL PLAN COMMITTEE:** **(i) AGREE THE PROPOSED HOUSING AND EMPLOYMENT SITES IDENTIFIED AT APPENDIX A FOR THE PURPOSES OF PUBLIC CONSULTATION; AND** **(ii) THAT THE BOUNDARY OF THE AREA OF SEPARATION BE CHANGED SO AS TO EXCLUDE LAND AT BROOM LEYS FARM**	

1.0 INTRODUCTION

1.1 At the meeting of this committee on 15 November 2023 a report was presented regarding the proposed housing and employment allocations to be included as part of the new Local Plan.

1.2 The recommendation to agree the proposed allocations was not supported as an alternative motion was put forward which was agreed. This stated:

"That Meadow Lane be not allocated for housing development because of the impact on the Coalville Meadows Site of Special Scientific Interest, destroying this part of the Charnwood Forest, the loss of mature trees, the impact on local roads, particularly the junction of Meadow Lane and Leicester Road but also the increased risk to children going to and from Castle Rock School.

To replace this site officers are asked to:

1) Investigate the potential for delivering more housing on brownfield sites around Coalville town centre as part of the Council's Regeneration Strategy.
2) Look again at the potential for allocating land elsewhere in Coalville.

3) Defer consideration of the proposed allocation at West of Castle Donington to enable further consideration to be given to the potential impact on heritage matters."

1.3 The purpose of this report is to address those matters raised as a result of the agreed motion and to agree which sites should be proposed for housing and employment.

1.4 This report largely repeats that considered on 15 November 2023, save for parts of section 5 which has been amended to address the resolution of the committee.

2.0 BACKGROUND

2.1 Members will be aware that the key purpose of the Council's Local Plan is to plan effectively for growth over the long term, in this case 2040. To this end this Committee has previously considered a number of reports in respect of the Local Plan review which address matters such as the amount of development that needs to be planned for and how growth should be distributed across the district. These matters have also been the subject of consultation with local communities and other interested parties.

2.2 At the meetings of this committee on 12 July 2022 and 27 September 2022 the following (amongst other matters) were agreed:

- A housing requirement of 686 dwellings each year (subject to the Council agreeing the proposed Statement of Common Ground in respect of housing and employment needs) together with the inclusion of a flexibility allowance of 10% resulting (as at April 2021)) in a need to be identify land for a minimum of 6,693 dwellings.
- A housing distribution based on option 7B
- A residual requirement (as at April 2021) for 0.78ha of land for offices and 44.7ha for industrial/small warehousing employment use
- A distribution of employment land based on option 2A

2.3 In terms of the housing requirement, this was based on the figure in the Statement of Common Ground (SoCG) that had been proposed to address the issue of unmet needs in Leicester City. The meeting of Council on 6 September 2022 formally considered and agreed the SoCG. Therefore, the housing requirement for the Local Plan is confirmed as being 686 dwellings each year.

2.4 In terms of how employment should be distributed, Option2a was the preferred option. This sees development focused at the following locations: Coalville, Ashby and Castle Donington/East Midlands Airport, at the Local Service Centres and at a 'new', expanding employment location at J11 M42. This strategy takes a balanced approach, including 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 and also making some, limited provision for new employment land in the more rural parts of the district.

2.5 Having confirmed the amount of development that needs to be accommodated and identified the preferred development strategies for housing and employment, the next step is to identify the sites which the Council is of the view will best match and deliver the strategies. To do this the report:

- How much land needs to be provided to meet the outstanding housing and employment requirements
- Outlines how sites have been assessed
- Identifies for members which sites it is suggested be proposed as allocations
- Outlines what documents it is proposed to consult upon

3.0 HOW MUCH LAND NEEDS TO BE IDENTIFIED?

3.1 The meeting of this Committee on 5 July 2023 considered a report in respect of housing and employment land as at 1 April 2023. The report can be viewed from this link.

Housing

3.2 As members will be aware, the government has announced that it will no longer proceed with the eastern leg of HS2 which would have passed through the district. The proposed route had implications for three housing sites which had the benefit of planning permission, one at Measham (426 dwellings) and two at Kegworth (251 dwellings). Table 1 of the report to the 5 July 2023 meeting of this Committee included an allowance for expected completions up to 2040 from existing sites. Because of the uncertainty arising from HS2 no allowance was made for these sites. With the recent government announcement this uncertainty no longer exists and so it is appropriate to take account of these sites in terms of projected completions. The table below, therefore, provides an updated assessment to that previously reported to this committee.

Table 1 – housing requirements at 1 April 2023, updated to take account of decision to abandon HS2.

A	Annual requirement	686 dwellings
B	Total requirement 2020-40 (A x 20)	13,720
C	Completions 1 April 2020 - 31 March 23	2,396
D	Remaining as at 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**

3.3 The net effect of this is to reduce the amount of additional land that will need to be found from that previously estimated in July 2023.

3.4 Information about projected completions (lines G and H in the table above) can be found in an Housing Trajectory based at April 2023. It can be viewed from this link [to be added].

3.5 Therefore, provision needs to be made for enough land to accommodate at least 5,693 dwellings.

3.6 In terms of projected completions for 2031-40, this comprises two sites; land at South East Coalville and land at Money Hill Ashby de la Zouch. Land at South East Coalville has the benefit of planning permission. However, the remainder of the existing allocation at Money Hill does not have planning permission and so it will be necessary to reconfirm its allocation as part of this plan.

3.7 Having regard to Option 7b, the preferred distribution for new housing would be as set out below.

Table 2 – distribution of housing - option 7b based on residual requirement

	Proportion from Option 7b (%)	**Total provision based on residual of 5,693**
Principal Town	35	1,993
New settlement	35	1,993
Key Service Centre	15	854
Local service Centre	10	569
Sustainable Villages	5	285
Total	100	5,693

General Needs Employment

3.8 The table below sets out the need for, and supply of, general employment land at 1 April 2023 as reported to the 5 July 2023 meeting of this Committee.

Table 3 – Employment land provision as at 1 April 2023

		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)**

3.9 The new Local Plan, therefore, needs to make provision for up to 10,500sqm (1.75Ha) of office space and at least 114,500sqm (28.6Ha) of industrial/smaller warehousing (Line I). For the avoidance of doubt, small scale warehousing is defined as less than 9,000sqm floorspace.

Strategic Warehousing

3.10 The Leicester and Leicestershire authorities have committed to continued joint working on strategic warehousing matters (defined as more than 9,000sqm floorspace). This includes the intention to agree how the requirement for additional land for strategic warehousing could/should be distributed across the city/county area. To this end, the authorities have appointed consultants to advise on how best this need should be apportioned between Areas of Opportunity (AoO). This work is underway.

3.11 Previously, to make progress with the Local Plan, Members agreed an initial policy option for 50% of the outstanding road-served requirement to be met in NWL equating to approximately 106,000sqm. This option was included in the Development Strategy Options and Policy Options consultation in January 2022. The option was preliminary and did not signal the council's commitment or agreement to take a particular share of the remaining Leicester and Leicestershire need.

4.0 HOW HAVE SITES BEEN ASSESSED?

4.1 The source of sites is the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA). This has been the subject of a number of reports to previous meetings of this committee, most recently in on 26 May 2021. The report can be viewed from this link.

4.2 A SHELAA identifies a potential future supply of land which is considered to be suitable, available and achievable for housing and economic development uses over a local plan period. It does not make decision or recommendations on which sites should be allocated as part of the Local Plan and nor does the inclusion of a site in the SHELAA provide an indication of the Council's support.

4.3 A Site Selection Methodology has been prepared and this forms Appendix B to this report. The methodology provides further detail on the process followed for identifying, assessing and selecting sites that it is proposed to be allocated in the Local Plan. However, in summary it brings together information from the Sustainability Appraisal of all sites undertaken by the Council's appointed consultants and a planning assessment undertaken by officers. A key issue is that whatever is proposed must be demonstrably deliverable in order to meet the test set out in the National Planning Policy Framework (NPPF).

4.4 The following comprise the site assessment suite of documents which comprise the evidence base for the recommendations set out in this report. These will be published alongside the consultation document (see section 6 of this report).

- Site proformas – these bring together a variety of information on each potential site. This is used to inform the Sustainability Appraisal and the subsequent site assessments
- Sustainability Appraisal – this assesses all potential sites against the previously agreed Sustainability Framework and was undertaken by the Council's appointed consultants
- Site assessments – this brings together information from the above two documents, together with the SHELAA, along with other information to arrive at a conclusion as to which are the preferred sites. For housing these have been done by settlement.
- Consultation document – this identifies the preferred sites along with draft policy requirements with which any development will need to comply (this is included at Appendix A of this report).

4.5 It should be noted that there are a number of additional sites which have been put forward after the cut-off date for sites to be assessed as part of the initial Sustainability Appraisal (31 March 2021). These sites will be assessed, both in terms of the Sustainability Appraisal, but also a planning assessment. It is possible that at the Regulation 19 stage some of these sites may be recommended for inclusion, either as a replacement for sites currently proposed if deliverability or other issues suggest they should not be allocated, or as additional sites.

5.0 WHAT IS PROPOSED - HOUSING ?

5.1 Appendix A to this report contains the proposed allocations document recommended for consultation alongside the draft policies considered by this committee at its meeting on 18 October 2023.

5.2 The following sections provide more explanation of what is proposed in terms of housing.

5.3 Having assessed all of the various sites and having regard to the distribution proposed under Option 7b and the decision of this committee to exclude land at Meadow Lane Coalville, officers propose that the sites identified in Table 4 be allocated, subject to the agreement of this Committee. The site code is that from the SHELAA and is used to avoid confusion as to which sites are being referred to. It is standard practice to only allocate specific sites where they can accommodate 10 or more dwellings.

5.4 There is a separate policy for each of the proposed allocations which identifies any site-specific requirements that a development would be expected to address. For example, this could be the retention of a key feature (e.g. a footpath link, area of woodland etc) or the provision of or a contribution to key infrastructure. It should be noted that at this stage the latter may not always be known, but this will be firmed up through the consultation process with infrastructure providers, so that at the time of the final plan (referred to as a Regulation 19 plan) there will be more certainty.

Table 4–proposed housing allocations

Address	SHELAA Site Code	Number of dwellings
Principal Town – Coalville Urban Area		
Rear of Bardon Road	C21	26
Land at Broom Leys Farm, Broom Leys Road	C46	266
South of Church Lane, New Swannington	C48	283
Jack's Ices, North of Standard Hill	C50	108
Church View, Grange Road, Hugglescote	C61	10
Land at Lilly Bank, Thringstone	C74	64
186,188 and 190 London Road	C83	50
Land at Coalville Lane/Ravenstone Road	R17	153
Broad location, west Whitwick	C47 C77 C78 C86 C81	500
Coalville Town Centre Regeneration sites		200
Former Hermitage Leisure Centre	C92	32
Principal Town – total		**1,692**
Key Service Centres – Ashby de la Zouch and Castle Donington		
Land at Money Hill, Ashby de la Zouch	A5	1,200
South of Burton Road, Ashby de la Zouch	A27	50
Land north and south of Park Lane, Castle Donington	CD10	1,076
Key Service Centres - total		**2,326**
Local Service Centres – Ibstock, Kegworth and Measham		
Land off Leicester Road, Ibstock	Ib18	450

Local Service Centres - total		**450**
Sustainable Villages		
East of Measham Road, Appleby Magna	Ap17	32
Land off Ramscliff Avenue, Donisthorpe	D8	32
Land between Midland Road and Leicester Road, Ellistown	E7	69
Land off Swepstone Road, Heather	H3	37
Land off Ashby Road, Moira	Mo8	49
Land at School Lane, Oakthorpe	Oa5	47
Land south of Normanton Road, Packington	P4	18
Land at Heather Lane, Ravenstone	R12	50
Sustainable Villages - total		**334**
New settlement		
Land at Isley Woodhouse	IW1	**1,900**
Total provision		**6,702**

5.5 The following section outlines the rationale behind the proposals using the settlement hierarchy structure.

Principal Town (Coalville Urban Area)

5.6 As was noted in the report of 15 November 2023 to this Committee, the SHELAA identifies land for about 4,200 dwellings in the Coalville Urban Area. This is significantly more than the figure of 1,993 dwellings identified in table 2. However, of these, about 1,800 dwellings are located on sites within the current Area of Separation. Therefore, excluding these sites at this stage reduces the potential number of dwellings available to about 2,400 dwellings.

5.7 Allowing for the decision to not allocate land at Meadow Lane (400 dwellings) reduces the maximum number of dwellings available elsewhere within the Coalville Urban Area to about 2,000 dwellings. However, of the remaining sites some have the benefit of planning permission (for example land at Wolsey Road (SHELAA reference C28) whilst many have a range of constraints, including lack of access or other highway related issues, poorly related to services and facilities, ecological or environmental concerns or deliverability issues which means they are either not suitable to be allocated or are too small (sometimes due to factors such as the need for buffer zones for ecological purposes which reduces the amount of land that can be developed).

5.8 The effect of all of this, is that by not allocating any land within the Area of Separation for housing means that there are suitable sites for only about 1,200 dwellings in total in the Coalville Urban Area, about 800 dwellings less than under option 7b. Addressing this shortfall is considered below in paragraphs 5.12 to 5.29.

<u>Land west of Whitwick</u>

5.9 The SHELAA includes five sites west of Whitwick and running up to Thringstone (SHELAA references C47/C77/C78/C86/C81). On their own each of these sites would deliver little in the way of housing (and also contribute little to infrastructure provision) or cannot realistically be developed on their own (for example they are in effect landlocked and require third patty land to gain access). However, each of the sites share at least one boundary with at least one of the other sites.

5.10 The National Planning Policy Framework (NPPF) (paragraph 23) refers to Broad Locations. These represent areas where housing development is considered potentially feasible but where this is not demonstrably the case at the present time. These can be comprised of a number of individual sites or one single site. It is considered that the five sites referred to above represent such a situation.

5.11 There is no guarantee that it will be possible to bring forward the Broad Location in its entirety, but at this stage officers are of the view that the consultation represents an opportunity to test the feasibility of bringing forward development through co-operation between the various landowners. At this stage it is estimated that these could potentially deliver 500 new homes, although this will need to be tested with the site promoters and be assessed through transport modelling.

5.12 As noted at paragraph 1.2 the decision of 15 November contained two separate elements in relation to identifying proposed housing sites the Coalville Urban Area:

- Investigate the potential for delivering more housing on brownfield sites around Coalville town centre as part of the Council's Regeneration Strategy.
- Look again at the potential for allocating land elsewhere in Coalville.

These are addressed below.

<u>Brownfield sites around Coalville Town Centre</u>

5.13 A key aim of the Council is to regenerate Coalville Town Centre. Bringing more housing development in to and around the town centre will assist this because it will support business and also improve the physical environment.

5.14 Following discussions with the Business Focus team, it is clear that there are a number of opportunities for new housing development which utilise brownfield sites. However, more work will need to be undertaken to establish exact numbers and also which specific sites should be identified. This will need to be completed by the time a Regulation 19 plan is agreed to provide the level of certainty that will be required at Examination stage.

5.15 However, at this stage it is suggested that an allowance be included for 200 dwellings from Coalville Town Centre Regeneration sites.

<u>Land elsewhere in the Coalville Urban Area</u>

5.16 The former Hermitage Leisure Centre in Whitwick represents a further brownfield land opportunity. Restricting development to the former building and car park which immediately adjoined the swimming pool area, could accommodate about 30 dwellings. It is considered that there are unlikely to be any technical objections, such as access, bearing in mind the previous use.

5.17 Therefore, it is recommended that the former Hermitage Leisure Centre be allocated for housing development.

5.18 The allocation of the former Hermitage Leisure Centre, together with an allowance for regeneration opportunities in Coalville Town Centre would provide about 230 dwellings. Whilst this goes some way to offset the loss of land at Meadow Lane, it still leaves a shortfall of 170 dwellings against what was originally proposed in the 15 November 2023 report. This itself was about 400 dwellings short of the amount required under option 7b.

5.19 The only remining way to address this shortfall in the Coalville area (notwithstanding the comments at paragraph 4.5 regarding potential additional sites), would be through the release of land in the Area of Separation between Coalville and Whitwick.

Sites in the Area of Separation

5.20 The principal aim of the Area of Separation policy (AoS) is to maintain the physical separation between Coalville and Whitwick. The AoS is a local designation which is not specifically recognised in the NPPF. However, the Council has successfully defended the principal of the AoS against proposed development on a number of occasions at appeal. The AoS has strong support within the local community, particularly in Whitwick. However, whilst recognising that allocating land for housing development in the AoS is likely to be unpopular, it would be consistent with the comments of the Planning Inspector who conducted the Examination of the adopted Local Plan and who concluded that "*there is scope for reconsideration of the detailed boundaries and land uses of the AoSs, 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*".

5.21 A study was undertaken by independent consultants in 2019 which assessed the AoS in detail. This identified whether different units of land made a primary, secondary or incidental contribution to the AoS. This was then updated in 2022 following the completion of the new Whitwick and Coalville Leisure Centre. These reports can be viewed from this link.

5.22 The AoS defines incidental areas as making a "*limited contribution to the openness that separates adjacent settlements*". Of the four incidental areas identified in the study, only one (parcel 18) has been put forward as part of the SHELAA (site C45). This site is largely occupied by well used allotments. For development to be considered acceptable it would be necessary for a replacement allotment to be provided. There has not been any contact with the site promoter since 2019 and there is no clear evidence that it would be possible to secure a replacement site for the allotment. Therefore, at this time allocation would not be appropriate.

5.23 Of the remaining parts of the AoS identified as making an incidental contribution, one would require access via third party land (parcel 19 in the study) and one is partly used as an allotment and would also require access via third party land (parcel 11). The remaining parcel (3) is owned by the District Council and is a play area/recreation ground. None of these areas are, therefore, considered to be suitable as there is no evidence of likely deliverability and they also have other unresolved planning issues.

5.24 In terms of those sites identified in the AoS as making a secondary contribution (defined as providing "*an important component of the openness that separates adjacent settlements or different parts of the same settlement*") there are eight parcels that fall into this category. Each of these is considered below.

Table 5– Assessment of sites in Area of Separation identified as being of 'secondary' importance

Site Address	**SHELAA reference**	**2023 Area of Separation study reference**	**Comments**
Broom Leys Farm, Broon Leys Road Coalville	C46	1 2	A Previous planning application (Ref 14/00808/OUTM) was not determined and was subsequently deemed withdrawn. The 2019 Area of Separation study notes that the two parcels that make up this site are judged as making a

			"*limited contribution* "and a "*minimal contribution*" respectively to the separation of Coalville from Whitwick. It goes on to note that development would be likely to have a significant effect on the open character of this part of the Area of Separation but that it "*would have a relatively limited effect on the remainder of the AoS to the north due to the level topography and intervening vegetation in Units 3, 4 and 5*."
Rear of Green Lane Whitwick	Not promoted	12	Site is not being promoted for development and comprises a children's play area.
Off Hermitage Road Whitwick	C19	14	A small part of a much larger site which encompassed units 6,7,8,9,10,13 and 14 and was subject of planning application for residential development which was refused and then dismissed at appeal in 2012 (10/01208). Other than parcel 14, the parcels which made up this previous application are all judged as making a primary contribution to the AoS.
Rear of Church Lane Whitwick	Not promoted	20	Site is not being promoted for development.
Church Lane Whitwick	C44	21a 21b	There is no means of access to Church Lane without acquiring third party land.
Church Lane Whitwick	Not promoted	22	Site is not being promoted for development and comprises of Whitwick Cemetery.
Land between Whitwick Cemetery and Hermitage Recreation Ground Whitwick	Not promoted	23	Site is not being promoted for development and comprises established footpath along former railway line.

5.25 Having regard to the above, only three parcels identified in the AoS study sites are being promoted for development. Of these, parcel 14 comprises a very small part of a much larger site (C19) which was dismissed at appeal. As such, development in isolation from the remainder of this larger site would not represent comprehensive development. Furthermore, access on to this part of Hermitage Road so close to the roundabout with the A511 would be likely to be unacceptable.

5.26 Parcels 21a and 21b (SHELAA site C44) do not have any means of access and so cannot be regarded as being deliverable.

5.27 Therefore, the only part of the AoS that is judged as making a secondary contribution, is being promoted for development and is considered to be deliverable are parcels 1 and 2 (SHELAA site C46). However, as noted above, the AoS study still identified that development would be likely to have a significant effect on the open character of this part of the AoS. This has to be balanced against the need to identify sufficient land to address

the housing needs. In the absence of any other alternative site at this stage, it is considered that the site should be allocated. This will also mean adjusting the boundary of the Area of Separation to exclude the land at Broom Leys Farm. This is allowed for in the recommendations to this report.

5.28 Allocating this site (266 dwellings) together with the former Hermitage Leisure Centre and having an allowance for Coalville Town Centre regeneration opportunities, takes the total provision in the Coalville Urban Area to about 1,700 dwellings. This is more than was proposed at the 15 November 2023 meeting of this committee but is still about 300 dwellings less than option 7b. If any of the sites currently proposed to be allocated are demonstrated to be not deliverable for whatever reason, then the shortfall would be even greater.

5.29 As noted previously (paragraph 4.5) there are a number of additional sites which have been put forward which have yet to be assessed. This includes sites in the Coalville Urban Area. Furthermore, additional sites may come forward as part of the forthcoming consultation. However, an initial assessment, would suggest that there would still likely to be a shortfall against the distribution agreed under option 7b.

5.30 Not allocating any further land within the AoS does mean there would be a shortfall in the Coalville Urban Area of at least 300 dwellings compared to option 7b. If at the Regulation 19 stage it is apparent that there is still a shortfall in the Coalville Urban Area, then this issue will have to be addressed. Members are advised that this is likely to require the allocation of more land in AoS if the Council is to be able to demonstrate at Examination that it has prepared a 'sound' plan. Based on the AoS study, any additional allocation will involve some areas identified as making a primary contribution to the AoS.

New settlement

5.31 Option 7b included a new settlement. A study undertaken in 2020 looked at a number of potential strategic developments in terms of what infrastructure might be required to support them. Amongst the sites considered were three sites which were being promoted as new settlements. Of these two sites south of the A453 and East Midlands Airport shared a common boundary and were considered to be more relatively easy to develop having regard to infrastructure needs. Subsequently these two sites have been promoted as a single site (SHELAA reference IW1) known as Isley Woodhouse. The site comprises up to about 4,500 dwellings and associated infrastructure such as schools and shops.

5.32 Under Option 7b this would need to deliver about 2,000 dwellings by 2040. Allowing for the need to go through the Local Plan process, develop and agree a Masterplan and submit and determine a planning application, it would be a number of years before development was able to commence. The site promoters have suggested a start date of 2028.

5.33 The site promoter has suggested a build rate of 250 dwellings each year. Research published by Lichfields (2020) (an established and respected planning consultancy firm) found that sites of 2,000 or more dwellings had an average build rate of 160 dwellings per annum. If development was started in 2028 and the build rate was 160 dwellings each year, then by 2040 about 1,900 dwellings would have been delivered, slightly less than required under Option 7b. Further work will need to be done with the site promoter to profile the likely build out of the site to inform the Regulation 19 plan, but at this stage a build of 1,900 dwellings up to 2040 is assumed.

5.34 Since the meeting of this Committee on 15 November 2023, the site promoter has reiterated their view that the build rate would be more than allowed for at this stage. They suggest that overall delivery by 2040 would be 2,425 dwellings (i.e. about 500 dwellings more than allowed for at this stage). They also note that it is planned to have a range of products including Built for Rent properties and later living homes, all of which have a

positive impact on the potential build out rates. However, they acknowledge that allocating land West of Castle Donington could impact build out rates as both sites would be competing within the same market.

5.35 These comments are noted, but at this stage officers do not propose to make any changes to the underlying assumptions. This matter will be reviewed again as part of finalising the Regulation 19 plan when more information will be available, including that in respect of viability and infrastructure.

5.36 It should be noted that transport evidence has been commissioned to support the plan with a specific focus on the northern part of the district. This will consider the potential impact on the highway network arising from this site (and others in the locality) along with likely mitigation requirements. This stage will not be completed until early Spring 2024. The outcome from, and any subsequent work, will inform any specific requirements at Regulation 19 stage.

Key Service Centres

5.37 The Key Service Centres comprise of Ashby de la Zouch and Castle Donington.

5.38 As noted above, an area of land at Money Hill (SHELAA reference A5) is allocated for housing as part of the adopted Local Plan. Land between this allocation and the existing built area of Ashby de la Zouch to the north of Nottingham Road and the town centre has the benefit of planning permission. Development has commenced. It is necessary to reconfirm this allocation as part of the new Local Plan. If the remainder of the site was not to continue as an allocation, it could bring into question whether that part which already has the benefit of planning permission would remain viable, particularly as a significant access road has been provided from the A511 Ashby Bypass across that part that is currently allocated. Furthermore, it was always envisaged that the Money Hill site would be a long-term development going beyond the end date of the adopted Local Plan.

5.39 Whilst reconfirming that this site should continue to be allocated, it is important to note that as it has already been included in the projected completion figures in Table 1 that this DOES NOT contribute to the residual requirement of 5,693 dwellings and nor is it included in the figures in Table 6 of this report.

5.40 Of the remaining SHELAA sites in Ashby de la Zouch, 11 sites are identified which could accommodate about 1,900 dwellings. Three of these loosely comprise what is known as Packington Nook on the south side of Ashby de la Zouch and one is too small to be an allocation. In addition, three sites are clustered on the west side of Ashby de la Zouch off the Moira Road and Burton Road.

5.41 It is proposed that one relatively small site is proposed in Ashby de la Zouch (in addition to the remainder of Money Hill. This is land south of Burton Road (SHELAA reference A27 - 50 dwellings).

5.42 Of the remaining sites, the preference would be for the Packington Nook site. This is partly because as noted already, most other proposed sites are on the west side of Ashby de la Zouch. This would result in more traffic having to pass through the centre of Ashby in order to access the A42, whether that be J12 or J13. In addition, it would also provide the potential opportunity to create a sustainable urban extension to mirror that at Money Hill which has the potential to deliver more infrastructure than smaller development dotted around the town.

5.43 In Castle Donington, only six sites are included in the SHELAA which are capable of accommodating at least 10 dwellings. Of these there are only two which are capable of accommodating more than 100 dwellings. Again there are a potential 1,900 dwellings.

5.44 Only two sites are considered to have realistic potential for development (SHELAA reference CD9 south of Park Lane and SHELAA reference CD10 land north and south of

Park Lane). Development on site CD9 is not considered to be appropriate. The SHELAA identifies that CD10 could accommodate up to about 1,400 dwellings. Since the SHELAA was completed the site promoters have undertaken further work which has resulted in a reduced site capacity of 1,076 dwellings.

5.45 In considering whether site CD10 should be allocated, a key issue is the relationship of the site to the nearby Donington Hall which is a Grade II* Listed Building. To understand the potential impact on this important heritage feature, the site promoters undertook and submitted a Baseline Heritage Assessment. Officers commissioned a report from external consultants to review this Baseline Heritage Report. This recommended that development be pulled eastwards to minimise the impact on both Donington Hall and Home Farm and that further planting be incorporated along part of the boundary of the site with Donington Hall.

Ashby de la Zouch or Castle Donington?

5.46 The scale of growth required to meet the preferred distribution of growth would be about 850 dwellings. Allowing for the smaller sites identified in Ashby de la Zouch this would leave a residual of about 800 dwellings. The question is how should this be met? On the face of it there is a choice between land south of Ashby de la Zouch or land west of Castle Donington.

5.47 There is already a significant scale of growth in Ashby de la Zouch that would result from the development of Money Hill (both the site that has planning permission and that which it is proposed be reallocated). These together with the two proposed allocations would equate to about 2,000 additional dwellings. Since the 2021 this would equate to growth of about 33%. If Packington Nook were to be allocated this would increase to about 2,800 dwellings. Since the 2021 this would equate to growth of about 44%

5.48 In Castle Donington about 320 dwellings remain to be built on land north and south of Park Lane and at The Spittal. Since the 2021 this would equate to growth of about 18%. However, there would no further growth after 2031. The allocation of land to the west of Castle Donington would result in an increase of about 1,400 dwellings since 2021, which equates to growth of about 50% since the 2021.

5.49 Having regard to the above, allocating land at Packington Nook, Ashby de la Zouch would result in a very significant imbalance in growth between Ashby de la Zouch and Castle Donington. However, allocating land west of Castle Donington would result in a more equal level of growth.

5.50 A further factor in favour of allocating land west of Castle Donington is the fact that the Strategic Growth Plan (SGP) identifies the northern part of the district as a growth area, referred to as the Leicestershire International Gateway. Whilst the SGP is not a statutory plan, it has been prepared jointly by the Leicester and Leicestershire authorities to inform the preparation of local plans so as to ensure a coherent strategy across the area. As such, therefore, allocating land west of Castle Donington (in addition to the proposed new settlement) would be consistent with the SGP.

5.51 Having regard to all of the above, the argument about whether land should be allocated at Ashby de la Zouch or Castle Donington is finely balanced. However, overall it is considered that allocating land at Castle Donington would be more appropriate as it would ensure that the proportion of growth in the two Key Service Centres of Ashby de la Zouch and Castle Donington is relatively similar. Furthermore, it would be consistent with the SGP which could also avoid objections under the Duty to Cooperate. It would also provide a balance with the significant employment opportunities that exist in this part of the district and which is forecast to increase further in the future.

5.52 Notwithstanding the Heritage Report referred to at paragraph 5.45, a decision at the Local Plan Committee on 15 November 2023 was deferred to enable more consideration to be

given to the potential impact of development on heritage assets at the request of the Planning Portfolio Holder. To help address the concerns about the potential impact on heritage assets a parameters plan has been prepared and is attached at Appendix C to this report. This demonstrates how it is envisaged that the site will be developed in such a way as to protect heritage assets in close proximity to the site. This will be included as part of the consultation document.

5.53 The Planning Portfolio Holder has indicated that he considers that subject to site being developed consistent with the parameters plan that his concerns are addressed.

5.54 It should be noted that transport evidence has been commissioned to support the plan with a specific focus on the northern part of the district. This will consider the potential impact on the highway network arising from this site (and others in the locality) along with likely mitigation requirements. This will inform any specific requirements at Regulation 19 stage.

5.55 The overall number of dwellings proposed in the Key Service Centres that are new allocations is 1,136 dwellings.

Local Service Centres

5.56 The Local Service Centres comprise Ibstock, Kegworth and Measham.

5.57 The recent announcement from the government regarding HS2 has significant implications for potential housing development in both Kegworth and Measham. As noted previously, two sites which had the benefit of planning permission at Kegworth (251 dwellings) and one at Measham (426 dwellings) were affected by the proposed route of HS2. These sites can now come forward for development whereas previously it had been assumed that no development was possible on these sites, which is reflected in the option 7b requirement figure.

5.58 The adopted Local Plan identifies reserve sites at both Kegworth and Measham in the event that HS2 did proceed and so result in the loss of the three sites referred to. However, in view of the government announcement neither of these sites are now required. Therefore, it is proposed that no further land be allocated in either Kegworth or Measham

5.59 In terms of Ibstock a site to the north of Leicester Road (SHELAA reference Ib18) is proposed. This has the potential to deliver a new primary school (the existing one is near capacity and there is no space to extend) and to also provide a link road between Leicester Road and Ravenstone Road. This could potentially remove some traffic from the double roundabout on Ashby Road/Melbourne Road.

Sustainable Villages

5.60 The Sustainable Villages comprise the following: 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

5.61 A number of these villages are the subject of a Neighbourhood Plan. These have either been ‘made’ or are in the process of being prepared. The Blackfordby and Swannington Neighbourhood Plans have been ‘made’ and contain housing allocations. Therefore, itis not proposed to allocate any additional land in these settlements. Plans are being prepared to cover Breedon on the Hill, Diseworth and Long Whatton. The Neighbourhood Plan groups are proposing to include housing allocations. Officers have advised the respective Neighbourhood Plan groups that subject to this being the case, then no further sites would be proposed at this stage as part of the Local Plan. If, however, they change their mind then a future iteration of the Local Plan would potentially allocate sites.

5.62 In terms of the remaining Sustainable Villages it is not proposed to allocate any sites in Albert Village, Belton and Worthington as none of the potential sites identified in the SHELAA are considered to be suitable. No sites have been put forward at Woodville, other than one site which is covered by the Blackfordby Neighbourhood Plan and so no provision is proposed for the reasons outlined at paragraph 4.50 above.

5.63 In the vast majority of cases the sites proposed are in the range of 20 to 50 dwellings. Bearing in mind the size of these settlements and the range of services and facilities these are considered to be reasonable.

5.64 The most amount of development is in Ellistown. There are a limited number of sites included in the SHELAA for Ellistown. Of these, only one is considered to be suitable (SHELAA reference E7). Its potential capacity based on the SHELAA is up to 237 dwellings. A promotional document submitted to the Council suggested that the amount of development could be between 150-200 dwellings, although there was nothing more specific. Either way, this would be significantly in excess of any other site in a Sustainable Village. Therefore, it is proposed that a smaller site be allocated that is restricted to the field fronting Midland Road. It is estimated that this would potentially provide 69 dwellings, more in keeping with the other Sustainable Villages. The development of this site would 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 the actual and perceived separation between these two settlements. Land on the opposite side of Midland Road is proposed for employment. It will be important to ensure that the two sites are designed to complement each other, not only in terms of their design but also in terms of infrastructure provision.

How does what is proposed compare to option 7b?

5.65 Based on the proposed site allocations, the following distribution emerges. It is important to note that the numbers are not absolutes and are subject to change as more information becomes available.

Table 6 – comparison of proposed provision compared to option 7b

Actual proportions based on residual requirement at April 2023 of 5,693 dwellings	**Proportion**	**Total provision based on residual of 5,693**	**Actual number**	**Compared to requirement**	**Actual proportion**
Principal town	35	1,993	1,692	-301	30
New settlement	35	1,993	1,900	-93	33
Key Service Centre	15	854	1,126	272	20
Local service Centre	10	569	450	-119	8
Sustainable Villages	5	285	334	49	6
Total provision	100	5,693	5,502	-191	97

Overall

5.66 It will be noted that the total provision is less than the overall requirement, although it is less than that proposed in the report to this Committee on 15 November 2023. However, as already noted there are a number of other sites which have been put forward which have yet to be assessed. In addition, it should be appreciated that there is still some uncertainty regarding the exact figures for individual sites or their build rates. Therefore, all of the above the numbers need to be treated with a degree of caution at this stage.

Principal Town

5.67 It can be seen that there is a significant shortfall compared to option 7b. As outlined at paragraph 5.28 additional sites may come forward as part of the consultation process. However, should a shortfall remain, this will need to be addressed at Regulation 19 stage.

New settlement

5.68 There is a shortfall of about 90 dwellings against option 7b which is not considered to be significant.

Key Service Centre

5.69 The total number of dwellings proposed to be allocated in the Key Service Centres is 2,336 dwellings (see Table 4). However, as noted previously, the overall number of dwellings that are new allocations is 1,136 dwellings. This is significantly more than under option 7b and results in proportionally more development in these settlements (20% of all growth compared to 15% required under option 7b). Artificially reducing the numbers at the west of Castle Donington to fit more with option 7b would be inappropriate. If the one new allocation at Ashby de la Zouch was omitted it would reduce the over provision to about 220 dwellings. However, there is not considered to be any reason to exclude this site on planning grounds. The over provision also helps to address the slight shortfalls in the Coalville Urban Area and the new settlement.

Local Service Centres

5.70 On the face of it there is a more significant shortfall across the Local Service Centres. However, this is somewhat misleading. As noted previously the recent government announcement regarding the cancellation of HS2 will enable three sites capable of accommodating 677 dwellings and which have the benefit of planning permission to come forward in Kegworth and Measham. These sites would otherwise have been needed to be replaced through new allocations, this is no longer the case.

Sustainable Villages

5.71 There is a slight over provision in the Sustainable Villages, but this needs to be balanced against the fact that most villages see some growth which will help to assist with their long-term sustainability from a community perspective and will provide continued support to help maintain existing service provision. The over provision is not considered to be significant.

6.0 WHAT IS PROSOSED – EMPLOYMENT?

6.1 Appendix A to this report includes the proposed employment allocations which it is recommended be consulted upon alongside the draft policies considered by this committee at its meeting on 18 October 2023.

6.2 The following sections provide more explanation of what is proposed in terms of employment.

General Needs Employment

6.3 General needs employment falls in to two categories:

- Offices and
- Industry and small scale warehousing (units of less than 9,000sqm)

Each of these is considered below.

Offices

6.4 Offices are a main town centre use and a sequential approach is required when identifying new sites for office development. This means that town centre and then edge of centre locations should be favoured over out of centre sites. In their study, Stantec identify a trend towards businesses favouring in-town offices over out-of-town business parks.

6.5 A review by officers of those SHELAA sites which are located in town centre or edge of centre locations has revealed a lack of sequentially preferable sites which are realistic candidates for new office development. Whilst it is feasible that the market could bring forward such redevelopment sites during the plan period, it is more likely that this will require some form of public sector intervention, possibly as part of a larger scale regeneration initiative.

6.6 Taking these factors into account, the recommended approach at this stage is to include offices as part of a mixed-use employment site at Land west of Hilltop, Castle Donington (SHELAA reference EMP89) (6.39Ha). This could function as an extension to Stud Brook Business Park which is currently under construction.

Industry and small-scale warehousing

6.7 Four sites have been identified as proposed allocations for general needs employment at this stage.

Land north of Derby Road (A6), Kegworth (10.24Ha) and Land north of A453 Remembrance Way Kegworth (14.8Ha) (both SHELAA reference EMP73).

6.8 Land north of Derby Road includes land which had been safeguarded for the route of HS2, which has now been cancelled. This means that this site is now available in its entirety. The second parcel, north of Remembrance Way, is within Flood Zone 3. The site promoters are undertaking more detailed flood modelling work and are liaising with the Environment Agency to confirm 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. Pending this being resolved, the site is included at this stage so that it can be subject to public consultation.

Land east of Midland Road, Ellistown (10.8Ha) (SHELAA reference EMP24)

6.9 This site adjoins the South Leicester Industrial Estate. Access would be via Midland Road and has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point. The development of this site would 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 the actual and perceived separation between these two settlements. Land on the opposite side of Midland Road is proposed for housing. It will be important to ensure that the two sites are designed to complement each other, not only in terms of their design but also in terms of infrastructure provision.

Land at Burton Road, Oakthorpe (4.48Ha) (SHELAA reference EMP60).

6.10 Despite its address, this site is close to Measham as it is situated immediately to the west of A42. The County Highways has raised some concerns which the site owners are working to resolve and, pending this, the site is included for public consultation. The site would provide valuable additional general employment land in the south of the district as no other such land is currently available.

Land at proposed new settlement

6.11 Employment development will be part of the mix of uses at the proposed new settlement at Isley Woodhouse. This will provide increased opportunities for people to live and work locally, improving the overall sustainability of the settlement and the wider area. Initial information from the site promoters suggests there could be in the order of 23,000sqm of industrial/warehousing space when the settlement is fully built out. At this stage it is not possible to be certain how much of this would be provided by 2040. A cautious approach is suggested that which assumes that some 20% of this (ie 4,600sqm) can be completed by 2040.

6.12 The table below sets out the estimated capacity of each site and compares this with the residual requirement. The employment land supply table 3 above is dated April 2023 and since then permission has been granted for up to 6,719sqm of industry and/or storage and distribution floorspace at Land West of Regs Way, Bardon (21/02281/FULM). This quantum has been deducted from the requirement figure in the table below.

6.13 The table below does not include any sites at Ashby de la Zouch. However, land at Money Hill is allocated for employment purposes in the adopted Local Plan. This site has yet to come forward for development due to restrictions associated with the River Mease. These issues will be resolved when pumping out of catchment occurs (2027). This site remains an appropriate employment site and so it is proposed to reconfirm the allocation of this site. Whilst not included in the table below, it has been accounted for in the employment land supply table 3.

Table 7 – Proposed employment land allocations

			Offices	**General B2/B8**
EMP24	East of Midland Road	Ellistown	0	29,160
EMP89	W of Hilltop	Castle Donington	6,000	11,850
EMP 73 (part)	N of A6 Derby Road	Kegworth	0	30,000
EMP 73 (part)	N of A543 Remembrance Way	Kegworth	0	40,000
IW1	New settlement	Isley Woodhouse	0	4,600
EMP60	Burton Road	Oakthorpe	0	12,100
		Total sqm	**6,000**	**127,710**
		Requirement	Up to 10,506sqm	At least 107,843sqm
		Under/over	**-4,506sqm**	**+19,867sqm**

6.14 This shows that the sites listed are insufficient to meet the entirety of the office requirement figure. The picture for offices is a mixed one. The employment land forecast

in the Stantec study shows 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, the Stantec report acknowledges there is uncertainty about this, particularly about the extent to which increased home working will affect future needs and presents the requirement as a maximum figure. A market demand for new stock is also not apparent and, linked to this, speculative office development is not currently viable. This situation is not unique to North West Leicestershire and a quite substantial market adjustment would need to happen for this position to change. Officers will keep this matter under review.

6.15 Conversely the table shows an apparent excess of small industrial/warehousing. Officers consider that it is nonetheless pragmatic to include all these sites for the following reasons.

- The industry/smaller warehousing requirement is expressed as a minimum;
- Some 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.

Strategic Warehousing

6.16 Further to the findings of the Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (April 2021) , the Leicester and Leicestershire authorities have committed to continued joint working on strategic warehousing matters. To this end, the authorities commissioned a study to advise on how best to distribute the future need for strategic warehousing across the authorities' areas. This report is in preparation and, when complete, it will form a part of the evidence base for the new Local Plan. The report will recommend an apportionment of the requirements, but it will be down to individual authorities through their Local Plans to determine which site/s to allocate based on their own detailed understanding of relevant planning factors.

6.17 As already noted (paragraph 2.11) Committee has previously agreed an initial policy option whereby this council would provide for 50% of the outstanding Leicester & Leicestershire requirement (approximately 106,000sqm). This will be revisited when the apportionment report is complete.

East Midlands Freeport.

6.18 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 SHELAA (site reference EMP90).

6.19 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.

6.20 The 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 must be given significant weight 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.

6.21 In designating the Freeport, however, an assessment of the planning merits of the site was not undertaken by the government; 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.

6.22 From a planning point of view the following are key planning considerations (although there are also more):

- Highways/transport – 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. As noted elsewhere in this report transport evidence has been commissioned to support the plan with a specific focus on the northern part of the district. This will consider the impact of this site on its own, but also in conjunction with the proposed new settlement (SHELAA reference IW1) and land west of Castle Donington (SHELAA reference CD10). It will also identify any mitigation measures required as part of any development.
- There is the potential for harmful affects upon the Diseworth Conservation Area, particularly if development was to come right up to the edge of the village, to correspond with the Freeport designation, which could erode its legibility as a standalone settlement within its rural context.
- In terms of potential impact upon the landscape, it is considered that the scale of the proposed development would result in harmful impacts which would detract from the rural setting of Diseworth.
- There is the potential for adverse impacts on the amenity of nearby residential properties.
- Other potential concerns relate to impact on biodiversity, flooding and drainage and the operation of East Midlands Airport.
- The exact nature and extent of development impacts will depend upon the details of the proposal and the site's design and layout.

6.23 In addition to the above site-specific concerns, and as noted above, the Leicester and Leicestershire Strategic Warehousing apportionment study has yet to be completed. Its findings will need to be considered as they will have a bearing on the selection of location/s for strategic warehousing for the new Local Plan. We also need an up-to-date understanding of the progress made by all the Leicester & Leicestershire authorities towards meeting the need identified in the 2021 study.

6.24 At this time, faced with these significant concerns and uncertainties, officers are not yet in a position to make a firm recommendation that the Freeport site should be proposed for allocation or, conversely, that it should be rejected at this stage. The expectation is that these issues will have been resolved, one way or another, by the time Regulation 19 Plan is being produced (likely to be late 2024/early 2025). If the issues are satisfactorily addressed, then this could mean a recommendation to allocate the site at that point. However, introducing such a significant proposal late in the plan process is not without risk.

6.25 To address this risk, and to provide an opportunity to gather the views of the public and stakeholders, it is considered important that the site features in the forthcoming consultation in some form.

6.26 Having regard to the concerns outlined above, officers consider that potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, would be likely to be unacceptable based on the current extent of the designated Freeport land. At this stage it

is suggested that a smaller site be consulted upon as a 'Potential Location for Strategic Distribution'. The recommended site boundary and proposed policy included in the proposed consultation document at Appendix A reflects these concerns.

6.27 The decisions at Regulation 19 stage will be subject to the outcome from the Leicester and Leicestershire Strategic Warehousing apportionment study identifying a need for additional strategic B8 in North West Leicestershire, together with addressing the various concerns outlined above. The proposed policy allows for this.

J11 A/M42

6.28 At the Development Options and Policy Options stage (January 2022) it was identified that new development at the J11 M/A42 location could capitalise on the profile of Mercia Park with the potential to share infrastructure. The emerging spatial strategy agreed by Local Plan Committee reflects this:

Allocate employment land at Coalville, Ashby and Castle Donington/East Midlands Airport, at the Local Service Centres and at a 'new', expanding employment location at J11 M42.

6.29 As outlined, the matter of strategic warehousing is subject to a number of uncertainties including around the role and suitability of the designated Freeport site as described above.

6.30 All the SHELAA sites which are potentially suitable for strategic B8 uses have been appraised as part of the detailed site assessment work described elsewhere in this report. This work is on a site-by-site basis and does not factor in wider issues (such as the outcomes of the apportionment study) which may also influence the final selection of site/s for inclusion in the Plan.

6.31 Based on the assessment of all the potential sites, officers' view is that land to the north of J11 A/M42 is a suitable site for allocation (SHELAA site EMP82). 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. The Mercia Park development faces the site to the west.

6.32 In the same vein as the Freeport site, it would be pragmatic to include this site in the forthcoming consultation as a 'Potential Location for Strategic Distribution'. This will mean its merits can be tested through wider public consultation in advance of a future decision on the necessity for a site allocation in this location. A proposed policy and site plan are included in the document in Appendix A.

6.33 It is important to note that this issue is not presented as a straightforward choice between these two locations in the draft consultation document. Depending on the resolution of the outstanding matters, the recommendation at Regulation 19 stage could be that allocation of one site is justified, or both sites or, indeed, neither site or even a different site entirely.

7.0 NEXT STEPS

7.1 The sites proposed to be allocated for housing and employment as set out at Appendix A, together with the policies agreed by Local Plan Committee at its meeting on 18 October and those matters covered elsewhere in this report, comprise the draft Local Plan prepared under Regulation 18. In addition, a variety of supporting documents will be published including those referred to at paragraph 3.5 of this report.

7.2 The intention is that all of these will be consulted upon for a period of six weeks starting in late January 2024. This will include some form of direct public engagement in a number of locations, most likely in the form of an informal roadshow/exhibition during an afternoon and evening. Members will be provided with more details when they are available. In addition, those on the Council's consultation database will be contacted directly to be made aware of the consultation and other means will be used to publicise the plan.

7.3 The consultation responses will be reported back to a meeting of this committee in due course. Exactly when will partly depend upon the nature and volume of responses received.

7.4 All policies will need to be subject to a Sustainability Appraisal (SA). Any suggested changes arising from the SA will be considered alongside responses to the proposed consultation. In addition, a Viability Assessment of the plan together an Infrastructure Delivery Plan will need to be prepared.

7.5 As members have been previously advised, the government intends that plans being prepared under the current regulations will need to be submitted for Examination by the end of June 2025. The final version of the plan (referred to as the Regulation 19 plan) will need to be agreed by a meeting of Council towards the end of 2024/ early 2025 if this deadline is to be met.

Policies and other considerations, as appropriate	
Council Priorities:	Insert relevant Council Priorities: - Support for businesses and helping people into local jobs - Developing a clean and green district - Local people live in high quality, affordable homes - Our communities are safe, healthy and connected
Policy Considerations:	The National Planning Policy Framework requires that plans meet the development needs of their area.
Safeguarding:	None discernible
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	Detail any impact the decision will have on customers
Economic and Social Impact:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive economic and social impacts and these will be recorded through the Sustainability Appraisal.
Environment and Climate Change:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal.
Consultation/Community Engagement:	A number of the policies have been the subject of previous consultation. Where this is the case, it is highlighted in the report. All the proposed policies will be subject to consultation. The consultation arrangements will be governed by requirements in the Statement of Community Involvement
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to

	minimise risks, including regular Project Board meetings where risk is reviewed.
Officer Contact	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk

APPENDIX 2. RAVENSTONE SITE ASSESSMENT – LAND AT CHURCH LANE, RAVENSTONE (R9)

- It is in a wider parcel of land (21RAV-B) deemed to be of medium-high landscape sensitivity and medium visual sensitivity (Landscape Sensitivity Study). The Guidance and Mitigation Considerations plan in the LSS identifies that part of the site has higher visual sensitivity relating to views into and out of the Conservation Area.
- The south-western part of the site is in the Conservation Area and the whole site forms part of the agricultural landscape upon which the village largely depended economically for much of its history (Conservation Area Appraisal).
- The Council's Conservation Officer concludes that the site contributes positively to the significance of the Conservation Area and development of the site would result in less than substantial harm.
- A public right of way (O42) crosses through the part of the site in the Conservation Area providing access from Church Lane to the countryside to the north.
- There is no footpath on the northern side of Church Lane.
- The hedgerows represent potential Biodiversity Action Plan habitats.

Deliverability/Developability – The site is being promoted on behalf of the landowner and its availability was last confirmed in 2019. There is no known developer interest. There are questions over whether the site is in a suitable location given its potential impact on the Conservation Area and its reduction of the gap between Ravenstone and Coalville.

R9 – Land at Church Lane (2.69 ha / about 50 dwellings)

Services & Facilities – In accordance with the walking distance parameters set by the accompanying methodology, the site is within a good walking distance of the local convenience shop, public transport as well as formal recreation and informal recreation facilities. It is within a reasonable walking distance of the primary school. Like all sites in Ravenstone, travel outside the settlement is required to access a defined local centre, secondary education, employment sites, GP surgery and pharmacy (all available in Coalville). There are bus stops on Church Lane c.200m from the site which provide access to the 15 bus service. Access to the 29A in Coalville is also under 800m.

Summary of SA

SA Objectives														
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	**SA2**	**SA3**	**SA4**	**SA5**	**SA6**	**SA7**	**SA8**	**SA9**	**SA11**	**SA12**	**SA13**	**SA14**	**SA15**	**SA16**	**SA17**
++	-	+	++	0	++	-	+	0	0	--	--	--	-	0	?

The site's significant negative scores against SA13 and SA14 reflects the fact development of the site would result in the coalescence of Ravenstone and Coalville as well as the loss of over 1ha of greenfield land. Its minor negative score against SA15 reflects the site's position adjacent to the Conservation Area.

Key Planning Considerations

- The site adjoins the Conservation Area and there are views into the Conservation Area from Church Lane and a public right of way which crosses through the western edge of the site.
- The site is in a wider parcel of land (21RAV-B) deemed to have medium-high landscape sensitivity and medium visual sensitivity. However, in landscape terms, the arable fields between Church Lane and the A447 are considered to be of a slightly lower quality due to fewer natural features and intact hedgerows.
- The Council's Conservation Officer concludes that the site contributes positively to the significance of the Conservation Area and development of the site would result in 'less than substantial' harm to the historic environment. To minimise the harm, he suggests that the hedges and trees on Church Lane should be retained and development should be pushed back around 45m from Church Lane.
- Development of the site would potentially result in the loss of Grade 2 agricultural land.
- Development would increase the size of the existing settlement by around 6-7%.
- The site would also reduce the gap between Ravenstone and Coalville, albeit Piper Lane provides a defensible boundary.
- There is the potential for badgers to inhabit the site and the hedges on site are potential Biodiversity Action Plan Habitats.

Deliverability/Developability – The site is being promoted on behalf of a housebuilder and its availability was last confirmed earlier in 2023. The promoters have prepared a range of technical studies and an illustrative concept plan. Questions over its suitability relate to its potential impact on the historic environment and the reduction of the gap between Ravenstone and Coalville.

R10 – North of Leicester Road (27.58 ha / about 517 dwellings)

Services & Facilities – In line with the parameters set by the accompanying methodology, the site is within a good walking distance of the local convenience shop, public transport as well as formal recreation and informal recreation facilities. It is within a reasonable walking distance of the primary school. However, due to the scale of R10, accessibility will vary across the site. Like all sites in Ravenstone, travel outside the settlement is required to access a defined local centre, secondary education, employment sites, GP surgery and pharmacy (all available in Coalville). There are bus stops on Wash Lane c.300-400m of the site entrance which provide access to the 15 bus service.

Summary of SA

SA Objectives															
Health and Wellbeing	Inequalities	Community	Housing	Economy	Town/Village centres	Employment	Sustainable travel	Air, Light & Noise	Flooding	Biodiversity & Geodiversity	Landscape	Land-use efficiency	Historic Environment	Water & Soil	Waste
SA1	**SA2**	**SA3**	**SA4**	**SA5**	**SA6**	**SA7**	**SA8**	**SA9**	**SA11**	**SA12**	**SA13**	**SA14**	**SA15**	**SA16**	**SA17**
++	**--**	**-**	**++**	**0**	**++**	**-**	**+**	**0**	**0**	**--**	**--**	**--**	**0**	**0**	**?**

The site's significant negative scores against SA13 and SA14 reflects the fact development of the site would result in the coalescence of Ravenstone and Coalville as well as the loss of over 1ha of greenfield land.

APPENDIX 3. SUSTAINABILITY APPRAISAL PROFORMA SCORING MATRIX – LAND AT CHURCH LANE, RAVENSTONE (R9)

Site Information					
Housing Code	**R9**	Site Address	Land at Church Lane, Ravenstone	Settlement	RAVENSTONE
Employment Code					

Nearest Settlement		Nearest Sustainable Settlement		Proposed Use	Housing
				Hectares	2.69
Name	Ravenstone	Name	Ravenstone	Site Capacity* Dwellings	50
				Emp (m^2)	
Settlement Tier	Sustainable Villages	Settlement Tier	Sustainable Villages	Periods and Build Rates	
				0 - 5 / 6 - 10 / 11 - 20	
Relationship to Limits to Development?	Adjoining	Distance from sustainable boundary	Adjoining Boundary	D / 50	
				E	

Site of Special Scientific Interest?	No	Ancient Woodland?	No	Within Flood Zone 3b?	No	SHELAA Assessment	Potentially Suitable
National Nature Reserve?	No	Historic Park or Garden?	No	EMA Public Safety Zone?	No		Available
Local Nature Reserve?	No	Scheduled Monument?	No	Existing Permission?	No		Potentially Achievable

Quantitative Assessment			
Services			
Local Services	Coalville	Employment	Oaks Industrial Estate, Coalville
Convenience Store	Premier Stores, Ravenstone	Public Transport	Within 800m, 29A - Coalville to Swadlincote & 15 - Ravenstone to Ibstock, both hourly
Primary School	Woodstone Community Primary	Formal Recreation	Within 1000m walking distance
Secondary School	Stephenson Studio School	Informal recreation	Within 800m walking distance
GP Surgery	Whitwick Road Surgery	Pharmacy	Boots, Coalville
Constraints			
Rights of Way	PROW cuts across SW corner of site	Biodiversity and Geodiversity	None
Previously developed?	No	Soil Resources	2
Flood risk	Flood Zone 1	Minerals Safeguarding	Sand and Gravel/Coal
Tree Preservation Order?	None	Waste Safeguarded Sites	None

Qualitative Assessment
The site is agricultural land (grade 2) located to the south of Church Lane. The site is flat and is bound by mature trees and hedgerows. Piper Lane, a public by-way, runs along the eastern and part of the southern boundary of the site. A public footpath within the site runs along the southern boundary. Beyond Piper Lane to the south of the site is a sports field. To part of the south-west of the site is a recently completed housing development. The site adjoins the Ravenstone Conservation Area along the south-west boundary.

Topic	Assessment	Notes
Green Infrastructure	It is uncertain whether the development would impact upon existing green infrastructure or whether the site would provide the opportunity to improve the Green Infrastructure Network.	Hedges and trees form the site boundaries and would need to be maintained and supplemented as part of any development to maintain the character and to assimilate development into a currently undeveloped and landscaped site. There are no significant trees within the site. The site is a field with housing in relatively close proximity and does not form part of a wider green network. There is potential for additional planting and new open spaces together with retention of hedgerows and trees to enhance the green infrastructure.
Townscape, Landscape and Visual Sensitivity	It is likely development of the site will have an impact on sensitive landscape and/or townscape characteristics, and it is possible that it cannot be mitigated to an acceptable level.	The site forms an open field which provides a rural setting for the village and prevents coalescence between Coalville and Ravenstone. The field is not particularly well related to the built form of Ravenstone with only the south-western boundary adjoining the built form. Development of the site would result in an encroachment into the countryside, to the detriment of the visual amenity of the site and surroundings.
Historic and Cultural Assets	Development of the site may have the potential to affect heritage assets, but it is possible that it could be mitigated to an acceptable level.	The site borders the conservation area to the south-west. This part of the designation has had recent development set behind the street frontage development and development of this site could preserve the character and appearance of the conservation area.
Land and Water Contamination	The site is unlikely to be affected by land contamination or landfill. The site is unlikely to cause groundwater pollution.	No known issues.
Environmental Quality	The site is not close to sources of pollution or other environmental quality issues.	No known issues.
Ecology	There are ecological issues that require further investigation such as a Phase 1 Survey.	LCC Ecology stated there is the potential for badgers to inhabit the site. The hedges on site represent potential Biodiversity Action Plan habitats. A badger survey would be needed. 5m buffer zones should be retained along hedges, which should not be incorporated into garden boundaries but managed as part of open space, to ensure habitat continuity and retain connectivity. The site is considered acceptable with mitigation.
Highway Safety	The site could potentially be served by a satisfactory access onto the highway network and impact on the local highway network could potentially be mitigated.	LCC Highways stated there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process might lead to the site being viewed less favourably.

APPENDIX 4. LAND AT CHURCH LANE, RAVENSTONE, CONCEPT MASTERPLAN

Planning | Design | Environment | Economics | Heritage
East Midlands
www.pegasusgroup.co.uk

Church Lane, Ravenstone - **Illustrative Concept Plan**

Pegasus Group

| Drawn by: KC/JF | Approved by: JF | Date: 04/01/23 | Scale: 1:1000 @ A1 | DRG: P17-1667_001 Sheet No: 01 Rev: H | Client: Redrow Homes (East Midlands) |

APPENDIX 5. STRATEGIC HOUSING AND EMPLOYMENT LAND AVAILABLITY ASSESSMENT (SHELAA) – LAND AT CHURCH LANE (R9)

R9 – Land at Church Lane, Ravenstone

Site Description: The site is agricultural land located to the south of Church Lane. The site is of Grade 2 agricultural land quality (Natural England regional records). The site is flat and is bound by mature trees and hedgerows. Piper Lane, a public by-way, runs along the eastern and part of the southern boundary of the site. A public footpath crosses western corner of the site. Beyond Piper Lane to the south of the site is a sports field. To part of the south west of the site is a recently completed housing development. The site adjoins the Ravenstone Conservation Area along the south west. The site is within the National Forest.

Suitability:

- Planning Policy: The site is outside the Limits to Development as identified on the adopted Local Plan Policies Map (2017). The adopted Local Plan identifies Ravenstone as a sustainable village. The affordable housing requirements are set out in Appendix one of this document.
- Ground Conditions: The site is within a Coal Development Low Risk Area and the area may contain unrecorded coal mining related hazards which will need to be reported if encountered during development.
- Minerals: The site is within a Minerals Consultation Zone and the County Council will need to be contacted regarding the potential sterilisation of the Mineral resource.
- Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process might lead to the site being viewed less favourably. The site is remote from services and non-car travel is likely.
- Ecology: There is the potential for badgers to inhabit the site, as such a badger survey would be needed. The hedges on site represent potential Biodiversity Action Plan Habitats. A Great Crested Newt Survey (GCN) or entry into the GCN District Level Licensing Scheme would be required. 5m buffer zones should be retained along hedges, which should not be incorporated into garden boundaries but managed as part of open space, to ensure habitat continuity and retain connectivity. The site is considered acceptable with mitigation.

The site is outside the Limits to Development and a change in the boundary of the Limits to Development would be required for the site to be considered suitable. It would also be necessary to demonstrate that issues relating to minerals/geo environmental and ecological factors can be satisfactorily addressed. Subject to these factors being addressed the site is considered to be **potentially suitable**.

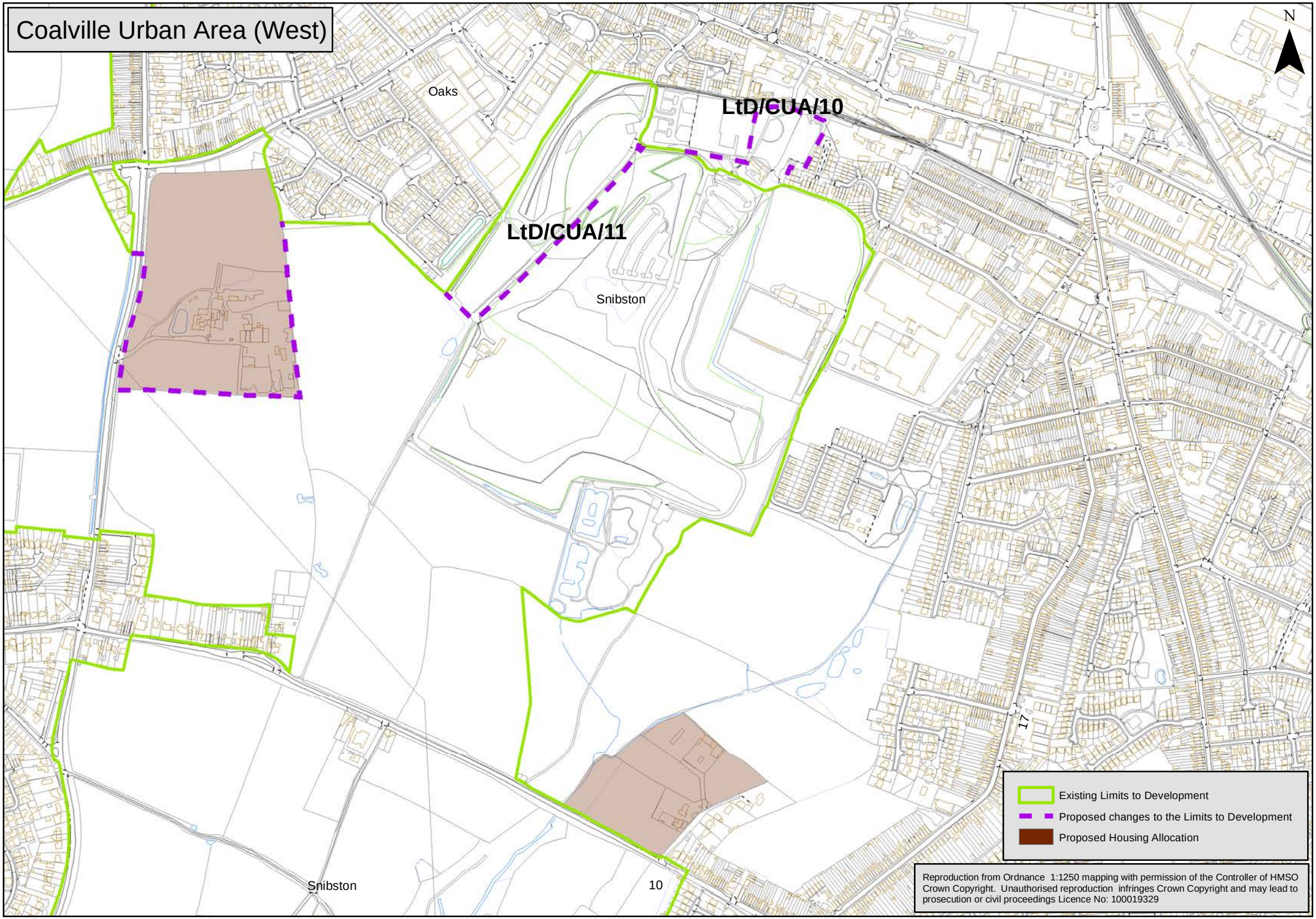
Availability: The site is promoted by an agent on behalf of a volume housebuilder who has an option/conditional contract on the site. The landowner supports the development of the site. The site is considered to be **available.**

Achievability: No physical or viability constraints have been identified that could make the site unviable. There has been a Landscape Baseline Report completed that identifies that the site is not covered by any landscape designations or statutory or non-statutory designations that would prohibit its development for residential purposes. An Ecological Impact Assessment has also been undertaken which does not identify any constraints to development. The site is considered **potentially achievable.**

Site Capacity:

Total Site Area Available for Development (hectares)	**2.69**
Gross to Net Development Ratio	**62.5%**
Density Applied (dwellings per hectare)	**30**
Estimated capacity	**50**
(Site is being promoted for 50-70 dwellings)	
Timeframe for Development	**Years 6-10**
Estimated Build Rate (dwellings per year)	**n/a**

APPENDIX 6. LIMITS TO DEVELOPMENT MAP SHOWING LAND AT COALVILLE LANE/RAVENSTONE ROAD (R17)


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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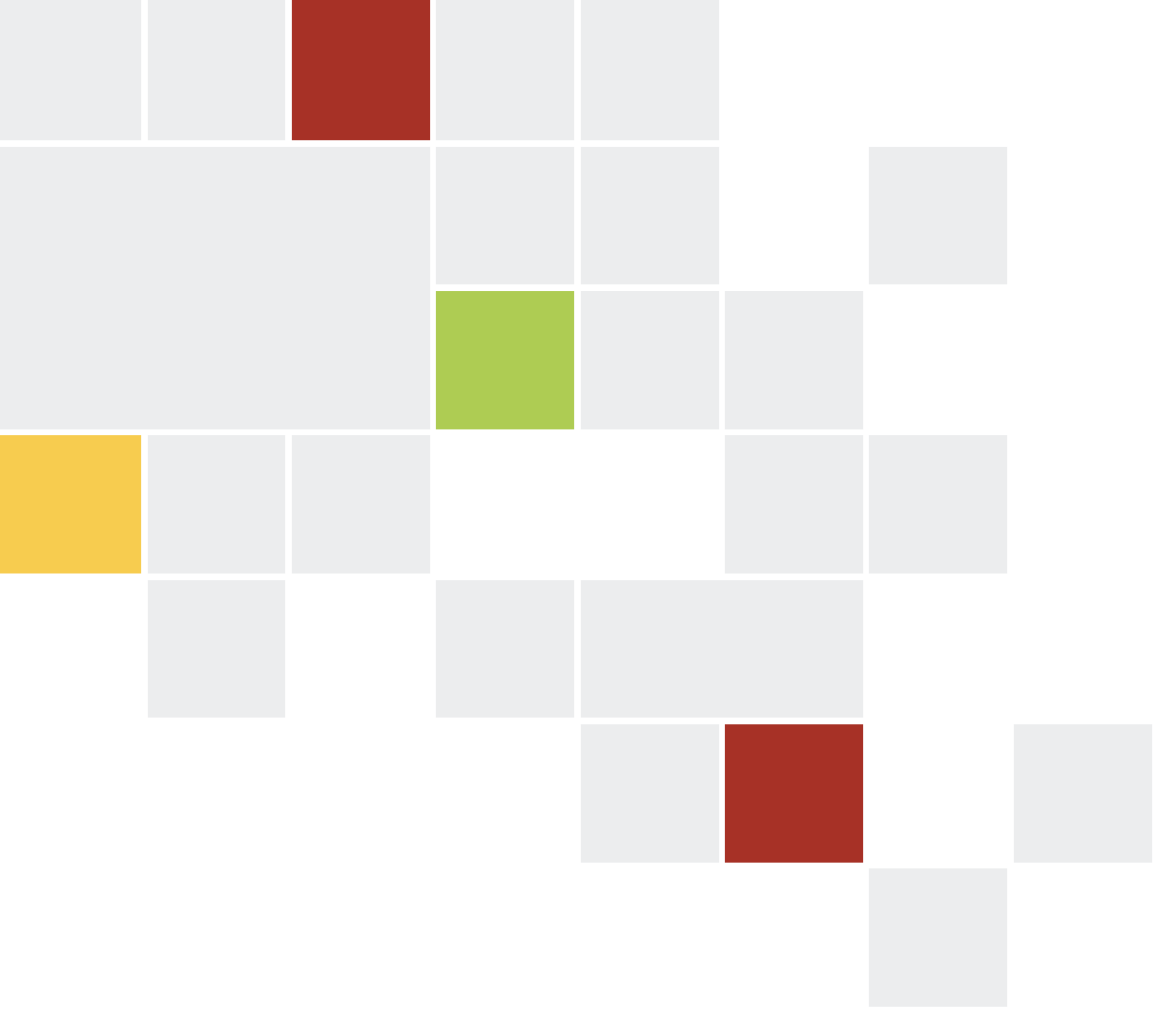

1a Cedars Office Park, Butt Lane, Normanton, Loughborough, LE12 5EE | 01509 324 262
midlands@boyerplanning.co.uk | boyerplanning.co.uk

Boyer

[redacted]

From: Phillip Ivory [redacted]
Sent: 15 March 2024 11:26
To: PLANNING POLICY
Cc: David Murray-Cox; Ben Williams
Subject: EXTERNAL: Draft North West Leicestershire Local Plan Consultation- reps on behalf of Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson (jointly and severally)
Attachments: WILS3003- Park Lane Castle Donington- Publication Consultation Response Form (final).pdf; WILS3003- Park Lane Castle Donington - NWLDC Reg.18 Representations (final).pdf

Dear Sir/ Madam,
On behalf of our clients, Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson, please find attached representations (jointly and severally) to the Draft North West Leicestershire (2020-2040) Local Plan Consultation.
Please can you confirm you are in receipt of these submitted representations at the earliest opportunity.
Many thanks,
Phil

Phillip Ivory
[redacted]
Turley
[redacted]
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Our co-owners are contactable in the usual ways and we suggest using mobile numbers in the first instance.

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Phillip
Last Name		Ivory
Job Title (where relevant)		[redacted]
Organisation (where relevant)	Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson (jointly and severally)	Turley Associates
House/Property Number or Name	c/o Agent	[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Proposed Policies Document

- Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)
- Policy S2 – Settlement Hierarchy (Strategic Policy)
- Policy AP1 – Design of New Development
- Policy AP2 – Amenity
- AP4 Reducing Carbon Emissions (Strategic Policy)
- Policy AP7 – Flood Risk (Strategic Policy) and Policy AP8 – Sustainable Drainage Systems
- AP9- Water Efficiency
- Policy H1 – Housing Strategy (Strategic Policy)
- Policy H2 – Housing Commitments (Strategic Policy)
- Policy H3 – Housing Provision – New Allocations (Strategic Policy)
- Policy H4 – Housing Types and Mix (Strategic Policy)
- Policy H5 – Affordable Housing (Strategic Policy)
- Policy H7 – Self-build and Custom Housebuilding
- Policy H11 – Accessible, Adaptable and Wheelchair User Housing
- Policy IF1- Development and Infrastructure (Strategic Policy)
- Policy IF5- Transport Infrastructure and New Development

Proposed housing and employment allocations

- Land North and South of Park Lane, Castle Donington (CD10)

Evidence base- sustainability appraisal and site assessment work

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Date: 15/03/24

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

North West Leicestershire
Draft Local Plan Consultation

Statement of Representations

On behalf of Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson Enterprises Ltd.

March 2024

Turley

Contents

1.	Introduction	1
2.	Previous Site Promotion	4
3.	Response to the Proposed Policies Document	5
4.	Response to Proposed Housing and Employment Allocations Document	12
5.	Response to the Evidence Base and Site Assessment Work	16
6.	Summary	19
Appendix 1:	Review of the Interim Sustainability Appraisal	20

Contact
Phillip Ivory
[redacted]

March 2024

Turley

1. Introduction

1.1 Turley is instructed by Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson Enterprises Ltd (hereby referred to as the "land-owners") to make representations on their behalf (jointly and severally) to the Regulation 18 public consultation on the North West Leicestershire New Local Plan.

1.2 The land-owners acquired the land north and south of Park Lane, Castle Donington ("the site") in 2021. Collectively, they own the freehold of the land, including the access onto the highway. Clowes, Redrow and Wilson Enterprises have been actively promoting the site for allocation in the New Local Plan since early 2022 (see Section 2 of this document).

1.3 The site has been included as a draft housing allocation in this version of the New Local Plan. The site is referred to as "Land North and South of Park Lane, Castle Donington (CD10)" in the Proposed Housing and Employment Allocations for Consultation document.

Introduction to the land-owners and track record of delivery

1.4 Clowes Developments (UK) Ltd is an East Midlands based property developer and investor. Alongside Miller Homes, Clowes jointly secured permission for 895 new homes to the east of the relief road in Castle Donington. Clowes are also bringing forward further development at its Castle Donington employment site (East Midlands Distribution Centre).

1.5 Redrow Homes Ltd is an award-winning national housebuilder that has been operating across the UK for over 40 years. In addition to having its East Midlands office in Castle Donington, Redrow has recent experience of delivering high-quality homes within the town. Redrow is currently building over 200 new homes at its Foxbridge Manor development to the east of the relief road (south of Park Lane).

1.6 Wilson Enterprises Ltd (WEL) is an East Midlands based company that specialises in the promotion of strategic development land across the UK. WEL is actively promoting a range of strategic sites, both on a standalone basis and as part of a consortium. WEL's sister company, Davidsons Developments Ltd, is the highly-regarded Midlands based housebuilder who has built a reputation as a place-maker of quality on sites across the East Midlands.

Land North and South of Park Lane, Castle Donington (CD10) ('the site')

1.7 The site comprises of two parcels of land: Parcel A is located to the north of Park Lane, extending to 50.7 ha (125 acres), and Parcel B is located to the south of Park Lane, totalling 30.6 ha (76 acres). It is currently used for agriculture and is made up of a number of fields sub-divided by hedges and trees.

1.8 The north-eastern boundary of the site is defined by the recently upgraded Western Relief Road, forming a north-south access route directly to the East Midlands Distribution Centre that is situated adjacent to the northern boundary of the site.

1.9 To be considered "deliverable", the National Planning Policy Framework (NPPF) states that sites for housing should "*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*".

1.10 The site is 'available' now. The site is being promoted by a consortium of developers which own the freehold of all of the land including its access to the highway. There is absolute certainty here that there are no legal or ownership impediments to development. The site is therefore considered to be 'available'.

1.11 The site is in a suitable location for development now. The site lies adjacent to the boundary of Castle Donington. The information provided to the council at previous consultations on the new Local Plan has demonstrated there are no overriding physical, environmental or technical constraints to development.

1.12 Finally, the site is achievable as it has been demonstrated at previous consultations on the new Local Plan there are no 'showstoppers' to development and this site could be brought forward quickly.

1.13 In summary, it is clear that the site is suitable, available and achievable and is truly therefore 'deliverable' in terms of its definition in the NPPF.

Why Castle Donington is appropriate for housing

1.14 Castle Donington is a historic town with a distinctive local character with amenities and employment opportunities that provide a great opportunity for delivering new high-quality housing in a sustainable location.

1.15 The town has a good range of services and facilities to support housing development. Retail, supermarkets, restaurants, pharmacies, medical centres and hotels are primarily located along the historic Market Street/ Borough Street. St Edward's Church and Castle Donington Methodist Church are also situated just off the main road, forming a destination town centre for local residents.

1.16 Residents of Castle Donington benefit from a significant number and range of employment opportunities including the Segro East Midlands Gateway Logistics Park, East Midlands Distribution Centre, Willow Farm Business Park, Trent Lane Industrial Estate and East Midlands Airport.

1.17 The employment opportunities in the area are set to grow exponentially in the coming decades with the introduction of the East Midlands Freeport. The East Midlands Development Corporation (EMDC) has been set up by five councils (including NWLDC) to drive development at the three sites within the East Midlands Freeport. These include the East Midlands Airport, Ratcliffe-on-Sour Power Station, and Toton & Chetwynd East Midlands Hub. The EMDC plans to create up to 84,000 jobs, more than 10,000 new homes by 2045, and create more than £4.8 million in added value to the Midlands economy. All of these sites are within 10 miles of Castle Donington. Castle Donington is a truly sustainable location that would benefit from, and be able to support, a significant growth in population.

Format of representations

1.18 The primary purpose of these representations is to support the allocation of 'land north and south of Park Lane, Castle Donington (CD10)' as a 'draft housing allocation' within the New Local Plan.

1.19 Additionally, these representations also include comments on specific draft policies and the evidence base supporting the consultation documents. These comments are intended to assist officers to produce a sound plan leading up to Examination in 2025. These representations are structured as follows:

- **Section 2:** provides a summary of the promotion of site at previous rounds of the plan-making process for the New Local Plan.
- **Section 3:** provides our response to the 'Proposed Policies' consultation document.
- **Section 4:** provides our response to the 'Proposed Housing and Employment Allocations' consultation document.
- **Section 5**: provides our response to the Evidence Base, including the Interim Sustainability Appraisal and Detailed Site Assessments.
- **Section 6:** sets out our concluding remarks.

1.20 These representations are supported by a review (also prepared by Turley) of the Interim Sustainability Appraisal (**Appendix 1**).

1.21 We note that throughout our assessment of the consultation documents, some policies are yet to be developed or have their wording drafted. We wish to reserve the right to provide comments on these policies at the Regulation 19 stage, when we understand more information and evidence will be made available.

2. Previous Site Promotion

2.1 The land-owners submitted representations to the Regulation 18 consultation on the substantive review document 'Development Strategy Options and Policy Options' in **March 2022**.

2.2 As part of the March 2022 representations, we submitted a Vision Document which set out the vision for a sustainable extension to Castle Donington. The vision included the potential delivery of up to 1,200 homes, a new local centre, a new primary school and a new Country Park.

2.3 In addition, a suite of technical reports was submitted which included:

- Air Quality Constraints and Opportunities;
- Baseline Heritage Report;
- Ecological Appraisal;
- Flood Risk and Drainage Overview;
- Landscape and Visual Sensitivity Report;
- Noise Constraints and Opportunities;
- Open Space Report;
- Technical Note Ground Conditions;
- Transport Strategy;
- Tree Survey; and
- Utilities Overview.

2.4 In **March 2022**, the site was also resubmitted for consideration as a potential housing allocation as part of the 'Call for Sites' exercise.

2.5 Further information on the site was provided to NWLDC in **October 2022** to assist officers as part of the site allocation assessment work. This included a Delivery Statement, formal responses to the statutory consultee comments received (with potential amendments shown to the masterplan), and further information on commuting patterns.

2.6 The land-owners are very pleased that the site has been included as a draft housing allocation in the Regulation 18 consultation that is now underway on the New Local Plan and strongly support its inclusion.

3. Response to the Proposed Policies Document

3.1 We have reviewed the Proposed Policies document in full. Our comments primarily relate to draft policies that are most relevant to our clients' site on land north and south of Park Lane, Castle Donington (CD10). We trust these comments are helpful to Council officers.

Timescales and the Plan-Period

3.2 The Proposed Policies document sets out the Council's latest Local Development Scheme (LDS) with timescales for the Local Plan review. The LDS anticipates submission to the Secretary of State for Examination in May 2025 with the Examination in October 2025 (§1.10). The latest timescale does not indicate the expected date of the New Local Plan being adopted.

3.3 The National Planning Policy Framework ("NPPF") states that strategic policies should look ahead over a minimum 15-year period from adoption (§22). The plan period for the New Local Plan is 2020 – 2040. The Council will need to be satisfied that it can adopt the plan within this timeframe to ensure compliance with the NPPF policies. We note that some of the key documents that form part of the Council's evidence base look towards 2041 (Leicester & Leicestershire Housing & Economic Needs Assessment 2022, Leicester and Leicestershire Strategic Distribution Study). Accordingly, the Council may wish to extend the plan period to 2041 to ensure that its strategic policies accord with §22 of the NPPF on the date of adoption.

3.4 If the New Local Plan is adopted during the 2025/26 year and the Plan-period expires on 31st March 2040, that would be a 14-year period. If the Examination into the New Local Plan becomes protracted and it is adopted after 1 April 2026 (as is feasible based on the Council's expected timeframe), that would represent a 13-year Plan-period.

3.5 Extending the Plan-period to 2041 not only aligns with key aspects of the Council's evidence base, but increases the prospects of the Plan providing for a 15-year period post adoption in line with the NPPF.

Future key evidence work

3.6 The Proposed Policies document (§3.11) notes that NWLDC are undertaking further evidence work including the following:

- Transport modelling to understand the potential implications of proposed development on the transport network;
- A Viability Assessment;
- An Infrastructure Delivery Plan;
- Sustainability Appraisal; and
- Habitats Assessment.

3.7 We wish to reserve the right to review the above documents (and any other evidence-based documents) once they are publicly available.

Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

3.8 We commend the work undertaken to date by NWLDC Officers under the Duty to Cooperate requirement (NPPF; §24) to reach an agreement with Leicester and the Leicestershire authorities on the Statement of Common Ground relating to Housing and Employment Land Needs, and we support the Council's decision to take forward the additional housing requirements.

3.9 The consultation document (§4.11) refers to the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA; 2022), which had regard to a range of factors to inform how the Leicester City unmet need might be redistributed across the rest of the county. That document noted that, by delivering homes near to where future employment growth is expected, a better balance between jobs and homes can be achieved. Our clients' site in Castle Donington responds to this very point, and as set out in the wording of CD10, will deliver housing near to existing and emerging jobs.

3.10 We support the housing requirement for NWLDC of 686 dwellings per year in principle as set out in part 1 of Draft Policy S1. The land-owners strongly support the Council's aspiration to plan positively and increase housing targets within the district.

3.11 Employment opportunities in Castle Donington and the surrounding area are set to grow exponentially in the coming decades with the plan's introduction. Castle Donington is within 10 miles of the three sites where development will be focused. This growth should be met within the district of North West Leicestershire to reduce the need for long distance commuting given there are currently more people entering the district for employment purposes than leaving, which in turn will lead to truly sustainable development.

3.12 The NPPF is clear that "*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*" (§61). The Planning Practice Guidance (PPG) is also clear that planning for higher housing needs will be appropriate in certain circumstances which include where: (i) growth strategies for the area are likely to be deliverable; (ii) strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or (iii) an authority has agreed to take on unmet need from neighbouring authorities.

3.13 In the event that the Plan-period is extended beyond 2040, the level of housing growth being planned for should increase accordingly.

Policy S2 – Settlement Hierarchy (Strategic Policy)

3.14 It is agreed that the Coalville Urban Area is the most sustainable location within the district. However, we do not agree that Ashby-de-le-Zouch and Castle Donington should be within the same category of the settlement hierarchy.

3.15 The proposed settlement hierarchy identifies Castle Donington as a 'Key Service Centre' along with Ashby-de-la-Zouch.

3.16 The employment opportunities in Castle Donington and the surrounding area are set to grow exponentially in the coming decades, particularly with the introduction of the East Midlands Freeport.

3.17 The East Midlands Development Corporation ("EMDC") will drive development at three sites within the East Midlands Freeport which include the East Midlands Airport, Ratcliffe-on-Sour Power Station, and the Toton & Chetwynd East Midlands Hub, all of which are within 10 miles of Castle Donington.

3.18 The EMDC plan to create up to 84,000 jobs, more than 10,000 new homes by 2045, and generate more than £4.8 million in added value to the Midlands economy.

3.19 The strategic importance of Castle Donington will continue to grow during the plan period amidst the large-scale investment noted above. We consider that this importance should be reflected within the settlement hierarchy given development should be focused in this sustainable location.

3.20 We therefore propose that Castle Donington, and the surrounding area, is given its own category (underneath 'Principal Town' and above a 'Key Service Centre'). This elevated position would reflect its status as a focus for sustainable growth in housing and employment.

Policy AP1 – Design of New Development

3.21 There is currently no draft policy wording for Policy AP1. We understand that NWLDC are progressing this policy in tandem with a new 'Good Design SPD'. We therefore reserve the right to comment on this policy at Regulation 19 stage when we anticipate more information will be available.

3.22 The land-owners look forward to working with NWLDC to create a high-quality scheme.

Policy AP2 – Amenity

3.23 Part 2 of draft Policy AP2 states that "*development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants*". Whilst we support this in principle, the wording of the draft policy does not allow for appropriate mitigation.

3.24 The NPPF (§191.a) states that planning policies should ensure development is appropriate in its location and should mitigate and reduce to a minimum the potential adverse impacts resulting from noise. Furthermore, NPPF §180e states that planning policy should contribute and enhance the natural and local environment by preventing new and existing development from contributing to unacceptable levels of soil, air, water, or noise pollution.

3.25 Accordingly, we recommend that Part 2 is redrafted to include reference to mitigation, similar to how Part 1 of the policy is currently drafted.

AP4 Reducing Carbon Emissions (Strategic Policy)

3.26 We support the Council's ambition to reduce carbon emissions from new development. We have reviewed the policy wording and have suggested amendments to the wording to bring this into line with national standards. Full details can be found within the report at Appendix 1 (paragraphs 36 – 48).

Policy AP7 – Flood Risk (Strategic Policy) and Policy AP8 – Sustainable Drainage Systems

3.27 The land-owners will integrate surface water attenuation into the scheme to reduce the risk of flooding from surface water generated by the proposed development. During extreme infrequent storm events, attenuation basins will hold additional volume of water and reduce the flow from the site to the equivalent greenfield run-off rate via the use of a flow control devices such as a hydro-brakes.

Policy H1 – Housing Strategy (Strategic Policy)

3.28 This draft policy repeats the headline figures in draft Policy S1. We repeat our comments set out earlier in these representations, where we commend the work undertaken by officers to reach an agreement on the Statement of Common Ground and our support for the Council's decision to take forward the additional housing requirements, which sets an annual requirement of 686 dwellings.

3.29 We strongly support the Council's decision to include our clients' site at Park Lane in Castle Donington (CD10) as a draft housing allocation in this version of the draft Local Plan review.

Policy H2 – Housing Commitments

3.30 The Council is planning to include this policy in the next version of the Local Plan review. Again, we wish to reserve the right to comment on this policy at the Regulation 19 Stage.

3.31 The supporting text states that the policy will list sites with planning permission for residential uses where construction has not yet started (referred to as housing commitments). The policy would also likely include a provision to make it easier for a site with a lapsed planning permission to secure permission in the future. This draft policy is supported in principle.

Policy H3 – Housing Provision – New Allocations (Strategic Policy)

3.32 This policy relates to the new housing allocations which are confirmed in the 'Proposed Housing and Employment Allocations' consultation document.

3.33 The land-owners fully support the inclusion of 'land north and south of Park Lane, Castle Donington (CD10)' as a 'draft housing allocation'. Further detail is set out within Section 4 of this document.

3.34 The allocation of our clients' site is also supported in principle by §74 of the NPPF which 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). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way". Initial highways testing has indicated that there is no requirement to build a new, or significantly enhance, the existing highways infrastructure around the site. Moreover, the land-owners control the entire site and access to the highway, ensuring there will be no issues from a highways perspective. Finally, the site will be able to deliver all other relevant facilities (such as a primary school and local centre) on site, creating a sustainable development.

Policy H4 – Housing Types and Mix (Strategic Policy)

3.35 Draft Policy H4 covers mix of housing types and sizes. Part 2 sets out a dwelling size breakdown in the HENA (2022). Our first comment here is to recommend that the most recent version of the HENA is quoted ('2022') in the policy and additional text is added to refer to any 'successor' versions of the HENA as the document will be constantly updated during the plan period.

3.36 Our second comment on Part 2 of the draft policy relates specifically to 'Part 2a' which states that, for market housing, "*any deviation of more than 5% from any of the figures in the HENA must be justified*". Our clients have a unique insight into the housing market and have expressed concerns with wider demand for 1 and 2 bed homes, particularly where there are no financial incentives / grants available. Accordingly, we recommend that the deviation figure is not limited to 5% but should provide more flexibility to the market, subject to a strong justification. The requirement to fully justify any deviation to the council would remain, which continues to provide the local planning authority with the control it requires. Secondly, we suggest that a fourth justification reason is added to cover "*relevant housing market conditions*".

3.37 Thirdly, we are concerned with the application of such a housing mix policy, requiring compliance with (even with some deviation) the HENA, across the District as a whole. This approach may result in development proposals which fail to respond to the particular character and context of the area in which they are located.

Policy H5 – Affordable Housing (Strategic Policy)

3.38 We note that the percentage of affordable housing required for housing allocations will be determined once the Viability Assessment is published at the Regulation 19 stage. We therefore wish to reserve the right to review and comment upon the updated wording of Policy H5 once available at Regulation 19 stage.

Policy H7 – Self-build and Custom Housebuilding

3.39 Draft Policy H7 covers self and custom housebuilding. Part 2 of the draft policy states that on general market housing sites of 30 or more, 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. Our clients' site is earmarked for around 1,076 new homes. This policy would require 54 dwellings to be reserved for self / custom build on our clients' site at Castle Donington.

3.40 The Self-build and Custom Housebuilding Topic Paper (February 2024) justifies the 5% provision on the forecasted demand for 415 plots between 31 October 2023 and 31 March 2040. There are 35 plots either with planning permission or expected to be delivered from windfall sites, leaving a requirement of 380 plots to be found over the plan period. The 380 plots to be found over the plan period equates to 5.69% of the 6,676 dwellings to be allocated in the Local Plan up to 2040. Accordingly, the Council has arrived at the figure of 5% provision for all allocated housing sites of 30 or more dwellings.

3.41 We are not convinced with the method by which the forecasted demand has been calculated (average demand of 24 plots per year). Since the register was opened in 2016 only 126 people have registered for a self / custom build plot (16 per year).

Furthermore, there is no evidence to suggest that those 126 people who have registered are still interested in a plot.

3.42 Additionally, we have concerns with the method of locating these plots within large-scale residential schemes. Table 2 of the topic paper confirms the number of self / custom build homes granted planning permission between 2016 and 2023 (37 plots). All of the applications, apart from one for 30 self / custom build homes, comprised a single dwelling in a rural location outside of the limits to development. This signifies to us that the demand for self / custom build is not for plots located within sustainable urban extensions or other large-scale housing schemes. We support, in principle, the Council's proposals to support self / custom build house building in the countryside, and consider this should be the primary route to addressing it's self and custom housing building requirements.

3.43 We support the provision in Part 2a of the plan to allow a lower proportion of plots for self / custom build where a Viability Assessment demonstrates the full policy requirement cannot be achieved.

3.44 In addition, Part 2(b) of the draft policy states that "*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*". We support this element of the draft policy in principle. However, we wish to request further clarification on the point at which the 12-month period would commence. We would suggest that the 12-month marketing period is begins as early as possible (i.e the date at which outline planning permission is granted) to ensure larger housing allocations are delivered in a comprehensive manner and without undue delay. We also recommend that further clarification is provided to demonstrate how a site is to be 'appropriately marketed'.

Policy H11 – Accessible, Adaptable and Wheelchair User Housing

3.45 Draft Policy H11 covers accessibility requirements for new homes. We have no comments in respect of Part 1 of the draft policy.

3.46 Part 2a of the draft policy requires "*at least 9% of all market homes will be required to meet Part M4(3)(2)(a) of the Building Regulations".* Part 2b of the policy requires £*at least 23% of all affordable homes will be required to meet Part M4(3)(2)(a) of the Building Regulations"* assuming these at built out to the (b) standard (wheelchair accessible dwellings), although it states that provision of (a) standard (wheelchair adaptable dwellings will be considered where justified and agreed with the council. We understand that these figures have been taken from the latest HENA.

3.47 We would encourage the Council to remove the specific figures of 9% and 23% from this policy and, instead, refer to the latest HENA in the policy wording. We recommend that the council include a provision within the policy to allow for flexibility based upon viability and / or relevant matters.

Policy IF1 – Development and Infrastructure (Strategic Policy)

3.48 The landowners currently have no comments on draft Policy IF1 at this stage. However, as per §9.11 in the Proposed Policies document, we wish to reserve the right to review and comment on the second part of the 'Infrastructure and Delivery Plan' once it is made available.

Policy IF5: Transport Infrastructure and New Development

3.49 Part 2 of this draft policy states that new development needs to "*mitigate any negative transport impacts*". This is inconsistent with the NPPF which states that any significant impacts from development on the transport network or on highway safety should be "*cost effectively mitigated to an acceptable degree*". We would therefore encourage officers to revisit this wording in order to comply with NPPF §114.

4. Response to Proposed Housing and Employment Allocations Document

4.1 We strongly support the inclusion of 'land north and south of Park Lane, Castle Donington (CD10)' as a draft housing allocation. We have reviewed the corresponding policy and have the following points to make.

Land North and South of Park Lane, Castle Donington (CD10)

4.2 Park 1 of the draft policy for this site confirms the development for which the site is allocated. This refers to "*around 1,076 homes*", a provision of affordable housing and self / custom housing, a local centre, small scale employment uses, areas of public open space and surface water drainage provision.

4.3 The draft policy also calls for "*land to accommodate a [TBC] form entry primary school".* The supporting text in the consultation document goes further, to say that "*a new primary school is required*" (§4.61). The land-owners are supportive in principle of delivering a primary school on site. We would welcome advice from Leicestershire County Council on the need for a primary school on site (informed by a capacity study for Castle Donington) and advice on whether this will need to be a 1 form entry school or 2 form entry.

4.4 Part 2 of the policy states that "*development of this site will be subject to the following requirements*". A response to each of these matters is set out below.

(a) Provision of safe and suitable access points from Park Lane.

4.5 The provision of a safe and suitable access from Park Lane has been demonstrated in principle within the technical reports submitted at the last stage of the Local Plan Review in 2022. Further technical work and discussions with the relevant highway authorities will be required in due course.

(b) Widening of Park Lane between the Castle Donington bypass and the primary site access.

4.6 There are no known constraints that would prevent the widening of Park Lane between the bypass and the primary site access. The overall access strategy for the site would need to be agreed with the County Highway Authority in due course at the planning application stage.

(c) A safe and suitable pedestrian link to, and a crossing point across, the Castle Donington bypass.

4.7 A safe and suitable pedestrian link can be achieved across the Castle Donington Relief Road. The details will be agreed with the County Highways Authority in due course at the planning application stage.

(d) Provision of active travel pedestrian and cycle routes through the site.

4.8 Active travel routes for pedestrians and cycle routes will be provided within the site.

(e) Provision for a bus link through the site.

4.9 The transport vision for the site includes extending and expanding the capacity of the existing bus services into the site, providing a circulation loop to enable a bus service to deviate through the development. Our clients will seek to engage with the highway authority, and other stakeholders, such as bus operators, as their proposals for Castle Donington progress.

(f) Retention of the existing public right of way (L87) crossing the southern part of the site.

4.10 The emerging masterplan for the site includes the retention of this existing public right of way.

(g) The undergrounding of the overhead power lines crossing the site.

4.11 The land-owners wish to raise significant concerns with the requirement to underground the existing power lines crossing the site. The land-owners have sought informal advice regarding the principle of undergrounding a 400kV line to understand the implications to bringing this site forward and raise the following concerns which arise from the feasibility, cost and necessity of this requirement.

4.12 Firstly, this is not necessary to develop the site. The power lines do not restrict the developable area. The emerging proposals for the site (being brought forward by the land-owners), and indeed the Council's own Parameter Plan (p.41 of the Allocations consultation document), demonstrate that there would be no conflict between the overhead power lines (which are located within an area proposed for open space to the north of the site) and the areas proposed for built development. In fact, the presence of these overhead power lines appears to have had a direct influence on the areas identified for development in the Parameter Plan. Accordingly, there is no justification for the undergrounding of the power lines in these terms.

4.13 Secondly, it is anticipated that National Grid would not support the undergrounding of the powerline for access / maintenance purposes.

4.14 In reality, there are three pylons within the proposed allocation (with one just outside the western boundary and one to the north-east, between the site boundary and the Short Lane roundabout). Undergrounding the overhead lines crossing the site would either involve the stretch between the three pylons within the site itself (but leaving the length at either end of the site), or require new 'termination towers' to be introduced at / close to the site boundary; or alternatively require works outside of the site to replace the pylons to the east and west with such 'termination towers'. There does not appear have been any consideration of the feasibility of such considerations within the site, or of the ability to undertake such work outside of the site boundaries.

4.15 In addition, the undergrounding of the power lines would be hugely expensive, running into several million pounds. This would have a significant impact on the viability of the proposals.

4.16 Finally, the Allocations document does not provide any explanation as to why this aspect of the Policy is necessary.

4.17 Accordingly, we request that this requirement is removed from the draft policy.

(h) Achievement of biodiversity net gain in accordance with national requirements.

4.18 The scheme will target at least 10% biodiversity net gain to be delivered on site.

(i) The provision of an Ecological Management Plan to best benefit biodiversity and compliment surrounding habitats and designated ecological sites and their connectivity.

4.19 This would be provided at the application stage.

(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).

4.20 This requirement does not take into consideration the quality of existing trees and hedgerows and the potential to mitigate the loss with replacement planting. We would therefore recommend that the Council amend the wording of this requirement to allow for mitigation planting if required.

4.21 Furthermore, this criterion of the Policy should seek the retention of such features 'wherever possible'.

(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.

4.22 The emerging masterplan for the site includes the retention of the Studbrook Hollow LWS along with an appropriate buffer.

(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.

4.23 There are no issues with the heritage points raised in principle. As a note of correction, Donington Park is a non-designated heritage asset (it is not a Grade II* Registered Park and Garden).

4.24 Further work will be undertaken to understand the implications of heritage impacts in more detail at the application stage. This work will test emerging proposals and determine matters including set backs, landscape screening, densities, scale / heights.

(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.

4.25 A noise impact assessment would be provided as part of a planning application, identifying appropriate mitigation measures.

(n) A comprehensive masterplan and phasing plans are to be agreed with the Council and other key stakeholders.

4.26 The land-owners note the broad principles set out in the CD10 Parameters Plan that has been prepared by the Council (also referenced in (§4.63 of the Allocations consultation document). We agree that the applicant will work up an emerging Masterplan and phasing plan, to be developed outside of the plan-making process. This will be an iterative document, which will be informed further by detailed technical assessments.

4.27 A Masterplan led by the applicants within input and guidance from the Council's Officers and other stakeholders, will be provided as part of a planning application.

(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.

4.28 There are no comments at this stage on this requirement.

5. Response to the Evidence Base and Site Assessment Work

5.1 The following documents have been reviewed as part of these representations:

- Interim Sustainability Appraisal Report of the Site Options (March 2023);
- Sustainability Appraisal Castle Donington housing site proformas; and
- Detailed Site Assessment: Outcomes, Castle Donington Housing Sites Assessment.

Interim Sustainability Appraisal Report of the Site Options and Detailed Site Assessments

5.2 The Council commissioned independent consultants to undertake a Sustainability Appraisal (SA) to provide a high-level comparative assessment of the sustainability credentials of the potential sites. As referred to in the Introduction, these representations are supported by an assessment of the Interim SA, undertaken by Turley Sustainability. The report is enclosed at **Appendix 1**.

5.3 It is noted as part of the site allocation the Sustainability Appraisal (SA) of the site against the Local Plan SA Objectives notes a number of negative scores. As part of the response to the Regulation 18 Local Plan the available supporting information has been reviewed against the Council's SA objectives to assess:

- The Current Site scoring, taking into account information available since the original submission of the site to the Council, as well as the advancing development to the east of the site, north and south of Park Lane.

- The Future Site scoring, reviewing the development proposals against the Council's SA objectives to demonstrate how the site would score once completed.

5.4 As part of the submission of the site to the Council a range of documents were provided in January 2022 and October 2022 relating to air quality, heritage, ecology, flood risk, landscape, noise, and transport. Alongside the Vision document for the site these set out the objectives for the development, including a range of new services and amenities to support the sustainability of the development.

5.5 Further to the submission of materials to the Council for consideration is it noted that the development at Land North and South Of Park Lane Castle Donnington (09/01226/OUTM) has progressed significantly. The outline permission included 895 houses, 6 acres of employment uses, a primary school, and pub. The development is being built out and has already delivered the primary school, bus route and nursery.

5.6 A qualitative assessment has been prepared, reviewing available evidence, which takes into account the Council's SA Objectives, assumptions and scoring methodologies, for example the Site Options Assessment, Site Assessment Qualitative Criteria in Appendix C. Table 1 in the report presents the SA objectives and current site score, a review of

the current site scoring, and a view on the sites score once completed. The report demonstrates that the site should be marked much more positively.

Review of Baseline Heritage Report (November 2023)

5.7 The Council appointed ELG Heritage to "consider a submitted site promotion masterplan and baseline heritage report prepared by Locus Consulting in April 2022". The baseline heritage report considers the heritage implications of a potential mixed used allocation for residential, employment, open space, education with associated infrastructure and landscaping at Park Lane, Castle Donington.

5.8 We welcome ELG's review which broadly concurs with the findings and recommendations of the Baseline Assessment undertaken by Locus Consulting. The review draws a number of conclusions regarding the significance of heritage assets, the contribution of the site to their settings, and the scope of mitigation required to alleviate perceived impacts of the proposed allocation which have implications for the future development of the Site.

5.9 In common with our view, there is an assumption that the former parkland associated with Donington Hall and the route of Park Lane are likely of sufficient interest for it to be defined as a non-designated heritage assets. Notwithstanding, Paragraph 18a-040-20190723 of the Planning Practice Guidance is explicit that the significance of assets must be formally assessed, and their candidacy reviewed against criteria, for them to be identified by a local planning authority as non-designated heritage assets. Such an assessment has not been undertaken, and is critical to understanding the proportionate weight that should be afforded to their conservation under Paragraph 209 of the NPPF and local policy, and in turn any appropriate degree of mitigation required, if any.

5.10 Specifically with regard to the area of former parkland around Donington Hall, and without any detailed assessment of its significance, ELG's review advances the claim that the area is possibly eligible for designation as a conservation area. A postulated boundary has been drawn up by the conservation officer and made available to ELG, but in the absence of any evidence to support the theory, the case for designation can only be considered as speculative.

5.11 There is a strict statutory mechanism for the designation of conservation areas which requires a formal stage of public consultation. Furthermore, Paragraph 197 of the NPPF specifically wards against the designation of conservation areas that lack special architectural or historic interest and this is reinforced in Historic England Advice Note 1 (Second Edition) 'Conservation Area Appraisal, Designation and Management' (2019).

5.12 Accounting for the above, we believe no weight can be afforded to the parkland as a potential conservation area without the support of clear evidence and a degree of peer review. Furthermore, we believe that the need for and scope of mitigation recommended by ELG to the southern boundary of the Site and along Park Lane (such as lower building densities, planting and a maximum scale of two storeys) on the basis of the parkland being a potential conservation area or non-designated heritage asset,

needs to be tested further on the basis of a clear understanding of heritage significance and status of the park as a heritage asset, or otherwise. Our views similarly extend to the route of Park Lane.

5.13 With regard to the ELG report's conclusions on how to mitigate the perceived impact of the proposed allocation upon the significance of the Grade II listed building of Home Farm, the recommendations are similarly extensive and require further testing out. The creation of extensive buffers of open space and the introduction of tall intervening planting may be over cautious in relation to views of the asset which are characterised in ELG's report as loose rural grouping observed at distance from the south of the Site or as a collection of rooftops observed over laurel planting from their own driveway access off Park Lane. It is notable that many of the roofs and buildings observed are modern additions. Consequently, the need for and scope of mitigation required to alleviate impacts to Home Farm again need to be tested out to ensure it is effective.

6. Summary

6.1 These representations have been submitted to strongly support the proposed allocation of land north and south of Park Lane, Castle Donington (CD10) as a 'draft housing allocation' in this version of the New Local Plan review.

6.2 To be considered "deliverable", the National Planning Policy Framework (NPPF) states that sites for housing should meet three tests (suitable, available and achievable). The site meets all these tests and is truly 'deliverable' in terms of its definition in the NPPF.

6.3 The land-owners have control of the site and have commissioned an expert team to undertake assessments of any physical or economic constraints. The Vision Document and technical supplementary reports submitted to previous consultations on this new Local Plan have clearly demonstrated there are no 'showstoppers' to development and this site could be brought forward quickly. It is clear that the site is suitable, available and achievable and is truly therefore 'deliverable' in terms of its definition in the NPPF.

6.4 In terms of the draft allocation policy for the site, the land-owners wish to raise significant concerns with the requirement to underground the existing power lines crossing the site. The land-owners have sought informal advice regarding the principle of undergrounding a 400kV line to understand the implications to bringing this site forward. Firstly, this requirement is not necessary to develop the site as the power lines do not restrict the development area on the land-owners emerging plans for the site or indeed the Council's own Parameter Plan. Secondly, it is anticipated that National Grid would not support the undergrounding of the powerline for access / maintenance purposes. Thirdly, the financial cost to the developer to undertake this work would be significant, which would have a significant impact on the viability of the proposals. Accordingly, we request that this requirement is removed from the draft policy.

6.5 We trust that the representations to the draft policies and the further clarifications on technical matters contained within this report are of assistance to officers. We also hope that the appended report provides officers with our comments on the performance of the site in the Interim Sustainability Appraisal.

6.6 Should officers require further information on the site or on any of the points raised in these representations, please get in touch to discuss in further detail.

Appendix 1: Review of the Interim Sustainability Appraisal

Introduction

1. These representations have been prepared with respect to the Council's Regulation 18 Local Plan consultation on behalf of Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson Enterprises Ltd (hereby referred to as the "land-owners") (jointly and severally) with respect to the proposed allocation of site CD10 (EMP972) Land north and south of Park Lane as well as the proposed Sustainability policies set out in the Local Plan.

2. These representations have been prepared with respect to the Council's Regulation 18 Local Plan consultation on behalf of Clowes Developments (UK) Ltd, Redrow Homes Ltd and Wilson Enterprises Ltd (hereby referred to as the "land-owners") (jointly and severally) with respect to the proposed allocation of site CD10 (EMP972) Land north and south of Park Lane as well as the proposed Sustainability policies set out in the Local Plan.

3. Below a review is provided of the sites Site Options Assessment, as well as a review of the Council's key Local Plan Sustainability Policies.

Site Options Assessment

4. The allocation of site CD10 within the local plan is welcomed and we believe the development of the site will help support the Council's housing needs and will deliver a sustainable development in a sustainable location.

5. It is noted as part of the site allocation, the Sustainability Appraisal (SA) of the site against the Local Plan SA Objectives notes a number of negative scores. As part of the response to the Regulation 18 Local Plan the available supporting information has been reviewed against the Council's SA objectives to assess:

    - The Current Site scoring, taking into account information available since the original submission of the site to the Council, as well as the advancing development to the east of the site, north and south of Park Lane.

    - The Future Site scoring, reviewing the development proposals against the Council's SA objectives to demonstrate how the site would score once completed.

6. As part of the submission of the site to the Council a range of documents were provided in January 2022 and October 2022 relating to air quality, heritage, ecology, flood risk, landscape, noise, and transport. Alongside the Vision document for the site these set out the objectives for the development, including a range of new services and amenities to support the sustainability of the development.

7. Further to the submission of materials to the Council for consideration is it noted that the development at Land North and South of Park Lane Castle Donnington (09/01226/OUTM) has progressed significantly. The outline permission included 895 houses, 6 acres of employment uses, a primary school, and pub. The development is being built out and has already delivered the primary school, bus route and nursery.

Site Options Assessment

8. Below a qualitative assessment has been prepared reviewing available evidence as noted above. The review takes account of the Council's SA Objectives, assumptions and scoring methodologies, for example the Site Options Assessment, Site Assessment Qualitative Criteria in Appendix C. Table 1 presents the SA objectives and current site score, a review of the current site scoring, and a view on the sites score once completed.

SA1 Improve the health and wellbeing of the District's population

9. Currently the site is considered to have poor access to recreation facilities and to services via walking and cycling. In reviewing the distances to local amenities in line with the Site Assessment Qualitative Criteria in Appendix C.

10. The scoring for this objective requires close proximity to an identified Local Centre and formal and informal recreational spaces. The neighbouring development on Park Lane provides a new formal play area (under construction) which does benefit the current site scoring, however does not improve it significantly.

11. As part of the proposed development a new Local Centre, as well as areas of both formal and informal recreation facilities are proposed and designed to be within 800m for all residents. In this context, once built out the development will score positively against the Council's objective.

SA2 Reduce inequalities and ensure fair access and equal access and opportunities for all residents

12. Currently the proposed site has a poor access to schools, local services, GP surgeries etc. The neighbouring development on Park Lane provides a new formal play area (under construction) which does benefit the current site scoring, however does not improve it significantly.

13. As part of the proposed development a new Local Centre is proposed which will improve access to local services, as will the provision of a new primary school. However, at this stage access to other services such as a secondary school, GP surgeries etc is unknown or likely to be poor. In this context it is anticipated that the provision of the new Local Centre and primary school will provide a small benefit to the sites score under this criteria. Further improvements may be realised through the provision of additional services such as a GP surgery, however this will be subject to further assessment.

SA3 Help create the conditions for communities to thrive

14. Currently the site has an uncertain score under this objective with only reasonable access to some services rather than to all services. As noted above the provision of a new Local Centre will provide residents with access to local services and is therefore likely to have a positive effect in helping create conditions for the new community to thrive.

SA4 Provide good quality homes that meet local needs in terms of number, type and tenure in locations where it can deliver the greatest benefits and sustainable access to services and jobs

15. The scoring of this objective is considered to remain consistent with the Council's scoring assessment.

SA5 Support economic growth throughout the District

16. The proposed development site is within a reasonable distance to existing employment areas, and aims to enhance access to the East Midlands Distribution Park. In addition, the development will deliver a new Local Centre which will provide new local employment opportunities. The site also includes a swing block which may provide further onsite employment opportunities. While the detail of these opportunities are unconfirmed at this stage an uncertain score is currently appropriate, however it is considered that once constructed the new Local Centre will provide a minor benefit in terms of employment and economic growth.

SA6 Enhance the vitality and viability of existing town centres and village centres

17. The scoring of this objective is considered to remain consistent with the Council's scoring assessment.

SA7 Provision of a diverse range of employment opportunities that match the skills and needs of local residentsSA7 Provision of a diverse range of employment opportunities that match the skills and needs of local residents

18. The scoring for this is currently noted as uncertain, however, it is noted that within 1-2km of the site is the East Midlands Distribution Park and forthcoming employment site at Stud Brook. It is further noted that the development aims provide an element of employment space through the new Local Centre, as well as provide a connection to the East Midlands Distribution Park reducing the travel distance to that site. In this context it is believed the site is in close proximity to an employment area a would achieve a minor positive effect.

SA8 Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs

19. As part of the neighbouring development a new bus stop has been provided on Craner Road, 1.1km from the centre of the proposed development. The my15 bus route provides hourly services between East Midlands Airport and Ilkeston to the North. We would note that Long Eaton and Ilkeston are included as Town Centres in the neighbouring Erewash Borough with a good level of services and amenities and employment opportunities. Furthermore the development proposes include a new

pedestrian link to the East Midlands Distribution Park which will enhance sustainable transport options to nearby employment in line with the sub-objective for this objective.

20. In this context we would suggest that the site could now score a minor positive under this criteria. Further provision of a bus stops and a bus loop through the site as noted in the Transport Statement previously submitted to the Council would help reduce the need to travel, enhancing sustainable transport and would confirm a positive scoring.

SA9 Reduce air, light and noise pollution to avoid damage to natural systems and protect human health

21. As part of the submission of the site to the Council a Noise assessment and Air Quality Assessment were provided setting out an overview of potential risks and recommendations for the development. Through those studies it is noted that the site is approximately 1.km from Castle Donington Air Quality Management Area (AQMA), as well as being approximately 1.1km from the runway at East Midlands Airport and within 1km of the Castle Donington race track at the sites closest point. As noted in the Proposed Housing and Employment Allocations document that further assessment will be carried out and mitigation would be put in place to minimise potential effects associated with air quality and noise through construction and then the operation of the site. This would provide a beneficial effect improving the current site scoring for this objective.

SA10 Reduce carbon emissions through the District

22. It is noted that this objective has been screened out of the assessment, as it is covered in the Local Plan through Policy AP4 – Reducing Carbon Emissions. We would note here that as a minimum the development will need to comply with the requirements of the 2025 Future Homes and Buildings Standards (FHS and FBS). The FHS and FBS consultation published by the Government in December 2023 confirms that from 2025 new development will be required to achieve a 75% carbon reduction beyond Part L 2013, with no fossil fuels, meaning all development will likely be all-electric and Net Zero Ready, allowing residents to live net zero with the purchase of certified renewable electricity.

SA11 Ensure the District is resilient to the impacts of climate change

23. The Flood Risk and Drainage overview provided as part of the promotion of the site notes that the site is located in Flood Zone 1, however the site is currently noted as having a significant negative score. As part of the Vision Document it is envisaged that the drainage strategy would help support an enhanced green infrastructure provision. In this context we believe the site should achieve a neutral score under this objective.

SA12 Protect and enhance the District's biodiversity and protect areas identified for their nature conservation and geological importance

24. It is noted that currently the site has been determined to have a significant negative effect due to the inclusion in the site of the Local Wildlife Site and proximity to the Donnington Park SSSI. As part of the site submission a Preliminary Ecological Appraisal

Report (PEAR) was prepared, along with a response to initial Council comments. In response to concerns raised over the proximity to the SSSI, air quality and inclusion of Studbrook Hollow and Grassland it has been noted that the development plans include:

- Two, 30 minute circular walking routes which link to local Public Rights of Way, along with providing Suitable Alternative Natural Greenspaces, minimising undue additional recreational pressure to Donington Park SSSI.

- Provision of a management plan to bring Studbrook Hollow and Grassland back to a high diversity grassland.

- Consideration of potential bird strike hazards through design.

25. As the design of the development evolves further work will be carried out to assess potential ecological risks, air quality issues and mitigation to minimise those risks, including ensuring the development achieves a net gain in biodiversity.

26. The nature of the scoring criteria for this objective will not allow an improved score to be noted, however the development will ensure that risks highlighted by the objective are taken into account.

SA13 Conserve and enhance the quality of the District's landscape and townscape character

27. Currently the Site Assessment identifies a significant negative effect in relation to this objective, as the site is not located on previously developed land and potential for alteration to the current townscape/landscape.

28. As part of the site submission a Landscape and Visual Sensitivity Report, and Open Space Report where prepared to support the site allocation. The Open Space Report notes that, *'The layout and structure of the Landscape Concept Masterplan has been strongly shaped by the landscape, and physical features located within and adjacent to the site. The development parcels sit within a green infrastructure network which links and integrates the existing landscape assets with new public amenity and recreation spaces. The green infrastructure network forms a clear hierarchy of greenspaces linking both north-south and east-west through the development. Landscape and visual sensitivities are addressed, and ecological and biodiversity enhancements are considered across the site.'*

29. The sub-objectives for this objective include enhancing the transition for urban to rural at the edge of towns and villages and enhancing the relationship between new and existing communities. The proposed development includes significant areas of green space around the edge of the site to create a suitable transition from urban to rural, and the provision of the new Local Centre in the eastern part of the scheme will help benefit the existing settlement and new homes to the east.

30. As the development is not located on previously developed land it is not able to score positively for this objective, and at this stage the assumptions make no allowance for a minor negative effect. However, in given the context provided above it is considered

the development will contribute positively to this objective and a minor negative effect could be achieved through high quality design.

SA14 Ensure land is used efficiently and effectively

31. It is noted that the development will have a significant negative effect based on the objective scoring criteria. However, the current development proposals include a significant area of green space which will include a range of recreational uses, landscaping improvements, and biodiversity enhancements. This will create a sustainable new community, making efficient use of the land.

SA15 Conserve and enhance the character, diversity and local distinctiveness of the District's built and historic heritage

32. As part of the submission of the site to the Council a Baseline Heritage Report was provided, followed by a response to initial comments on the potential impact of the development. The report notes the potential for harm to designated and non-designated heritage assets. However it is noted that in respect of the designated sites that there is good opportunity to avoid and/or minimise the degree of potential impact through design and mitigation. The potential for a negative impact is recognised and further work will be undertaken as part of the development of the site to minimise potential impacts as far as possible.

SA16 Protect water resources and ensure that they are used efficiently

33. As noted in the assessment assumptions the site is located close to watercourses and it is not anticipated that these sites will affect water resources. The development will include water efficient design, as a minimum achieving the current Building Regulations water efficiency standard of 110 litres per person per day. The development will also incorporate Sustainable Drainage Systems (SuDS) to manage surface water drainage, taking account of climate change.

SA17 Ensure the efficient use of natural resources, including reducing waste generation

34. The scoring of this objective is considered to remain consistent with the Council's scoring assessment.

Table 1: Site Review

Site/SA Objective Assumption Made	Site/SA Objective Assumption Made (FOR REFERENCE – TO BE DELETED FOR SUBMISSION)	CD10 – Current Site Score	CD10 – Score Review	CD10 – Future Site Score
SA1 Improve the health and wellbeing of the District's population	For site options with good access to recreation facilities and good access to services via walking and cycling (as per the green colour coding rules set out in the Council's Site Assessment Qualitative Criteria in Appendix C in relation to	--	--	++

	distances to local services etc.), a significant positive effect has been recorded. For site options with reasonable access to recreation facilities and good access to services via walking and cycling (as per the amber colour coding rules set out in the Council's Site Assessment Qualitative Criteria in Appendix C in relation to distances to local services etc.) a minor positive effect has been recorded. For site options with reasonable access to recreation facilities and only reasonable access to services via walking and cycling, a minor negative effect has been recorded. For site options with poor access to recreation facilities and to services via walking and cycling, a significant negative effect has been recorded. For site options proposed for employment use only a neutral effect has been recorded.			
SA2 Reduce inequalities and ensure fair access and equal access and opportunities for all residents	For site options with good access to schools, local services, GP surgeries etc., (as per the amber colour coding rules set out in the Council's Site Assessment Qualitative Criteria in Appendix C in relation to distances to local services etc.), a significant positive effect has been recorded. For site options with only reasonable access to schools, local services, GP surgeries etc., a minor negative effect has been recorded. For site options with poor access to schools, local services, GP surgeries etc., a significant negative effect has been recorded. For site options proposed for employment use only a neutral effect has been recorded.	--	--	-
SA3 Help create the conditions for communities to thrive	For employment only site options which are close to residential uses and town centres / services a minor positive effect has been recorded. For housing only site options which are close to existing services a minor positive effect has been recorded. For site options with poor access to existing services a minor negative effect has been recorded. For site options with only reasonable access to some services	?	?	+

	rather than to all services an uncertain effect has been recorded.			
SA4 Provide good quality homes that meet local needs in terms of number, type and tenure in locations where it can deliver the greatest benefits and sustainable access to services and jobs	For site options located on greenfield land delivering over 10 dwellings, it has been assumed that at least 30% will be affordable, therefore a significant positive effect has been recorded. For site options located on previously developed land (PDL) delivering over 30 dwellings on a site of 1 hectare or more in Ashby de la Zouch or Measham, it has been assumed that at least 15% will be affordable, therefore a significant positive effect has been recorded. For site options located on previously developed land (PDL) delivering over 30 dwellings on a site of 1 hectare in all other settlements, it has been assumed that at least 5% will be affordable, therefore a significant positive effect has been recorded. For site options which could deliver 10 or fewer dwellings a minor positive effect has been recorded. For site options proposed for employment use which deliver no dwellings a neutral effect has been recorded.	++	++	++
SA5 Support economic growth throughout the District	For site options proposed for housing use only a neutral effect has been recorded. For site options proposed for employment use only, a minor positive effect has been recorded until the details are known as to what type of employment would be proposed on site. Once details are known, some sites may achieve all SA sub-objectives and could result in significant positive effects. For site options which are mixed use (housing and/or employment) an uncertain effect has been recorded.	?	?	+
SA6 Enhance the vitality and viability of existing town centres and village centres	For site options within or adjoining the Principal Town, Key Service Centre, Local Service Centre or a Sustainable Village a significant positive effect has been recorded. For site options located outside the limits to development but within 400m of the settlement boundary a minor	++	++	++

	negative effect has been recorded. For site options located outside the limits to development and more than 400m of the settlement boundary a significant negative effect has been recorded.			
SA7 Provision of a diverse range of employment opportunities that match the skills and needs of local residents	For site options proposed for employment use only a significant positive effect has been recorded. For site options proposed for housing and in close proximity to an employment area a potential minor positive effect has been recorded. For site options proposed for housing and not in close proximity to an employment area a potential minor negative effect has been recorded. For site options which are mixed use (housing and/or employment) an uncertain effect has been recorded.	?	+	+
SA8 Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs	For site options with good access to services and within 800m of public transport (as per the green colour coding rules set out in the Council's Site Assessment Qualitative Criteria in Appendix C in relation to access to public transport), a significant positive effect has been recorded. For site options within 800m of frequent public transport and with a reasonable level of access to services, a minor positive effect has been recorded. For site options not within 800m of public transport and with a reasonable level of access to services, a minor negative effect has been recorded. For site options not within 800m of public transport to frequent services which will require private vehicles to access day to day needs, a significant negative effect has been recorded.	-	+	+
SA9 Reduce air, light and noise pollution to avoid damage to natural systems and	For site options not located in an area with existing environmental quality issues including noise and air, a neutral effect has been recorded. For site options not located close to sources of pollution and which limits contribution to pollution through integrated development strategies a significant positive effect has been recorded. For site options not located close	--	--	-

protect human health	to sources of pollution and minimise contribution to pollution a minor positive effect has been recorded. For site options where it is uncertain of their contribution to or current existence of pollution in the area an uncertain effect has been recorded. For site options in reasonable distance to an existing zone of pollution e.g. AQMA within 1000m, or is likely to contribute significantly to pollution through construction or operation of the development a minor negative effect has been recorded. For site options in very close proximity to or which contribute significantly to existing noise, light or air pollution a significant negative effect has been recorded.			
SA11 Ensure the District is resilient to the impacts of climate change	For site options located in Flood Zone 1 (an area at low risk of flooding) and not likely to have a negative effect on green infrastructure, a neutral effect has been recorded. For site options located in Flood Zone 2 (an area at medium risk of flooding) which are not likely to result in a negative effect on green infrastructure, a minor negative effect has been recorded. For site options located in Flood Zone 3 (an area at high risk of flooding) which could have a negative effect on green infrastructure, a significant negative effect has been recorded. A positive effect would be identified for example if development of a site was improving flood risk elsewhere. An uncertain effect would be identified if a site option is located in an area with some flood risk where only part of the site is located in a flood zone.	?	0	0
SA12 Protect and enhance the District's biodiversity and protect areas identified for their nature conservation	For site options with no ecological features identified on site a minor positive effect has been recorded. For site options where ecological features on site are unknown an uncertain effect has been recorded. For site options which are adjacent or near to nature conservation sites a minor negative effect has been recorded. Sites which contain some ecological features such as hedges, trees and BAP species are	--	--	--

and geological importance	predicted to have a minor negative effect as mitigation could be put forward to protect such features. For site option located within the River Mease Catchment Area and which contain SSSI designations and other designated sites such as Local Wildlife Site, Ancient Woodland, National Nature Reserve (Charnwood Lodge), Local Nature Reserve, National Forest, Charnwood Forest and RIGS are recorded as having a significant negative effect. It has also been assumed that all developments will be required to enhance biodiversity on site.			
SA13 Conserve and enhance the quality of the District's landscape and townscape character	For site options located on previously development land (PDL) and within current settlement boundaries a significant positive effect has been recorded as they could improve the appearance of such landscape/townscape. It has been assumed that those site options located within the current development limits will aid in enhancing the current townscape as new development will need to be of high quality and design, therefore a minor positive effect has been recorded. For site options where landscape sensitivity is unknown an uncertain effect has been recorded. For site options located outside of current settlement boundaries and which are not located on PDL, a potential significant negative effect has been recorded due to the potential for alteration to the current townscape/landscape. Similarly, if the development of a site would lead to coalescence between two current settlements, a potential significant negative effect has been recorded.	--	--	-
SA14 Ensure land is used efficiently and effectively	Site options located on PDL will support this objective by ensuring land is reused and redeveloped. A potential significant positive effect has therefore been identified for such sites. For site options located partly on PDL a minor positive effect has been recorded. For site options where it is unknown whether the site is	--	--	--

	greenfield or PDL, an uncertain effect has been recorded. For site options less that 1 hectare in size and which are greenfield land, a minor negative effect has been recorded. For site options greater than 1 hectare in size and which are greenfield land, a significant negative effect has been recorded.			
SA15 Conserve and enhance the character, diversity and local distinctiveness of the District's built and historic heritage	For site options not containing any designated heritage assets and which are not within close proximity to a Conservation Area or Listed Buildings a neutral effect has been recorded. For site options where heritage assets are unknown an uncertain effect has been recorded. For site options near to heritage assets, as identified in the Historic and Cultural Assets commentary in the Council's Site Proforma and / or are in close proximity to a Conservation Area or Listed Building, a minor negative effect has been recorded. For site options which contain one or more designated heritage assets, or which lie within designations such as Conservation Areas, a significant negative effect has been recorded.	-	-	-
SA16 Protect water resources and ensure that they are used efficiently	For site options not located close to watercourses a neutral effect has been recorded, as it is not anticipated that these sites will affect water resources and it has been assumed that all developments will include water efficient design, incorporating SUDs where appropriate. For site options where ground contamination or soil contamination has been identified in the Council's Site Proforma a minor negative effect has been recorded.	0	0	0
SA17 Ensure the efficient use of natural resources, including reducing waste generation	For site options not located in a mineral or waste safeguarding zone a neutral effect has been recorded. For site options located within a waste or mineral safeguarding zone an uncertain effect has been recorded.	?	?	0

Local Plan Review

35. We support the Council's objectives with regards to climate change and welcome the introduction of policies which seek to ensure that sustainability, climate change resilience and mitigation is incorporated into development proposals. Below is a review of the proposed Sustainability Policies, with comments and recommendations where appropriate.

Draft Policy AP4 – Reducing Carbon Emissions

Development is required to contribute towards the Council's aim for a carbon neutral district by 2050. New development will need to demonstrate:

Achieving energy efficiency targets in line with the latest standards.

Demonstrate that measures have been taken to minimise energy consumption.

Major development will need to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.

Renewable energy generation should be maximised as much as possible on site. Where the energy consumption of the site cannot be met by the use of on-site renewables, a financial contribution will be required to the Council's carbon offset fund.

36. We support the Council's ambition to reduce carbon emission from new development. However we have comments on some aspects of Policy AP4 to ensure it meets the objectives of the NPPF and is deliverable.

37. We agree with the Council's requirement that achieving energy efficiency targets should be in line with latest standards, we would recommend however that this is updated to reference latest 'national' standards, for example the forthcoming 2025 Future Homes and Buildings Standards which are currently out for consultation[1]. The Government has also indicated that they are looking to introduce a set of National Development Management Policies, which is likely to include further guidance on the energy performance of development. The aim of which is to provide a consistent approach across the UK the help facilitate development delivery.

38. While we support designing development to minimise energy consumption we would note this should be carried out in accordance with latest national standards. It is also important to note that as part of the FHS and FBS consultation from December 2023 the Government has reiterated it's strategy to not set an specific energy performance targets at this time, instead focussing on improvements in carbon reduction.

39. In addition to aligning with national standards consideration should be given to the scope of the requirements. At this stage it is not clear if the policy relates to regulated or unregulated energy. While we support reducing energy demand and providing

[1] https://www.gov.uk/government/consultations/the-future-homes-and-buildings-standards-2023-consultation/the-future-homes-and-buildings-standards-2023-consultation

onsite renewable energy generation we consider that any policy requirements should only relate to regulated energy and carbon emissions. Unregulated energy and carbon emissions relates to development 'plug in' loads which developers have no control over. In particular residential unregulated energy demand can be significant, it could for example extend to energy demand related to EV charging. The FHS and FBS consultation states, *'We consider that metrics which include unregulated loads are not a suitable because designers and housebuilders have little or no control over these end uses of energy.' In this context it should be made clear that any requirements which go beyond national standards should only relate to regulated energy.*

40. In addition on December 13th the Government released a Written Ministerial Statement (WMS)[2], 'Local Energy Efficiency Standards Update', which sets out clarity on the development and application of local energy efficiency standards in the context of advancing national policy.

41. The WMS states, *'the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned buildings regulations. The proliferation of multiple, local standards by local authority area can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures:*

- *That development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.*

- *The additional requirement is expressed as a percentage uplift of a dwelling's Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure (SAP).*

42. In this context we would recommend that the Policy is updated to only reference regulated carbon emissions, and note that the requirements of the policy are subject to feasibility and viability.

43. With the introduction of the 2025 FHS and FBS the operational emissions of development will continue to decrease, increasing the proportion of emissions which relate to construction and the embodied carbon of materials. At this stage the embodied carbon of new development is not considered as part of the Building Regulations, however, as part of the FHS and FBS consultation the Government has requested information on embodied carbon and it is likely that embodied carbon will be included in the future. At this stage we support the Council's inclusion for the consideration of embodied carbon, we would recommend that detailed applications are supported by a Whole Life Cycle Assessment which includes consideration of the upfront embodied carbon of new development and measure to reduce embodied carbon emissions.

[2] https://questions-statements.parliament.uk/written-statements/detail/2023-12-13/hcws123

44. We support the provision of renewable energy generation to help reduce carbon emissions and reduce residents energy bills. We would note that the FHS and FBS consultation includes requirements for the provision of Solar PV on new development from 2025. We are however cautious over a requirement to maximise onsite generation. Maximising the provision of renewable energy could lead to unintended consequences or contradictions in design. For example where development aims to respond to the character of the local area maximising onsite generation would likely mean covering available roof space with Solar PV, precluding the provision of roof lights, dormer windows etc which would otherwise be part of the design aesthetic of the development. We would recommend that the wording here is updated to maximise generation where this is feasible and viable, in line with national policy requirements.

45. With regards to the Council's proposal for a carbon offset fund and elements of the policy which go beyond proposed national standards it is noted that a viability assessment has not yet been completed and will be part of the next stages of work. As noted the Government's December 2023 WMS confirms that any policies which go beyond national standards needs to be suitably viability tested.

46. With regards to Policy AP4 we note that there is a lack of detail with regards to the Council's carbon offset fund. While we are supportive of measures which can help carbon reductions outside of the development in line with the Government's 2023 WMS the provision of requirements beyond national standards will have to be demonstrated to be viable.

47. Below we have set out some recommend amendments to Policy AP4.

Development is required to contribute towards the Council's aim for a carbon neutral district by 2050. New development will need to demonstrate:

Achieving energy efficiency targets in line with the latest <u>national</u> standards.

Demonstrate that measures have been taken to minimise energy consumption, <u>where feasible and viable in line with national standards.</u>

Major development will need to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials. <u>Detailed major applications should include a Whole Life Cycle Assessment to demonstrate how upfront carbon has been considered and reduced where feasible and viable.</u>

Renewable energy generation should be maximised as much as possible on site, <u>where feasible and viable in line with national standards</u>. Where the energy consumption of the site cannot be met by the use of on-site renewables, a financial contribution will be required to the Council's carbon offset fund.

Draft Policy AP9 – Water Efficiency

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.

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.

48. We support the provision of Policy AP9 and targets for enhancing the water efficiency of new development. As a result of climate change decreasing summer rainfall may impact on water availability and it is important new development targets higher water efficiency standards.

Turley Office
[redacted]

T [redacted]

North West Leicestershire Local Plan Representations.

Draft Local Plan Regulation 18 Consultation.

On behalf of Hallam Land Management.

Date: 15.03.2024 | Pegasus Ref: P22-0513

Local Authority SHLAA Ref: A7 – Land South of Ashby de la Zouch

Author: Clare Clarke

Contents.

1. Introduction 3

Part A - Personal Details 3
Declaration 4

2. Proposed Policies: Chapter 4 - Strategy 5

Strategic Context 5
Draft Policy S1 – Future Housing and Economic Development Needs 5
Draft Policy S2 – Settlement Hierarchy 6

3. Proposed Housing and Employment Allocations 10

Draft Policy H2 – Housing Commitments 10
Draft Policy H3 – Housing Provision – New Allocations 10
Deliverability Evidence 11
Key Service Centre Site Selection Process 11
Land South of Ashby de la Zouch 14

4. Proposed Policies: Chapter 5 – Creating Attractive Places 16

Draft Policy AP1 – Design of New Development (Strategic Policy) 16
Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy) 16
Draft Policy AP9 – Water Efficiency 17

6. Proposed Policies: Chapter 6 – Housing 18

Draft Policy H1 – Housing Strategy (Strategic Policy) 18
Draft Policy H4 –Housing Types and Mix (Strategic Policy) 18
Draft Policy H5 – Affordable Housing (Strategic Policy) 19
Draft Policy H7 – Self-build and Custom Housebuilding 19
Draft Policy H10 - Space Standards 20
Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing 20

7. Proposed Policies: Chapter 10 – Environment 22

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy) 22
Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy) 22

Appendices contents.

Appendix A: Site Location Plan 23

1. Introduction

1.1. These representations are submitted by Pegasus Group on behalf of Hallam Land Management on the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan: Policies, Proposed Housing and Employment Allocations, and Limits to Development.

1.2. These representations relate to our client's interests at Land south of Ashby de la Zouch. A Site Location Plan is shown in Appendix A.

1.3. Our clients have previously engaged in the preparation of the plan including making representations to the Development Strategy Options & Policy Options consultation in March 2022 and submissions to the Strategic Housing Land Availability (SHLAA) Call for Sites.

1.4. The proposed housing site would deliver over 1,000 homes, a sports hub, local centre and new primary school. There would be at least two main access points for a new bus service to penetrate the scheme and be commercially viable. This is a unique opportunity to deliver a strategic scale of development within walking distance of the town centre services and facilities in one of the District's most sustainable settlements.

1.5. Our client's site adjoins SHLAA site A18, promoted by Jelson Limited for employment development. Both promoters recognise the wider potential for comprehensive development of these two sites and have worked on a joint concept plan showing how the sites could collectively deliver suitable and sustainable development to help meet the Council's future employment and housing needs.

1.6. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

Part A – Personal Details

	Personal Details	Agent's Details
Title	Mr	Mrs
First Name	Chris	Clare
Last Name	Gowlett	Clarke
Job Title	[redacted]	[redacted]
Organisation	Hallam Land Management	Pegasus Group

House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone Number		[redacted]
Email		[redacted]

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15/03/24

2. Proposed Policies: Chapter 4 - Strategy

Strategic Context

2.1. The Draft Local Plan strategy identifies a number of objectives the Council are seeking to achieve before identifying the amount of new housing and employment development that they need to make provision for up 2040.

2.2. The strategy is informed by the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market to address the challenges and opportunities in the area up to 2050.

Draft Policy S1 – Future Housing and Economic Development Needs

2.3. Draft Policy S1 - Future Housing and Economic Development Needs sets out the housing and employment requirements within the District. It proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground, which was signed by the Council in September 2022.

Housing Requirement

2.4. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.

2.5. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.

2.6. The proposed approach provides a robust housing requirement, which is positively prepared, effective and consistent with national policy.

Plan Period

2.7. The Proposed Policies document identifies a proposed plan period of 2020-2040. This is not considered to meet the tests of soundness of being consistent with national policy as it fails to provide a 15 year time horizon from the adoption of the plan, in line with paragraph 22 of the NPPF.

2.8. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood where the Examination has been underway for over two years. This

would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.

2.9. The Council will be submitting the Local Plan close to the government's 30 June 2025 deadline for submitting plans under the current system before the planning reforms come in. The potential for delays is therefore increased by the potential for capacity issues within the Planning Inspectorate to respond to the influx of Local Plans.

2.10. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.

2.11. The plan period should also be rebased to 2024 before the Publication Local Plan is consulted on in January 2025 and the plan is submitted. The completions data shows that the unmet need from Leicester and the local housing need for the District have been met since 2020 and so there is no benefit in the Local Plan looking back. It is also inappropriate in the context of the standard methodology being updated each year in March by the affordability ratio data. This update means the Local Housing Need figure arising from the standard method takes account of past over or under provision. The plan period should currently start in 2023 as this was the latest update and by the time the plan is published for Regulation 19 consultation it should be rebased to 2024.

Draft Policy S2 – Settlement Hierarchy

2.12. Draft Policy S2 – Settlement Hierarchy identifies Ashby de la Zouch as a Key Service Centre, 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.

2.13. The supporting text to Draft Policy S2 sets out in relation to the settlements identified as 'Principal Town, Key Service Centre and Local Service Centre' that *"These six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development."*

Ashby de la Zouch

2.14. Whilst the general approach to the settlement hierarchy is supported, the identification of Ashby de Zouch in the same rung as Castle Donington is not considered to meet the tests of soundness as it is not justified. This does not reflect the evidence of the role and function of the settlement. It is identified as a Key Service Centre alongside Castle Donington, however these two settlements are very different and provide very different opportunities for future growth. As set out in response to the previous Regulation 18 consultation, the hierarchy needs to be reviewed, and Ashby de la Zouch identified as a Main Town in the second tier of the hierarchy separate to Castle Donington.

2.15. It is noted that Leicestershire County Council also set out concerns about the position of Ashby de la Zouch in the settlement hierarchy in response to the previous Regulation 18

consultation. In their response approved by the County Council's Cabinet on 29 March 2022 to the Development Strategy and Policy Options consultation, Leicestershire County Council commented the following:

> *'There should be consideration of whether Ashby-de-la-Zouch should have a higher role in the settlement hierarchy (either as a Principal Town or Main Key Service Centre) given the high level of services and facilities that exist in Ashby are more akin to that of Coalville than Castle Donington, and its accessibility off J13 of A42 with linked ability to access key services and facilities in Tamworth, Derby and Nottingham'.*

2.16. The County Council provide an independent view on the settlement hierarchy which is based on the evidence. The view that the services and facilities in Ashby de la Zouch are more akin to Coalville than Castle Donington was reflected in the Lecester and Leicestershire Structure Plan where Ashby de la Zouch was categorised with Coalville, as one of the two main towns in the District. This changed when Coalville was elevated by the Regional Plan, and it is now identified as the Principal Town, comprising seven settlements and an employment area.

2.17. It is important, however, that it is recognised that Ashby de la Zouch continues to be an important market town in the District, with a full range and choice of services and facilities which serves a wide area. It should therefore be identified as more than a Key Service Centre, it is one of the County Market Towns.

2.18. The evidence which underpins the proposed settlement hierarchy fails to fully take into account the level choice and size of services available in Ashby de la Zouch and compares it with the seven linked settlements of the Coalville Urban Area, which distorts the findings. The result of this is that the town of Ashby de la Zouch is categorised with Castle Donington as a Key Service Centre rather than as a Market or Main Town, which would better reflect its role.

2.19. All settlements should be reassessed to fully take account of the number of each service available, as well the types of services in order to fully understand the role of individual settlements. The assessment should also acknowledge and take into account the unique position of the Coalville Urban Area which is being assessed as a whole rather than as individual settlements first and then for their role as linked settlements. These adjustments to the assessment will highlight that Ashby de la Zouch is very different to Castle Donington acting as a Main Town or Market Town, with Castle Donington much more closely associated with the Local Service Centres.

2.20. The findings of the Settlement Study (2021) already support this, despite hiding the full extent of service provision available in Ashby de la Zouch. In this study Castle Donington scored 20, only one point more than the Local Service Centre Ibstock (19) and three points less than Ashby de la Zouch (23). The three-point difference in the score between Ashby de la Zouch and Castle Donington is same score difference used to make the distinction between the Local Service Centre of Kegworth and the Sustainable Village of Moira. Recategorising Ashby de la Zouch as a Market or Main Town or Castle Donington as a Local Service Centre would therefore also be a more consistent approach, based on the existing evidence.

2.21. The study methodology hides the full extent of the distinction between Ashby de la Zouch and Castle Donington. Whilst the study takes account of the number of convenience stores available within each settlement, the number and level of choice for the other services and facilities is not taken into account.

2.22. The importance of this level of detail is highlighted by the fact that the only distinction in the scores for the top four settlements – Coalville Urban Area (comprising seven settlements), Ashby de la Zouch, Castle Donington and Ibstock – is the number of convenience stores. Without this detail these four settlements, which are identified as falling into three different tiers of the hierarchy, would all have scored the same.

2.23. Ashby de la Zouch not only has more variety, and larger, convenience stores available, including a large Tesco Extra and Aldi (compared to Castle Donington which has a Co-op and Spa), the table below highlights Ashby de la Zouch also has significantly more choice in the other services and facilities too. Ashby de la Zouch has five primary schools, two secondary schools and a greater number and choice of other services including chemists, public houses and places of worship (based on the findings of the Council's Settlement Study 2021) but also dentists, opticians, vets and gyms (established from our own desk top assessment). Ashby de la Zouch is much closer to Coalville in terms of service provision (excluding the linked smaller settlements). Coalville also has five primary schools, eight convenience stores and a choice of most key service and facilities like Ashby de la Zouch reflecting their roles as the main towns.

	Coalville (excluding linked settlements)	Ashby de la Zouch	Castle Donington
Convenience Store	8	6	3
Primary School	5	5	3
Secondary School	4	2	1
GP Surgery	3	1	1
Chemist/Pharmacy	5	4	1
Dentist	8	4	1
Optician	4	4	1
Vet	2	2	1
Public House	8	13	8
Place of Worship	12	7	4
Gym	6	5	2
Library	1	1	1
Post Offices	3	1	1
Community Venue	3	4	5
At least hourly buses	6	3	3
Employment Areas	6	3	5

2.24. The table above provides a comparison between the two settlements and clearly highlights that whilst both settlements have a good range of services and facilities, if the number of those services had been factored into the scoring, as it was for convenience stores, the distinction between the two settlements would have been much clearer.

2.25. The number of services available and therefore the choice available is a really important indicator of whether a settlement is serving the immediate settlements in its vicinity or drawing in people from a wider catchment. Ashby de la Zouch has a wider retail offer, a greater range of cafes and bars and far more of a destination for people within the wider area

as a result. Ashby has a thriving busy town centre. It is one of the most economically active towns in the region. Castle Donington is not able to provide the same level of service to local residents.

2.26. The distinction is further reflected in the population difference between the two settlements (population of 16,500 in the parish of Ashby de la Zouch compared to just 7,300 in the parish of Castle Donington in the 2021 census). Castle Donington is a large village, with a Parish Council, offering with a good range of facilities to residents. Ashby de la Zouch on the other hand is a market town, with a Town Council, offering a destination for people seeking higher order services from beyond its immediate area.

2.27. The settlement hierarchy evidence needs to be revisited to ensure the unique position of Ashby de la Zouch in the hierarchy is clear and the approach is justified in accordance with the tests of soundness.

3. Proposed Housing and Employment Allocations

Draft Policy H2 – Housing Commitments

3.1. Draft Policy H2 will provide a list of housing commitments at the next stage of the plan (Publication Plan for Regulation 19 consultation). The Proposed Policies consultation document also suggests that Policy H2 is 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.

3.2. It is not necessary to have a policy setting out commitments, these sites should be shown in the housing trajectory. As commitments they do not need a policy to make provision for their development as they already have planning permission.

Draft Policy H3 – Housing Provision – New Allocations

3.3. Draft Policy H3 – Housing Provision - New Allocations outlines the proposed housing allocations to meet the remaining need once completions and commitments are taken into account, as shown in table 2 from the consultation document below.

		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**

3.4. This shows that the Council have a remaining need for around 5,693 dwellings and the consultation document proposes sites to meet this need.

Insufficient Supply of Housing

3.5. As set out elsewhere in response to Draft Policy S1 and H1, the remaining provision figure needs to be updated to reflect a rebased and extended plan period and the 10% buffer should be applied to the total housing requirement. This is likely to increase the remaining provision figure significantly.

3.6. The Proposed Housing and Employment Allocations consultation document already includes a shortfall in the supply of sites which also needs to be addressed. Whilst it is the Council's aim to address this shortfall through additional allocations in the Coalville Urban Area, this may not be practical. The Council have already had to compromise on the original aims of the strategy in the urban area by proposing an allocation in an Area of Local Separation and the list of allocations includes a housing figure for undefined Coalville Town Centre Regeneration sites and a Broad Location West Whitwick made up of a number of individual sites. Even with these, there is a shortfall and there is a possibility that this shortfall in the Coalville Urban Area will increase following this consultation and further work on deliverability.

3.7. The proposed approach to the distribution of housing growth is critical to the success of the Local Plan, and so it is important that land availability, deliverability and opportunity to avoid significant negative impacts are considered alongside the overall sustainability of individual settlements. In this context the current development strategy and housing allocations significantly underestimate the opportunity for Ashby de la Zouch to contribute to meeting the District's housing needs.

3.8. Whilst the inclusion of the Money Hill, Ashby de la Zouch site is understood and it is appropriate to support its continued delivery, this site is counted in the commitments and is not contributing to meeting the remaining provision required figure from the table above.

3.9. This means that the strategy currently includes a single small allocation in Ashby de la Zouch over the current commitments for the town. This is for 50 dwellings at the Land South of Burton Road, Ashby-de-la-Zouch, an extension to the Ashtree Gardens site. As set out in our comments on Draft Policy S2, Ashby de la Zouch has an evidenced and long-standing role as a second tier main town / market town, with significant potential to sustainably deliver housing growth. To only allocate 50 new dwellings to the second most sustainable settlement in the District cannot be an appropriate strategy and fails the justified test of soundness.

Deliverability Evidence

3.10. The housing allocations identified in the Publication Local Plan need to provide a sufficient supply of deliverable and developable land to deliver the Council's housing requirement over a 15 year plan period from adoption. This supply should also ensure that a five year supply can be maintained throughout the plan period.

3.11. Whilst it is recognised the plan is at an early stage in terms of allocating sites, the Publication Plan will need to be supported by robust deliverability evidence underpinning all the proposed allocations. This should include confirmation on availability, achievability and realistic lead in times and trajectories.

Key Service Centre Site Selection Process

3.12. The site selection process for the second tier Key Service Centres of Ashby de la Zouch and Castle Donington primarily focused on a comparison between two strategic sites, our client's site Land south of Ashby de la Zouch and Land North and South of Park Lane, Castle Donington.

3.13. The report to the Council's Local Plan Committee on 17 January 2024 provides a helpful summary of the process. This sets out two key factors which influenced the decision to include the site at Castle Donington ahead of our client's site.

3.14. The first was that allocating land at Packington Nook, Ashby de la Zouch would result in a very significant imbalance in growth between Ashby de la Zouch and Castle Donington. The report notes that there is already a significant scale of growth in Ashby de la Zouch resulting from the development of Money Hill. The report noted that if Land south of Ashby de la Zouch, known as Packington Nook, were to be allocated then this would result in a total of about 2,800 dwellings, compared to 1,400 dwellings in Castle Donington with the allocation of the Land North and South of Park Lane.

3.15. The second factor in favour of allocating land west of Castle Donington is that the Strategic Growth Plan (SGP) identifies the northern part of the district as a growth area, the Leicestershire International Gateway.

Relative Sustainability of Ashby de la Zouch

3.16. The site selection process, however, fails to take account of the relative sustainability of the two settlements. Ashby de la Zouch, whilst in the same settlement hierarchy tier, should have been considered ahead of Castle Donington in terms of sustainable locations for growth for the reasons set out in response to Draft Policy S2.

3.17. In the context that Ashby de la Zouch is a relatively more sustainable settlement than Castle Donington, the concern about a significant imbalance in growth between towns is less relevant and equal level of growth proposed is less appropriate.

3.18. The report itself notes that allocating land west of Castle Donington would result in a growth of about 50% since 2021, compared to 44% at Ashby de la Zouch if land to the south of the town is allocated. In the context of the relative sustainability of Ashby de la Zouch, the logic of this approach is undermined.

3.19. Ashby de la Zouch is capable of supporting the delivery of both the Money Hill site and our client's site to the south of Ashby. The two sites would complement each other, with Money Hill providing short to medium term housing delivery and then our client's site providing delivery in the medium to longer term. This will ensure there is a long term strategy for this second tier settlement which delivers significantly more than housing.

Overconcentration of growth in the International Gateway

3.20. In terms of the influence of the Leicester and Leicestershire Growth Plan, this non statutory plan has already been taken into account and responded to through the proposed new settlement at Isley Woodhouse. A decision to allocate south of Ashby over west of Castle Donington would not undermine the plan's consistency with the Strategic Growth Plan or prompt objections under the duty to cooperate.

3.21. The location of the proposed allocation at Land North and South of Park Lane, west of Castle Donington, in close proximity to the proposed new settlement, is however something which needs to be considered in terms of over concentrating growth in one part of the Borough.

3.22. Our client's support the ambition to deliver a new settlement at Isley Woodhouse. Strategic developments bring significant benefits in terms of new infrastructure. Large scale developments of this kind however take time to deliver and require upfront delivery of infrastructure. It is therefore important that competition within the same market area is avoided to ensure a strong market basis for their delivery. The proposed allocation west of Castle Donington will be in direct competition with the proposed new settlement, affecting the delivery rates on the new settlement site.

3.23. In contrast an allocation of land south of Ashby de la Zouch at the Packington Nook site will not compete the proposed new settlement. It can be brought forward to deliver homes as the Money Hill site to the north of the town is coming to completion and ensure there is a long term plan for the continued growth the second most sustainable settlement in the District.

Assessment of Site Constraints and Opportunities

3.24. The report to the Local Plan Committee acknowledges that the argument about whether land should be allocated at Ashby de la Zouch or Castle Donington is finely balanced. This was reflected in the Local Plans Committee asked for more information before making their decision on the best approach. This related to the potential impact of the site west of Castle Donington on heritage assets.

3.25. The site to the west of Castle Donington has the potential to impact on heritage assets, this is reflected in the draft policy wording which states that '*The main impacts of this development will be on heritage assets and ecology and from noise in the surrounding area'*.

3.26. The draft policy calls for a comprehensive masterplan which is informed by these factors and to take account of the various designations in the vicinity including Donington Hall (Grade II* listed) and Donington Park, a medieval deer park. As well as Donington Park Site of Special Scientific Interest (SSSI) and King's Mills, Quarry Hill Plantation Regionally Important Geology Site (RIGS).

3.27. These are significant potential impacts that need to be mitigated against. There are, in comparison, no such significant constraints for our client's site south of Ashby de la Zouch to mitigate for. A relative assessment of the sites would reveal that our client's site performs better than land to the west of Castle Donington

3.28. In this context of a finely balanced decision, a relative assessment of the sites would have assisted the decision making process, but no such comparison is set out in the report to the Local Plans committee or the Proposed Housing and Employment Allocations consultation document.

3.29. A comparison of the Sustainability Appraisal site assessments for these two sites would have revealed that out client's site has no identified red constraints, whereas the Castle Donington site was identified as having a red constraint related to Townscape, Landscape and Visual Sensitivity. The site assessment notes that: *'It is likely development of the site will have an impact on sensitive landscape and/or townscape characteristics, and it is possible that it cannot be mitigated to an acceptable level….Development would lead to significant encroachment into the countryside'*. This is compared to '*medium sensitivity to residential development'* identified for land south of Ashby de la Zouch.

3.30. It would also have shown that our client's site scores significant better in terms of access to services and facilities and social resources.

3.31. It is considered that the selection of the site at Castle Donington is unsound based on the evidence available. The local plan allocations for Key Service Centres needs to be reconsidered and sites assessed against the Sustainability Appraisal findings, the relative sustainability of the settlements and the potential implications for housing delivery rates. This review is necessary to ensure the Local Plan meets the justified test of soundness.

Land South of Ashby de la Zouch

3.32. This representation is made on behalf of Hallam Land Management in relation to their land interests at Land south of Ashby de la Zouch. The site provides an opportunity to deliver a well integrated extension of the town of Ashby de la Zouch, the most sustainable location outside of the Principal Town.

3.33. The site has the potential to deliver up to 1,088 homes, a community hub and primary school extension along with public open space, formal sports provision and a local centre.

3.34. This site provides an opportunity for comprehensive development which is well planned and integrated into the town. The site is a unique opportunity to deliver new housing within walking distance of the town centre and all the services and facilities available there. This is an opportunity that does not exist within the Coalville Urban Area. The site would fit well with the Council's proposed approach to health and well-being with provision of open spaces, sport facilities and walking and cycling routes, as well as good access to health services. There is also the potential for bus provision, including the potential to consider an on-demand and flexible minibus service like the ArrivaClick service available at New Lubbesthorpe and the surrounding area. This site is an opportunity to deliver tangible benefits to existing residents of Ashby, supporting the continued success of this vibrant town.

3.35. There is also an opportunity to consider a wider comprehensive mixed use scheme that includes integrating new homes with employment land to the south of the site. The employment site is being promoted by Jelson Limited. Both promoters are willing to work together to masterplan the two sites as a single comprehensive development, including sustainable transport linkages into the town centre and delivered in phases having regard to the requirements of the local plan.

3.36. There are three options for delivering our client's site, including two smaller options for the development of between 700-900 homes, one with an extension to Western Park proposed and the other with a new Sports hub proposed instead, delivering a new, purpose built multi-pitch sports complex for the town. The sports hub would bring real benefits to the town, not only in terms of assisting with the current traffic management issues on match day, by moving the facilities to a location where this is planned for, but also in terms of the long-term future of the club which is currently struggling with sub-standard facilities.

3.37. Land south of Ashby de la Zouch has been promoted for many years and the constraints and opportunities of this site are well understood. There is a working masterplan for the site which responds to a range of technical assessments and provides the basis for stakeholder engagement to ensure the scheme is comprehensively planned. There is strong market demand in Ashby de la Zouch and no constraints to the deliverability of the site. If the site was allocated in the Publication Plan, an outline application could be submitted before the

plan reaches examination hearings and a realistic prospect of the site delivering homes by 2029 and being deliverable within the plan period.

3.38. There are also significant benefits to the wider town of allocating this site which go beyond mitigating the impacts of development. The necessary attenuation for the site has the potential to have knock on benefits of reducing flood risk in Packington village. The site would deliver road infrastructure which will relieve traffic on Lower Packington Road and Avenue Road. Ashby Willesley Primary School would need to expand to meet the needs of the development, providing an opportunity to improve the school pick-up and drop-off arrangements and parking availability. As set out above the site also offers an opportunity to support the continued success of Ashby Ivanhoe FC through improved facilities and the potential for co-location of other Sports Clubs.

4. Proposed Policies: Chapter 5 – Creating Attractive Places

Draft Policy AP1 – Design of New Development (Strategic Policy)

4.1. The consultation document does not include draft policy wording for AP1 – Design of New Development but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.

4.2. In principle, a design policy is supported and the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is also supported in principle.

4.3. It is agreed in principle that District Wide Design Codes/Design Guides to guide development are appropriate. The provision of such Design Codes should reflect local design criteria and issues and not simply duplicate national design guidance. It is also important that they are flexible ensure to allow creativity and bespoke solutions to individual sites within a wider framework.

Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

4.4. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating:

- how national energy efficiency targets will be met;
- what measures have been taken to minimise energy consumption; and
- what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.

4.5. In addition, the policy requires renewable energy generation to be maximised on-site and where 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 council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.

4.6. Hallam Land Management is committed to reducing carbon emissions but it is essential that Draft Policy AP4 is fully evidenced, justified, and included in viability considerations.

4.7. The Written Ministerial Statement Planning: Local Energy Efficiency Standards - 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions. The Statement sets out that any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable,

and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.

4.8. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site by site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

Draft Policy AP9 – Water Efficiency

4.9. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.

4.10. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements and is not therefore supported.

4.11. Water efficiency is a matter most appropriately dealt with through Building Regulations. There is insufficient evidence provided to demonstrate a local need for a lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.

6. Proposed Policies: Chapter 6 – Housing

6.1. The consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, rural exception sites, and addressing the housing need of the district.

Draft Policy H1 – Housing Strategy (Strategic Policy)

6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.

6.3. This policy is supported in principle as it provides for a buffer which is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which is isn't currently.

6.4. It is proposed that a buffer of 10% is applied. This is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. This buffer should be increased to 15% to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.

6.5. The policy includes unnecessary repetition including elements of Policy S1 including point (1) and (2) in the policy. In particular point (2) in the policy which sets out the housing requirement for five year supply calculations and housing trajectory purposes, which is helpful, but already set out in S1 (4) does not need to be repeated in both policies. Section (4) and (5) are simply cross referencing other policies, which is not necessary as the plan should be read as a whole.

Draft Policy H4 –Housing Types and Mix (Strategic Policy)

6.6. Draft Policy H4 – Housing Types and Mix sets out the dwelling size breakdown in the Housing and Economic Needs Assessment as the starting point and then allows for a deviation of 5%. Any further deviation would need to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the nature of the scheme. There are additional justifications for a deviation in the affordable provision related to evidence of need.

6.7. The policy also makes provision for housing suitable for older people, requiring schemes of 50+ dwellings to include a proportion of the 1- and 2-bed in the form of bungalows or other single level housing.

6.8. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of development.

6.9. It also uses evidence which is a snap shot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time

of the plan period, any policy relating to dwelling mix should relate to housing developments securing the provision of a mix of housing types that are informed by up-to-date evidence of housing needs. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.

6.10. Should the Council seek to include a policy for the provision of a specific mix within the plan, this will need to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

Draft Policy H5 – Affordable Housing (Strategic Policy)

6.11. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.

6.12. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out.

6.13. The scale of affordable housing need reinforces the importance of applying an appropriate buffer to the housing requirement and a greater supply of housing sites to meet needs, as set out in our comments on Draft Policy H1 – Housing Strategy.

6.14. It is noted that the proposed percentages for on-site affordable housing provision will be set once viability testing has been completed and this approach is supported and must take account of the full range of matters that affect viability including the new mandatory biodiversity net gain requirements, the changes in building regulations, as well as the policies in the draft Local Plan. There will be a need to consider prioritising affordable housing over seeking higher standards, over and above current building regulations in terms of energy and water efficiency, or a fixed mix of homes.

Draft Policy H7 – Self-build and Custom Housebuilding

6.15. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.

6.16. The requirement for sites of 30 dwellings or more to always provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported.

6.17. A key issue to consider is whether large scale sites are where the self-builders and custom-builders want to be located and what happens if plots are not taken up. This approach to requiring a percentage of larger sites is unlikely to meet the aspirations of the majority of those on the self-build register. The demand is likely to be for small scale sites within rural areas rather than plots within more urban sites. It is important that the aspirations of self-builders are considered in the preparation of this policy to ensure it is effective.

6.18. The proposed policy also needs to consider local needs/demands, health and safety risks of empty plots or plots being delivered later than the rest of the development and design impacts, for example how to avoid creating long term gaps in the street scene.

6.19. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible. It is considered appropriate to make policy provisions for smaller sites, exclusively for custom and self-build, to be delivered within or on the edge of individual settlements where appropriate.

6.20. This policy approach will not boost the housing supply and creates practical issues that should be given careful consideration.

Draft Policy H10 - Space Standards

6.21. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.

6.22. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, must be fully justified. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing

6.23. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.

6.24. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.

6.25. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.

6.26. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy

requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors.

6.27. There is an extra cost in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.

6.28. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.

7. Proposed Policies: Chapter 10 – Environment

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.

7.2. The requirement for biodiversity net gain in line with national guidance is supported. The policy requirements (d) and (e), however should be deleted.

7.3. The policy requirement (e) for a management plan to 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 is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.

7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. Policy requirement (d) is not supported. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on site improvements or improvements close to the site may be less beneficial than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements.

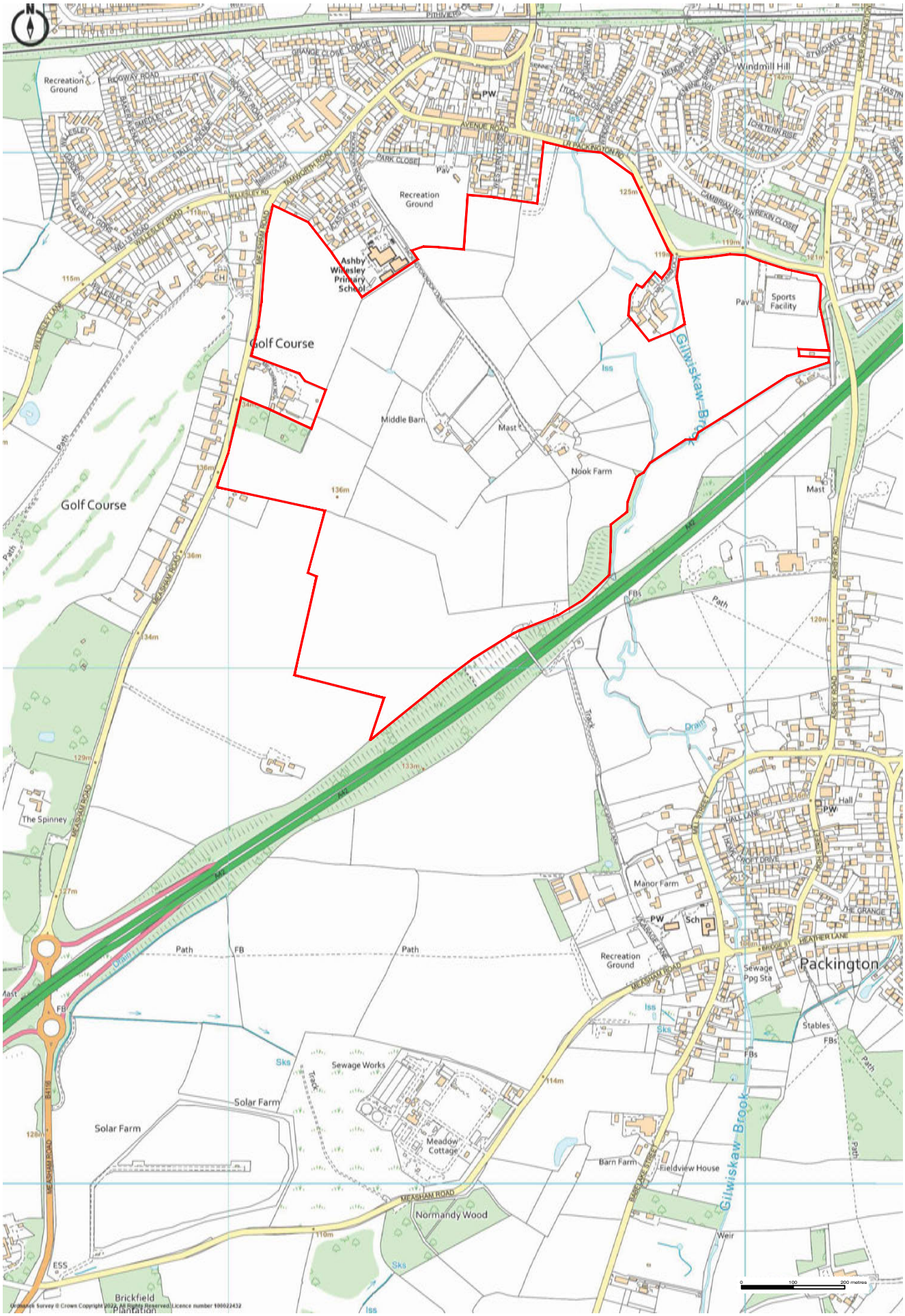
Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

7.5. Draft Policy En2 – River Mease Special Area of Conservation sets out that until such time as wastewater is pumped out of the River Mease catchment (expected 2027), new development within the catchment will only be allowed where there is sufficient headroom capacity available at the Wastewater Treatment Works and the proposed development is in accordance with the provisions of the Water Quality Management Plan including providing developer contributions to schemes in operation at the time.

7.6. We note that North West Leicestershire District Council are seeking to progress a further Developer Contributions Scheme (DCS) to facilitate the delivery of development allocations within the River Mease SAC catchment. This strategy mirrors the approach taken as part of the previous local plan and is fully supported by Hallam Land Management.

Appendix A: Site Location Plan

A4



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Hallam Land Management

Project: Land South of Ashby de la Zouch		Scale @ A4: 1:10'000	Date: 14.03.2022
Drawing Title: Red Line Plan		Drawing No: 15	Revision:

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

East Midlands

[redacted]

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mr	Miss
First Name	James	Marie
Last Name	Richards	Stacey
Job Title (where relevant)	Director	[redacted]
Organisation (where relevant)	Clowes Developments (UK) Limited	Pegasus Group
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	x	Proposed policies
	x	Proposed housing and employment allocations
	x	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Please see attached letter.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: M Stacey

Date: 15/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Consultation on the Draft North West Leicestershire Local Plan (2020 – 2040) – Publication Consultation (Regulation 18)

Hill Top, Castle Donington.

On behalf of Clowes Developments (UK) Limited.

Date: March 2024 | Pegasus Ref: P20-2857

Author: Helena Tuck/Marie Stacey

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
V1	27/02/2024	HT	MSY	Changes to Policies S1, AP4, AP9
V2	14/03/2024	MSY	MSY	Client's comments

Contents.

1. Introduction 3
2. Proposed Policies for Consultation – Representations 6
3. Proposed Housing & Employment Allocations – Representations 16
4. Summary & Conclusions 19

Appendices contents.

Appendix A – Site Location Plan

Appendix B – Masterplan

Appendix C – Economic Needs Analysis

Appendix D – Castle Donington Office Market Update by NG Chartered Surveyors

1. Introduction

1.1. This representation is submitted by Pegasus Group on behalf of Clowes Developments (UK) Limited (henceforth 'Clowes'), in response to the North West Leicestershire District Council ('NWLDC') New Local Plan Review – Publication Consultation.

1.2. This representation is made in relation to our client's land interests at "Land West of Hilltop Farm, Castle Donington". The response below sets out our client's comments on the proposed employment allocations in the district and the proposed detailed policy proposals.

1.3. Our client has previously engaged in the preparation of the plan including representations to the previous Local Plan consultation and submitted the site to the Strategic Housing and Economic Land Availability Assessment (SHELAA) Call for Sites in October 2020.

1.4. This representation includes an update to our client's previous SHELAA submission, included within the published 2021 SHELAA as site reference EMP89. Appendix A provides an updated red line for the site to show the full extent of our client's land interests including access to the site. Appendix B provides the masterplan for the "Land West of Hilltop Farm, Castle Donington", also known as "Stud Brook Business Park Phase 2".

1.5. Clowes are currently developing multiple new Business Parks throughout the Midlands. These include the recently completed East Midlands Distribution centre & Ivanhoe Business Park, Fairham Business Park & Castlewood Business Park, Nottingham, Forbes Park and Stadium retail Park, Long Eaton and Beauchamp Business Park, Leicestershire. All of the above have or are delivering state of the art facilities with units ranging from 2,500 to 100,000ft^2.

Representations

1.6. These representations have had regard to the published Issues and Options consultation document and questions set out therein, accompanying documentation forming the current evidence base and the national planning context.

1.7. The tests of soundness that Development Plans need to meet so as to be legally compliant and found sound, are set out in the National Planning Policy Framework December 2023 (NPPF), para 35:

- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

- **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

- **Effective** – deliverable over the Plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

- **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in the Framework.

1.8. These tests of soundness, along with other legal and procedural requirements associated with the Plan-making process provide a contextual framework for these representations.

1.9. These representations refer directly to the specific questions set out in the Policies and Allocations consultation document and respond to the relevant evidence base documents where appropriate:

1.10. The representations are submitted via email to the Council and are intended to be helpful and to inform any further work the Council is yet to undertake.

Land West of Hilltop Farm, Castle Donington

1.11. The site lies to the southwest of Castle Donington with the new Castle Donington bypass road running along the southwest boundary of the site. The land to the north of the site is being developed for residential, retail and employment uses. The site immediately to the north of the site has outline planning permission for employment use (Stud Brook Business Park) with reserved matters details (ref: 23/00479/REMM) currently being determined. In addition, to the north of the site, applications for a convenience store and drive thru coffee shop are also currently being determined under references 23/01338/FUL and 23/01472/FUL, respectively.

1.12. The site is owned by our client and there are no known significant constraints for the site to come forward for employment purposes. It would be a logical extension to the existing

employment development to the north. It is considered that an appropriate and safe vehicular access to the site can be achieved through Stud Brook Business Park.

1.13. This site provides the opportunity to deliver a sustainable employment development close to services and facilities in one of the district's most sustainable locations.

2. Proposed Policies for Consultation – Representations

Policy S1 - Future Housing and Economic Development Needs (Strategic Policy)

2.1. As an overall policy, Clowes supports the provisions made within Policy S1. The supporting employment evidence includes the following:

- *"North West Leicestershire : The Need for Employment Land"* (Stantec Study) (November 2020) study to assess the district's need for employment land, specifically offices and non-strategic industrial space (up to 9,000m²);
- *"Leicester & Leicestershire Housing & Economic Needs Assessment"* (Leicester and Leicestershire HENA) (April 2022) providing an overview of Leicester & Leicestershire's future employment role in different sectors in light of existing and predicted market strengths and changing economic landscape. This study outlines that the recommendations made are in respect of future needs for office, industrial and local warehousing / distribution units under 9,000m². Large scale warehousing/ distribution unit needs are reported in the Strategic Warehousing Study prepared by GL Hearn and finalised in April 2021.
- *"Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change"* (April 2021, amended March 2022)

2.2. The Employment Topic Paper outlines that the November 2020 study is more detailed and locally specific in comparison to the Leicester and Leicestershire HENA and is therefore being used as the primary evidence for general employment needs for the new Local Plan.

2.3. The employment evidence base needs to be updated to consider the following:

1) The Stantec study assesses employment need up until 2039. The Local Development Scheme agreed by the Local Plan Committee on 18 October 2023 outlines an adoption date of October 2026. Although the employment topic paper outlines that the floorspace has been "rolled forward" by an additional year to correspond with the end of the plan period (2040), strategic policies should look ahead for a minimum 15 year period from

adoption. Accordingly, any study should assess and identify employment need up until 2041 as a minimum.

2) The Stantec Study at paragraph 3.35, defines plot ratios of 40%, which is not realistic given the need for developments to include additional policy requirements such as SuDS, EV car parking spaces, and now, in particular, the land take for biodiversity net gain. Plot ratios of 35% are therefore more common and the minimum amount of employment land required should be recalculated on this basis to ensure there is enough land to support the employment floorspace requirements. A plot ratio of 35% has been used for the future requirements model in the *Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change"* (April 2021, amended March 2022) study as outlined at paragraph 10.32 and there is no reason why the same wouldn't apply for sites for non-strategic units.

3) The Stantec Study outlines at paragraph 6.4 that the industrial forecast should be treated as a minimum because historical evidence from the Valuation Office Agency suggests that the true demand could be much higher because land supply has been constrained for so long that there is not enough evidence of what happened in a relatively unconstrained market. Given this uncertainty, we disagree with paragraph 6.9 of the study, which suggests that no safety margin or buffer is required, and it is therefore considered that at least a 5 year buffer or contingency should be provided as part of the non-strategic industrial/warehousing employment land supply.

2.4. In terms of Policy S1, the supporting text at paragraph 4.14, states that *'the net requirements are…at least 114,562sqm (28.64 ha) of industrial and smaller-scale warehousing'*. It is also noted that this reference to the provision of at least 114,562sqm (28.64ha) is also within Table 3 of the Employment Land Provision (April 2023) of Chapter 5 – General Needs Employment Allocations of the Allocations Consultation document (discussed further in Section 4 of this statement). However, within the formal policy body of text for Policy S1 (2) this reference to providing a minimum provision over the plan period has not been acknowledged within the policy itself. This should be included to ensure the policy is positively prepared and consistent with national policy. This is particularly pertinent as the Council's latest Annual Monitoring Report for year 2021/2022 acknowledges the following at page 12:

"The table shows that the overall HEDNA need for the period to 2031 has been met and whilst ***the supply of industrial and small-scale distribution land has***

***surpassed the requirements by some margin**, a significant residual requirement for additional office space remains." (our emphasis)*

2.5. Clowes considers that within the strategic policy wording, the figure for employment land provision through the plan period should be quantified as a single figure that is not defined for each Use Classes E(g)(i and iii)/B2/B8 when assessed at a development management level. This is to ensure the Plan meets anticipated needs over the plan period but also seeks to provide flexibility to respond and adapt to change in economic circumstances.

Policy S2 – Settlement Hierarchy (Strategic Policy)

2.6. Clowes supports the Council's acknowledgement in the supporting text to Policy S2 specifying the six key settlements, which form a central focus for growth and new development over the plan period which includes Castle Donington as a Key Service Centre.

2.7. Proposed employment allocation EMP89 is located within the Limits to Development of Castle Donington as identified in Draft Policy Map – Inset 8 as part of this consultation exercise. Clowes supports the inclusion of the site within the proposed Limits to Development of Castle Donington as the site is situated within an area of established, high-quality employment facilities, accessible by a range of transport modes. The location of the site within Castle Donington has a strong locational relationship to established residential development and associated services and facilities.

Policy AP1 – Design of New Development (Strategic Policy)

2.8. In principle, the introduction of a design policy, informing design codes and design guides would accord with national policy where NPPF paragraph 134 states that *"Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale…"*.

2.9. The Government also has a National Design Guide and National Model Design Code which are in place to guide the design of development, where local guides/codes do not exist.

2.10. Clowes agrees that the principle of such a policy and associated SPD to guide development is appropriate. The provision of such Design Codes should reflect local design criteria and issues and not simply duplicate national design guidance.

Policy AP2 – Amenity

2.11. The provision of a policy seeking to protect the amenity of occupiers and neighbouring residents to new development is supported.

Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

2.12. If a net zero carbon policy is to be implemented by the Council, it must be fully evidenced, justified, and included in viability considerations.

2.13. In particular, in respect of criteria (2), where it is not technically feasible to accommodate onsite renewables, for example, solar PV on the roof due, due to occupier requirements of the unit; there needs to be transparency in relation to the financial contribution required to the Council's Carbon Offset Fund and specific local initiatives that need to be identified within the Infrastructure Delivery Plan. In addition, if it is not economically viable to provide renewables onsite, it is unlikely that it will be economically viable to contribute to the Council's Offset Fund. This current lack of transparency within the draft policy will be a disincentive to businesses looking to locate in North West Leicestershire District.

2.14. It should also be noted that outline applications for industrial and warehousing units will not necessarily be on a pre-let basis and therefore the occupier will not be known. In this respect, it will often not be possible to demonstrate all reductions in the construction and operational stage of the carbon emissions lifecycle at this point or understand what the total energy consumption will be as it will depend on occupier requirements. In this respect, the policy wording in its current form would not be consistent with national policy.

2.15. Additionally, the Written Ministerial Statement Planning: Local Energy Efficiency Standards - 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions.

2.16. The statement noted that improvements in building standards are already in force through revised building regulations, alongside the ones that are due in 2025, demonstrating the Government's commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the statement noted that the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The proliferation of multiple, local standards by local authority areas can add further costs to development by adding complexity and undermining

economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned building regulations should be rejected at examination if they do not have a well-reasoned and robustly costed rationale.

Draft Policy AP5 – Health and Wellbeing (Strategic Policy)

2.17. Clowes supports the provision of an overarching health and wellbeing policy. At this stage, the Council proposes a policy informed through the utilisation of relevant evidence to support a specific overarching policy for healthy lifestyles that will ensure that policies meet the health and well-being needs of the district's population over the plan period.

Policy AP7 – Flood Risk (Strategic Policy)

2.18. Clowes supports the Council's intention to undertake an updated Strategic Flood Risk Assessment. This evidence base will provide an opportunity for recommendations regarding sources of flood risk in North West Leicestershire, which can be used to inform policy on flood risk within the Local Plan, utilising the most up to date data and modelling.

Draft Policy AP8 – Sustainable Drainage Systems

2.19. With regard to the provision of Sustainable Drainage Systems ('SuDS'), Clowes supports the provision of SuDS in appropriate locations, where it is viable. The NPPF at para 175 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate, which the proposed strategic policy aligns with. The provision of SuDS is noted as a requirement within the proposed Local Plan allocation for Clowe's employment site at Land West at Hilltop Farm, Castle Donington through the proposed employment allocation site EMP89.

Draft Policy AP9 – Water Efficiency

2.20. Clowes generally supports the provision of BREEAM excellent standards for Water Efficiency credits in alignment with WAT 01. These standards provide the most suitable equivalent mechanism to ensure high standards of water efficiency in new non-residential development.

2.21. It should be noted that at outline application stage for industrial and warehousing units, the units will not necessarily be pre-let and therefore the occupier will not be known. In addition, there will be instances, whereby proposals will need to provide flexibility so that there is an opportunity to divide units to react to the requirements of the market, which will all have a

bearing on the final specification of sanitaryware components and the calculations for the BREEAM WAT 01 calculator, or equivalent best practice standard. The assessment cannot therefore be submitted as part of a planning application and therefore should be required prior to occupation rather submitted as part of a planning application. The draft policy wording, in particular criterion (2), should be updated to take this into consideration.

Policy Ec4 – Employment Uses on Unidentified Sites

2.22. Clowes supports the general policy of Ec4 for employment provision of unidentified sites. The NPPF at para 86d makes it clear the importance of policies being flexible 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.

2.23. The policy sets out that where evidence indicates an immediate need or demand for additional employment land (E, B2, and B8) in the district cannot be met from land allocated, the Council will consider favourably proposals that meet the identified need in appropriate locations subject to the site being accessible by sustainable means, having good access to the strategic highway network and an acceptable impact on the capacity of that network and not being detrimental to the amenities of any nearby residential properties or the wider environment. The policy approach to employment land should ensure flexibility to respond to employment market demands.

2.24. However, the specific provisions set out within criteria 3a-c would not provide the flexibility to build a strong and competitive economy as required by the NPPF. This proposed policy approach is considered too restrictive and will put the district at a disadvantage in attracting good quality employment provision. The Council's Annual Monitoring Report 2021/22 at Table 11 refers to the need for industrial land identified within the HEDNA between 2011 and 2031 was 3.3 hectares, whereas an additional 35.3ha of industrial land has either been permitted, constructed or completed by 31 March 2022. This shows that the original forecasts seriously underestimated the growth in strategic and non-strategic industrial land requirements up until 2031.

2.25. Accordingly, the district should be taking advantage of its location to suitably accessible areas of large labour pools and the strategic road network by supporting further growth in both strategic and non-strategic industrial and distribution land rather than including

restrictions to growth in the local economy. This policy criterion is considered even more prohibitive to supporting economic growth if the Council are not seeking to provide a contingency to the future employment land provision as outlined in draft Policy S1.

Policy Ec6 – Start-up Workspace

2.26. The overall principle of a policy providing start-up workspace is in general supported subject to viability, and it is considered that the proposed allocation EMP89 at Land West of Hilltop Farm could potentially provide such an opportunity in providing units of approximately 150m^2. The provision of this specific size of unit has already been delivered within the Stud Brook Business Park to the north of the site.

2.27. There is an evidenced demand for smaller start-up units within the district, with limited support coming forward, as evidenced in the Start-Up Workspace Demand Study (December 2020) forming part of the Council's evidence base. The report notes that the local business base within the district is overwhelmingly micro-dominated (defined as businesses with up to 9 employees) with nearly 82% of businesses employing fewer than ten people and that the level of self-employment in the district is high, which may increase demand for provision of smaller flexible employment opportunities and accommodation.

2.28. The light industrial base market within the district has been more buoyant than the demand for office accommodation and there is limited demand, due to shifts in the way of office-based businesses operate, often through hybrid working requiring a need for less office space as part of their day-to-day operations.

2.29. In light of this evidenced need for smaller, flexible employment units within the district, Clowes considers that the site at Land West of Hilltop Farm may be more appropriately located to provide such units within the site over the proposed office space provision as currently set out within allocation EMP89. A more flexible approach to this allocation of land within the site would enable the site to be developed within the plan period that will meet market demands at the application submission stage.

2.30. It is acknowledged that this policy will evolve further at the Regulation 19 stage following a wider viability assessment regarding the provision of start-up units on allocated and unallocated employment sites.

Draft Policy Ec7 – Local Employment Opportunities

2.31. Clowes supports a policy that encourages the provision of local employment initiatives in new, large-scale developments. Whilst local employment initiatives are supported, it is not always possible to achieve them depending on the nature of the use of the employment sites and the skills available locally. This policy approach should therefore provide the flexibility to recognise this where necessary.

Draft Policy Ec9 – East Midlands Airport: Safeguarding

2.32. Clowes generally supports the policy; however, it is considered that the policy needs further clarification in respect of criterion (2)(b). The criterion outlines that

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

2.33. No such height is specified on the safeguarding area on the policy map or separately on a safeguarding map. It is considered that this needs to be included within the local plan to ensure that the policy is transparent and effective.

Policy IF1 – Development and Infrastructure (Strategic Policy)

2.34. Clowes supports the provision of a strategic policy relating to infrastructure that requires the necessary infrastructure and services in place to allow both existing and new communities to become more sustainable and to have much easier access to key services and facilities.

2.35. Requests relating to the delivery of specific physical infrastructure should be clearly identified in the Infrastructure Delivery Plan and should be identified and considered within the plan's emerging viability evidence base and relevant assessments. The adoption of a consistent approach to infrastructure across the plan area would be beneficial, would provide certainty for those involved in the planning process, and would simplify the viability study of the Local Plan, which is now a national requirement.

2.36. It is acknowledged that elements of the growth may require specific strategic infrastructure in order to ensure deliverability and the Plan will need to recognise and outline these requirements, along with the delivery mechanisms to secure this. For non-strategic infrastructure, a less detailed approach is likely to be sufficient which considers different

areas and types/scales of development. However, it will be necessary to utilise both approaches in respect of infrastructure to inform the plan-making process going forward.

Policy IF3 - Green and Blue Infrastructure (Strategic Policy)

2.37. Clowes supports the Council's aspiration to continue to protect, improve, and enhance strategic blue-green infrastructure throughout the district. Given the statutory requirements for development to provide 10% BNG, this will inevitably lead to improvements to blue-green infrastructure provision and enhancements. This would therefore not only provide health and well-being benefits but also a range of opportunities for environmental enhancements, including the provision of green infrastructure as identified within the Green Infrastructure Study evidence to support the Local Plan.

Policy IF5 – Transport Infrastructure and New Development

2.38. Clowes supports the provision of a general policy relating to transport infrastructure in new development. Such an approach would encourage the provision of sustainable transport options in the district and improve infrastructure to encourage the use of alternative modes of transport to the private car. On balance, the new Local Plan will need to acknowledge that given the spatial spread of the district, use of the private car will still be the preferred use option for many residents, and appropriate infrastructure improvements and provisions should therefore be accommodated and planned for the in Infrastructure Delivery Plan.

2.39. Any options for transport infrastructure provision and approach within the new local plan will need to be informed by a robust evidence base and working closely with the County Council as the highways authority as the plan develops and should be given careful consideration.

Policy IF8 – Parking and New Development

2.40. The provision of an overarching policy relating to parking provisions on new developments is generally supported, however, it should be noted that Table DG11 in the Leicestershire Highways Design Guide provides maximum parking standards, which the NPPF discourages, as outlined in paragraph 112, unless there is a clear and compelling justification that they are necessary for managing local road network.

2.41. There is no such clear justification and therefore the district must ensure that there is clear justification when referring to this guidance or when providing its own parking standards. In

addition, the Council need to provide flexibility in exceptional circumstances to ensure it is not overly restrictive to potential occupiers, for example, if the business operational hours are 24/7, there are shift workers and the bus service does not run outside of normal working hours; then sufficient parking is required to accommodate the total amount of employees.

Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

2.42. Clowes are supportive of the need to address net losses to biodiversity through the provision of enhancement to deliver an overall net gain.

Policy En6 – Land and Air Quality

2.43. Policy En6 is generally supported as it aligns with the provisions of the NPPF at para 174e and paras 183-185.

2.44. With regards to Land Quality, Clowes supports the provision of supporting details for the submission of development proposals, that meet the assessment threshold for the Coal Authority in the Development High Risk Area and align with the provisions set out in the NPPF at paras 180e and 189a. This is of specific importance in NWLDC given the presence of high risk land in the district that has the potential for instability or a degree of risk to the surface from the legacy of coal mining operation which could have implications for future development. Addressing this matter early on through a development management policy will assist in providing a smoother following the submission of planning applications and their assessment.

2.45. It is noted that the proposed policy will be supported by the existing Air Quality SPD adopted in October 2023 and will align with the Council's Air Quality Delivery Plan which is seeking to progress and monitor a number of Air Quality Management Areas (AQMAs) in the district.

3. Proposed Housing & Employment Allocations – Representations

Draft Policy Requirements

3.1. Clowes supports the suite of supporting documentation that would be required for a planning application submission for each of the proposed allocation sites. The scope of these documents is considered appropriate in alignment with national and local validation requirements as well as the NPPF.

General Employment Needs Allocation – Land West of Hilltop Farm

3.2. NWLDC have sought to allocate a number of employment sites to assist in the delivery of smaller industrial units and warehousing under 9,000m^2 and only one site for office floorspace.

3.3. Clowes strongly supports the proposed allocation of site EMP89 at Land West of Hilltop Farm Castle Donington for industrial and small-scale warehousing. The inclusion of small-scale industrial units suitable for start-up businesses is also supported subject to viability. The proposed allocation will provide new employment opportunities and development in synergy with the proposed Stud Brook Business Park to the north, which is permitted under application 16/00465/VCUM and create a coalescence of high-quality employment facilities within Castle Donington.

3.4. As para. 5.22 of the allocation document notes, a safe and deliverable access into the site can be achieved to the north of the allocation site parcel through Stud Brook Business Park where access is served off Welsted Road. This is shown by the masterplan at **Appendix B**.

3.5. Clowes acknowledges that the Council seeks to allocate 6,000m^2 of office space provision within the site at Land West of Hilltop Farm. Clowes have concerns regarding the level of office space provision within the EMP89 allocation given that it is acknowledged that the district's office market is much smaller than its industrial market.

3.6. The *Economic Needs Analysis* prepared by Pegasus Group at **Appendix C** highlights that past completions of strategic and non-strategic industrial/warehousing floorspace in North

West Leicestershire shows Castle Donington as having the highest total completions of all settlements in the LPA between 2012/13 and 2019/20.

3.7. The Leicester and Leicestershire HENA, at paragraph 13.40, outlines that *"Mid sized and smaller stock opportunities should be considered as intensification or extensions of existing estates around the FEMA often in proximity to local settlements…."* Accordingly, our client's site provides a great opportunity to continue growth of industrial/warehousing employment land at an appropriate location supported by the Council's own evidence base.

3.8. In terms of office space, the Stantec Study specifically concludes at paragraph 6.15 that

> *"…speculative office development in **secondary locations such as North West Leicestershire is not financially feasible at present**, due to matters outside the control of planning. Also, office demand has been **shifting away from out-of-town business parks to city centres**, and it is possible that office densities will continue to increase as they have done in the past. Our demand forecast may not take enough account of these factors, because it broadly assumes that the relative performance of the district against national benchmarks will be similar in the future to what it was in the past, and also that office densities will remain unchanged. Therefore, **our forecast may overstate the true demand for office space**."* (our emphasis)

3.9. The outcomes of the Stantec study are also confirmed and emphasised by the letter from local agents, NG Chartered Surveyors, which provides an up-to-date commentary on the office market within Castle Donington and North West Leicestershire (see **Appendix D**). The letter concludes that there are falling levels of demand, falling rents/capital values and increased construction costs that make new office development commercially impossible in Castle Donington and North West Leicestershire District.

3.10. In addition, the *Economic Need Analysis* suggests that office accommodation of this proposed scale would be more suitably placed in areas that have an established stock of office accommodation and where past completions have been higher. These areas in the district would be more appropriately located to meet local demand going forward, such as Ashby, which has delivered 13,873ft² of office space between 2012/13 and 2019/20 accounting for 78% of the total delivery of office space.

3.11. The site is adjacent to a mixed use Sustainable Urban Extension in which the outline planning permission (Ref: 16/00465/VCUM) provided the potential for 6.07ha of employment uses including Class E(g)(iii) office use. However, the current reserved matters scheme (ref: 23/00479/REMM) being determined is for 17,258m² of B2 and B8 uses as there is currently no demand for office space.

3.12. The long-term impact of Covid and an increase in agile working has had an impact on the demand for office accommodation in North West Leicestershire. Due to the identified uncertainty of future demand for office floorspace in North West Leicestershire District, it is considered that office accommodation is unlikely to be appropriate within the proposed allocation EMP89 and is not supported by the Council's own evidence base or the additional evidence provided with this representation.

3.13. The site should therefore not be constrained by the specific requirement for office floorspace, and this should be removed from the draft policy allocation. The requirement for office space should either be dealt with via allocations at more appropriate locations or by providing a pragmatic policy to support office development on sites outside the limits to development if there are no sequentially preferrable sites within town centre or edge of town centre locations.

4. Summary & Conclusions

4.1. These representations have been prepared by Pegasus Group on behalf of Clowes Developments (UK) Limited.

4.2. Clowes has an interest in Land West of Hilltop Farm, Castle Donington, which forms part of a proposed employment allocation with reference EMP89 in the North West Leicestershire District Council Local Plan 2020-2040.

4.3. Clowes supports the allocation of Land West of Hilltop Farm, Castle Donington for employment development specifically industrial and non-strategic warehousing only. Given the existing locational context of the Land West of Hilltop Farm, Castle Donington, employment development is considered the most appropriate use to take advantage of the Site's strategically convenient location for access to the strategic road network while ensuring that any impacts on the amenity of nearby residential development are mitigated.

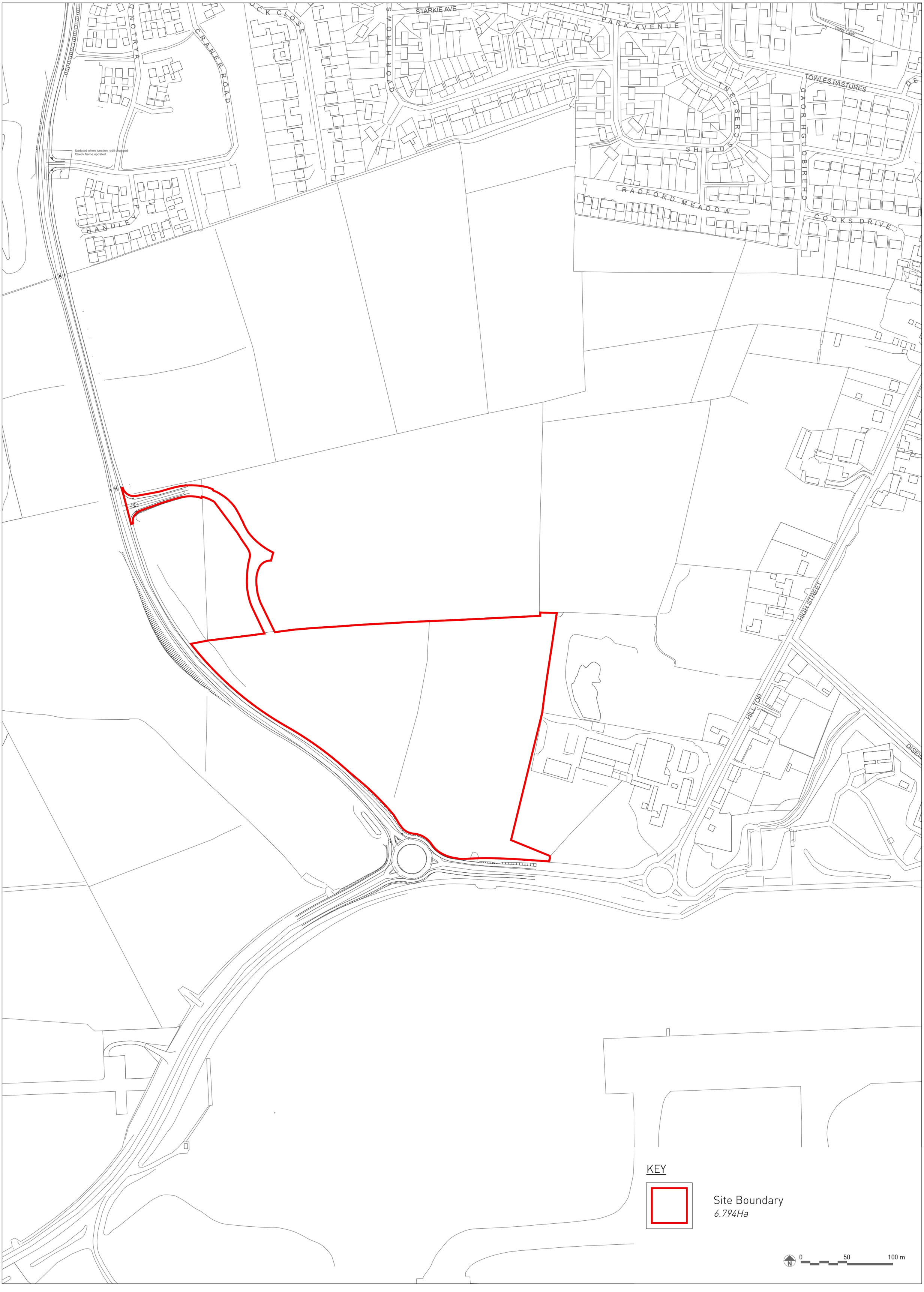
4.4. Clowes recommends the Council's policy on employment development should allow for flexibility in the delivery of new employment provisions in the district. Given the Council's evidence base on future office floorspace demand and the additional evidence submitted with this representation, particularly the updated local office market assessment by NG Chartered Surveyors, it is considered that the specific requirement for 6,000m² of office space should be removed from the allocation and instead:

- The allocation requires the delivery of approximately 11,850m² of employment floorspace (including E(g)(iii), B2 and B8);

AND

- The Council provides a pragmatic and supportive policy for office development in out of centre locations if there are no sequentially preferred sites identified in town centres or edge of town centre locations.

Appendix A – Site Location Plan



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Planning | Design | Environment | Economics | Heritage
East Midlands

Hill Top, Castle Donington - **Site Location Plan**

| Drawn by: LJE /WB | Approved by: MS | Date: 15/03/24 | Scale: 1:2500 @ A2 | DRG: P20-2857 001 Sheet No: 1 Rev: B | Client: Clowes Development |

Pegasus Group

Appendix B – Masterplan

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ALL FIXINGS, TO BE DESIGNED BY APPROPRIATE SPECIALIST SUB-CONTRACTOR
DETAIL DRAWINGS AT LARGER SCALE TAKE PRECEDENCE OVER GENERAL ARRANGEMENT DRAWINGS

A	27.06.22	JM	PHASE 2 RED LINE UPDATED WITH LAYOUT AMENDED TO SUIT
B	22.02.24	JM	UPDATED TO SUIT CLIENT COMMENT

STUD BROOK BP PHASE 2 MASTERPLAN 1:1000 at A1

Clowes DEVELOPMENTS

PROJECT:	CLOWES DEVELOPMENTS EMPLOYMENT DEVELOPMENT CASTLE DONINGTON
STATUS:	SKETCH
DRAWING TITLE:	STUD BROOK BP - PHASE 2 MASTERPLAN
DATE:	16-06-2022
DRAWN BY:	JM
SCALE:	AS NOTED AT A1
CHECKED BY:	APD

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DRAWING NO: 220002-MP05 REVISION: B

Appendix C – Economic Needs Analysis

Economic Need Analysis – Draft Report.

Hill Top, Castle Donington.

On behalf of Clowes Development (UK) Ltd.

Date: 12/03/2024 | Pegasus Ref: P20-2857_R001v2_EC_MAN_NR_RC

Author(s): NR & RC

Document Management.

Version	Date	Author(s)	Checked/ Approved by:	Reason for revision
1	08/03/2024	NR & RC	RC	-
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Contents.

Executive Summary 2

1. Introduction 4

2. Labour Market Analysis 5

3. Review of Evidence Base informing the Local Plan 9

4. Commercial Property Market in North West Leicestershire 15

5. Summary & Conclusions 18

Executive Summary

Background

This report has been produced on behalf of Clowes Developments (UK) Ltd who have land interests at Land West of Hilltop Farm, Castle Donington. It assesses labour market trends in North West Leicestershire to help inform representations to the Regulation 18 consultation of the area's new Local Plan. It also reviews the evidence base used to inform the Draft Local Plan and provides an overview of the commercial property market in the Local Planning Authority (LPA).

Main Findings

Labour market growth

Analysis of North West Leicestershire's labour market performance over the period 2015-22 shows that it has experienced strong jobs growth and to continue this strong growth more employment opportunities need to be created through the delivery of employment floorspace. The site at Hill Top is well placed to deliver employment floorspace for small businesses in the manufacturing and transport and storage sector and with the majority of businesses in these sectors in the LPA employing between 0 and 49 people, provides an excellent opportunity to attract more industrial businesses within this sizeband.

Local Plan Evidence Base

The Proposed Policies Consultation document concludes that the Local Plan needs to allocate a maximum of 10,500 sq. m. of office space and a minimum of 114,500 sq. m. of industrial/smaller warehousing space. The Draft Local Plan has allocated a total of 6,000 sq. m. for office floorspace and 127,710 sq. m. for industrial and smaller scale warehousing space.

The allocated site EMP89 (West of Hilltop, Castle Donington) is identified as being able to deliver 6,000 sq. m. of office space and 11,850 sq. m. of industrial/smaller warehousing space. This is the Clowes site. While there clearly needs to be provision of employment land for offices in North West Leicestershire, analysis of the commercial property market in the District indicates that it may be more appropriate to consider sites elsewhere for this purpose or provide a flexible strategic policy at the site to assist office development if required.

Commercial Property Market West Leicestershire

Analysis of past completions of strategic and non-strategic industrial floorspace in North West Leicestershire shows that Castle Donington had the highest total completions of all settlements in the LPA between 2012/13 and 2019/20.

The high proportion of completions of strategic and non-strategic industrial floorspace in Castle Donington shows that the area is playing a key role in delivering this industrial floorspace and that it is an excellent location for the delivery of similar floorspace in the future.

By contrast, there has only been a small proportion of office completions in North West Leicestershire between 2012/13 and 2019/20 at 7%, showing that other locations in the LPA such as Ashby may be better suited to deliver office floorspace. The office market in Castle Donington is declining through a combination of increased working from home, increasing construction costs and falling rents making

delivery of office space virtually unviable. The site at Hill Top is therefore better placed to deliver non-strategic industrial floorspace, which can help North West Leicestershire to continue its strong recent labour market growth and support smaller industrial businesses in the District.

1. Introduction

Scope and Purpose

1.1. This report has been produced on behalf of Clowes Developments (UK) Ltd who have land interests at Land West of Hilltop Farm, Castle Donington. It assesses labour market trends in North West Leicestershire to help inform representations to the Regulation 18 consultation of Local Plan. It also reviews the evidence base used to inform the Draft Local Plan and provides an overview of the commercial property market in the Local Planning Authority (LPA).

Report Structure

1.2. The report is structured as follows:

- **Section 2** provides analysis of labour market trends in North West Leicestershire, considering past change, key sectors and business growth. Where available, data for the local area in which Land West of Hilltop Farm is located are analysed, alongside local authority, regional and national data.

- **Section 3** analyses the supporting evidence base of Draft North West Leicestershire Local Plan 2020-2040, which includes the following documents: Proposed Policies for Consultation; Employment Topic Paper; North West Leicestershire: The Need for Employment Land; and the Leicester and Leicestershire Housing and Economic Needs Assessment.

- **Section 4** provides an overview of the commercial property market in North West Leicestershire, including completions of strategic and non-strategic industrial floorspace and the need for office floorspace.

- **Section 5** provides a summary and conclusions.

2. Labour Market Analysis

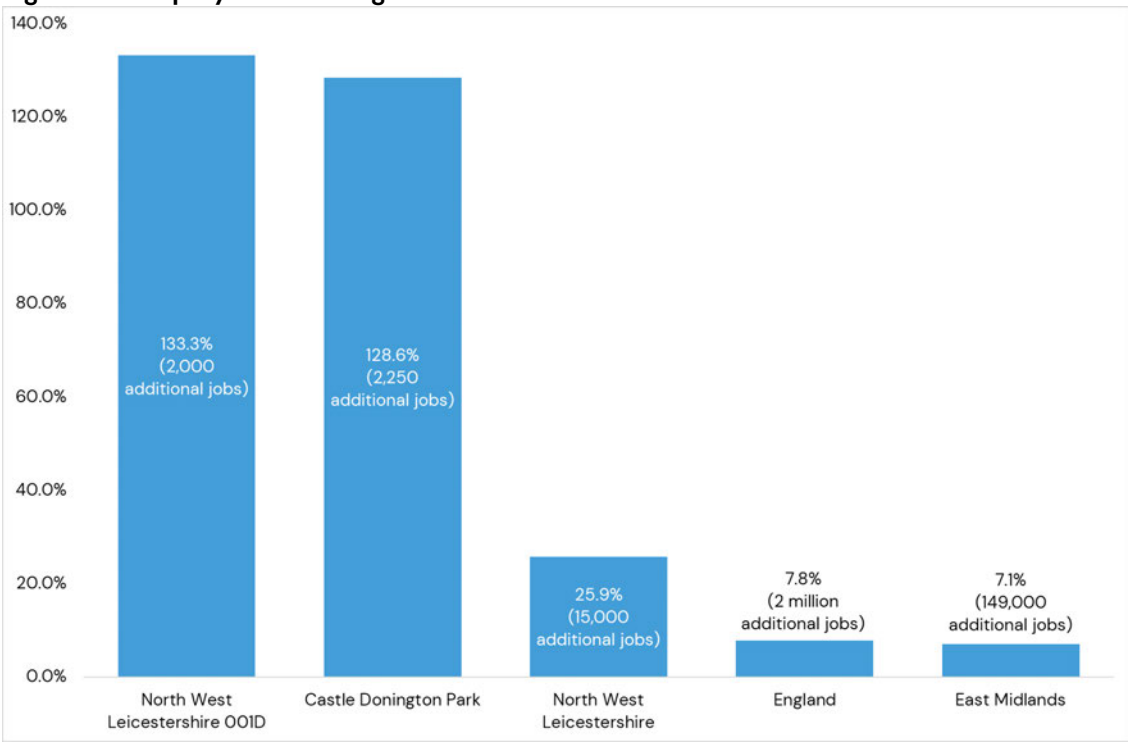
Introduction

2.1. This section of the report looks at the labour market in North West Leicestershire along with regional and national comparators. It also analyses data on business change in the LPA and business share by size for the manufacturing and transport and storage sectors.

Labour Market Trends

2.2. As shown in Figure 2.1, according to the ONS Business Register and Employment Survey (BRES), as of 2022 there are around 73,000 jobs in North West Leicestershire including self-employment. Between 2015 and 2022, North West Leicestershire experienced jobs growth of 25.9% (15,000 additional jobs). This was above the job's growth seen in the East Midlands (7.1% - 149,000 additional jobs) and England (7.8% - 2 million additional jobs), but below the growth seen at an LSOA level in North West Leicestershire 001D (133.3% - 2,000 additional jobs) and Castle Donington Park ward (128.6% - 2,250 additional jobs).

Figure 2.1: Employment Change 2015-2022



Source: ONS, Business Register and Employment Survey

2.3. Looking at employment by sector, in the LSOA North West Leicestershire 001D and in Castle Donington Park ward, as of 2022 the transport and storage sector account for the highest share of total employment at 96.3% and 95%, respectively. The sector supports 3,500 jobs in both the LSOA and the ward. In North West Leicestershire, transport and storage is the joint highest sector in terms of employment, supporting 17,000 jobs and accounting for 23.5% of total employment in 2022. This was above the corresponding shares for the sector in the East Midlands (6.4%) and England (5.1%). Table 3.1 shows this in more detail.

2.4. As of 2022, the manufacturing sector accounted for 9.7% of total employment in North West Leicestershire and supported 7,000 jobs. This was above the proportion of employment supported by the sector in England (7.4%).

Table 3.1: Employment by sector, 2022

	North West Leicestershire 001D	Castle Donington Park	North West Leicestershire	East Midlands	England
Agriculture, mining, utilities etc.	0.0%	0.0%	4.3%	3.2%	2.4%
Manufacturing	0.3%	0.0%	9.7%	11.0%	7.4%
Construction	0.0%	0.0%	6.2%	5.6%	4.9%
Wholesale & retail	0.3%	0.8%	12.8%	15.4%	14.0%
Transport & storage	96.3%	95.0%	23.5%	6.4%	5.1%
Accommodation & food services	0.3%	2.7%	5.5%	7.5%	7.9%
Information & communication	0.0%	0.0%	2.1%	2.7%	4.7%
Business, financial & professional services	2.8%	1.1%	23.5%	18.9%	23.8%
Public admin, education & health	0.0%	0.0%	10.2%	25.5%	25.4%
Arts, entertainment, recreation & other services	0.1%	0.4%	2.1%	3.8%	4.4%

Source: ONS, Business Register and Employment Survey

2.5. Table 3.2 shows the change in the number of businesses in North West Leicestershire between 2013 and 2023. It also presents the change for comparator areas of the East Midlands and England. The number of businesses in North West Leicestershire grew by 17.1% between 2013 and 2023, equating to 730 new businesses. This was below the rates of growth for both the East Midlands (22.0%) and England (22.5%).

2.6. The change in business numbers in North West Leicestershire suggests that the LPA needs to see an increase in the number of new companies if it is to get closer to national trends in particular. This could be achieved through the delivery of new industrial employment floorspace.

Table 3.2: Change in Business Numbers, 2013-2023

	2013	2023	Absolute Change	% Change
North West Leicestershire	4,265	4,995	730	17.1%
East Midlands	175,020	213,490	38,470	22.0%
England	2,234,320	2,737,105	502,785	22.5%

Source: ONS, UK Business Counts

2.7. As of 2023, there were 320 manufacturing businesses in North West Leicestershire, accounting for 7.5% of total businesses. This proportion was above the rate seen in the East Midlands (7.3%) and England (4.6%).

2.8. Table 3.3 shows businesses by size in the manufacturing sector in North West Leicestershire, the East Midlands and England as of 2023. As shown the highest proportion of businesses in the manufacturing sector in North West Leicestershire are micro and small businesses (0-

49 employees), accounting for 89.1% of all businesses in the manufacturing sector. This compares to 92.3% in the East Midlands and 94.2% in England. Medium-sized manufacturing businesses (50-249 employees) in North West Leicestershire account for 9.4% of total businesses and large businesses (250+ employees) account for 1.6% of businesses.

Table 3.3: Manufacturing Businesses by Size, 2023

	Micro & Small (0 to 49)		Medium-sized (50 to 249)		Large (250+)	
	Absolute Number	%	Absolute Number	%	Absolute Number	%
North West Leicestershire	285	89.1%	30	9.4%	5	1.6%
East Midlands	11,805	92.3%	840	6.6%	140	1.1%
England	118,205	94.2%	6,240	5.0%	1,085	0.9%

Source: ONS, UK Business Count

2.9. Table 3.4 shows she share of businesses by size in the transport and storage sector in North West Leicestershire, the East Midlands and England. As of 2023, 86.7% of transport and storage businesses in North West Leicestershire were micro or small employing 0-49 employees. This compares to 96.4% in the East Midlands and 96.3% in England. In the same year, medium-sized businesses (50-249 employees) in the transport and storage sector accounted for 10.7% of businesses and large businesses (250+ employees) accounted for 2.7% of businesses.

Table 3.4: Transport & Storage Businesses by Size, 2023

	Micro & Small (0 to 49)		Medium-sized (50 to 249)		Large (250+)	
	Absolute Number	%	Absolute Number	%	Absolute Number	%
North West Leicestershire	325	86.7%	40	10.7%	10	2.7%
East Midlands	12,815	96.4%	385	2.9%	95	0.7%
England	122,415	96.3%	3,875	3.0%	790	0.6%

Source: ONS, UK Business Count

2.10. The site on Land West of Hilltop Farm at Castle Donington has the potential to provide employment floorspace for smaller businesses (less than 50 employees) within the industrial sector. As the analysis above shows, smaller companies account for the majority of businesses operating in the manufacturing and transport and storage sectors.

Summary

2.11. North West Leicestershire's labour market has performed well between 2015 and 2022, with an increase in employment of 25.9% (2,000 additional jobs). This was above the increase seen in the East Midlands (7.1%) and England (7.8%). In the same timeframe North West Leicestershire 001D saw employment growth of 133.3% (2,000 additional jobs) and Castle Donington Park saw employment growth of 128.6% (2,250 additional jobs).

2.12. As of 2023, the transport and storage sector accounted for the largest proportion of employment in North West Leicestershire 001D and Castle Donington Park at 96.3% and 95% respectively. The sector also accounted for the largest share of employment in North West

Leicestershire at 23.5%. This was above the East Midlands (6.4%) and England (5.1%). The manufacturing sector in North West Leicestershire accounted for 9.7% of employment as of 2023, which was above the national rate of 5.1%.

2.13. Between 2013 and 2023, the number of businesses in North West Leicestershire increased by 17.1%. This was below the rate of increase in East Midlands (22%) and England (22.5%). As of 2023, the highest proportion of businesses in the manufacturing and transport and storage sectors in North West Leicestershire were micro and small businesses, employing between 0 and 49 employees. The site on Land West of Hilltop Farm at Castle Donington has the potential to provide employment floorspace for such businesses.

3. Review of Evidence Base informing the Local Plan

Introduction

3.1. This section reviews the evidence base used to inform the North West Leicestershire Draft Local Plan employment land need including the Proposed Policies Consultation document, the Employment Topic Paper, North West Leicestershire: The Need for Employment Land and the Leicester and Leicestershire Housing and Economic Needs Assessment.

Proposed Policies for Consultation[1]

3.2. The Proposed Policies for Consultation document was published by North West Leicestershire District Council in January 2024 and outlines the policies in the Draft North West Leicestershire Local Plan 2020-2040.

3.3. The need for employment land in the Local Plan is informed by the findings of the Stantec report *North West Leicestershire: The Need for Employment Land* (2020) and has been adjusted to reflect the plan period to 2040. Chapter seven of the consultation document concludes that the Local Plan needs to allocate a maximum of 10,500 sq. m. of office space and a minimum of 114,500 sq. m. of industrial/smaller warehousing space.

3.4. Based on the consultation document Proposed Housing and Employment Allocations for Consultation[2] in the Draft Local Plan a total of 6,000 sq. m. has been allocated for office floorspace and 127,710 sq. m. has been allocated for industrial and smaller scale warehousing space.

Employment Topic Paper, February 2024[3]

3.5. The Employment Topic Paper was published in January 2024 by North West Leicestershire District Council in support of the Proposed Policies document. The Paper outlines that the new Local Plan should identify sufficient land to satisfy the outstanding requirements between 2023 and 2040 of up to 10,506 sq. m. of office floorspace and at least 114,562 sq. m. of industrial/small warehousing floorspace.

3.6. Since April 2023, permission has been granted for up to 6,719 sq. m. of Class E(g)(iii)), B2 and/or B8 floorspace at Land West of Regs Way, Bardon (21/02281/FULM). This gives the remaining requirement as up to 10,506 sq. m. of office floorspace and 107,843 sq. m. of industrial/small warehousing floorspace.

3.7. As outlined above, a total of 6,000 sq. m. has been allocated for office floorspace and 127,710 sq. m. has been allocated for industrial and smaller scale warehousing space in the new Local Plan. The selected sites are outlined in Table 4.1. Clowe's site is one of the proposed allocations – EMP89 (West of Hilltop, Castle Donington). As shown in Table 4.1, the Local Plan

[1] *Proposed Policies for Consultation*: North West Leicestershire District Council, January 2024.
[2] *Proposed Housing and Employment Allocations for Consultation*: North West Leicestershire District Council, January 2024.
[3] *Topic Paper – Employment*: North West Leicestershire District Council, February 2024.

is proposed to allocate this site for offices (6,000 sq. m.) and industrial/smaller warehousing space (11,850 sq. m.).

Table 4.1: Proposed Site Allocations

Site Reference	Site Address	Offices (sq. m.)	Industry/smaller warehouse (sq. m.)
EMP24	East of Midlands Road, Ellistown	0	29,160
EMP89	West of Hilltop, Castle Donington	6,000	11,850
EMP73 (part)	N of A6 Derby Road, Kegworth	0	30,000
EMP73 (part)	N of A543 Remembrance Way, Kegworth	0	40,000
EMP60	Burton Road, Oakthorpe	0	12,100
IW1	New Settlement, Isley Woodhouse	0	4,600
Total	-	**6,000**	**127,710**

Source: Employment Topic Paper

North West Leicestershire: The Need for Employment Land, November 2020[4]

3.8. The North West Leicestershire Need for Employment Land was produced in November 2020 and was commissioned by North West Leicestershire District Council to assess the district's need for employment land in the period to 2039. The report is part of the evidence base to inform the review of the district's Local Plan.

3.9. The report assesses two floorspace need scenarios in North West Leicestershire based on employment forecasts produced by Experian and Oxford Economics published in 2020. These forecasts are based on a baseline 'business-as-usual' scenario. Floorspace need is calculated by translating employment numbers into floorspace using and employment densities from the Homes and Communities Agency Employment Densities Guide (3rd Edition, 2015).

Industrial Floorspace Demand

3.10. Table 4.2 shows the net industrial floorspace demand in North West Leicestershire between 2017 and 2039 based on Experian forecasts and Oxford Economic Forecasts[5]. Both forecasts provide a similar figure. Based on the Experian forecasts, 574,766 sq. m. of net industrial floorspace needs to be delivered between 2017 and 2039, equating to 26,126 sq. m. per annum. The Oxford Economics forecasts give a slightly higher figure of 606,462 sq. m. of net industrial floorspace over the same period, equating to 27,566 sq. m. per annum.

[4] *North West Leicestershire - The Need for Employment Land*: Stantec, November 2020.
[5] These figures include need for both strategic and non-strategic industrial floorspace.

Table 4.2: Net Industrial Floorspace Demand in North West Leicestershire (sq. m.), 2017-39

	Total	Per annum
Experian	574,766 sq. m.	26,126 sq. m.
Oxford Economics	606,462 sq. m.	27,566 sq. m.

Source: North West Leicestershire Need for Employment Land

3.11. The report also quantifies the need for non-strategic industrial land in North West Leicestershire. It gives a low scenario which assumes that in the future the non-strategic share in total industrial development remains at 5.5% (the average of the last ten years). The main scenario assumes that the share is 21.6% (the average of the last 19 years). Based on the low scenario there will be development demand of around 3,600 sq. m. per annum for non-strategic industrial floorspace. The main scenario shows there will be development demand of between 8,200 sq. m. and 8,500 sq. m. per annum in the same timeframe.

3.12. The report concludes that the main scenario is preferred as it is a better indication of unconstrained demand. Over the 22-year period, from 2017-2039 the demand for non-strategic floorspace would be around 187,000 sq. m. This equates to a need of around 46.7 ha of non-strategic employment land.

Office Floorspace Demand

3.13. The same method used for industrial demand has been used to forecast demand for office floorspace. Based on the Oxford Economics forecasts a total of 44,633 sq. m. of office floorspace will be demanded between 2017 and 2039, equating to 2,029 sq. m. per annum (see Table 4.3). Based on the Experian forecasts a total of 56,869 sq. m. of office floorspace will be demanded in North West Leicestershire between 2017 and 2039, equating to demand of 2,585 sq. m. per annum. This equates to a need for around 9 ha of employment land.

Table 4.3: Net Office Floorspace Demand in North West Leicestershire (sq. m.), 2017-39

	Total	Per annum
Experian	56,869 sq. m.	2,585 sq. m.
Oxford Economics	44,633 sq. m.	2,029 sq. m.

Source: North West Leicestershire Need for Employment Land

Leicester and Leicestershire Housing and Economic Needs Assessment, April 2022[6]

3.14. The Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) was published in April 2022 by Iceni and was updated in June 2022. The HENA assesses future employment land needs by type from 2021, 2036, 2041 and 2050. The future employment land needs are assessed based on labour demand scenarios provided by Cambridge Econometrics (CE) and completions trends using Local Planning Authority (LPA) monitoring data.

3.15. Based on CE forecasts and employment densities from the Homes and Communities Agency Employment Densities Guide (3rd Edition, 2015) the HENA estimates the amount of employment floorspace that will be needed across Leicester and Leicestershire. This analysis

[6] *Leicester & Leicestershire Housing & Economic Needs Assessment*: Iceni, April 2022.

shows that based on a growth scenario in North West Leicestershire between 2021 and 2041 there is projected to be a need for 254,500 sq.m. of warehousing floorspace[7]. This is the highest amount of floorspace needed and is followed by a need for 47,400 sq.m. of office floorspace and 12,700 sq. m. of R&D floorspace (see Table 4.4).

3.16. Between 2021 and 2041 it is estimated that the need for industrial floorspace will reduce by 6,900 sq. m. Although this floorspace need is based on employment forecasts, the HENA states that there is likely to be a weaker relationship between employment trends and floorspace/land requirements due to the need to invest in capital to drive productivity, meaning that greater weight should be given to the completions trend analysis in drawing conclusions on industrial floorspace/ land needs to the completions trends analysis.

Table 4.4: Estimated Floorspace Need in North West Leicestershire (sq. m.), 2021-2041

Floorspace Type	Baseline	Growth
Offices	32,900 sq. m.	47,400 sq. m.
R&D	10,000 sq. m.	12,700 sq. m.
Industrial	-39,300 sq. m.	-6,900 sq. m.
Distribution	99,500 sq. m.	254,500 sq. m.

Source: Leicester & Leicestershire HENA

3.17. Based on the completions trend forecast between 2021/22 and 2041/42 there will be gross completions of 40,400 sq. m. of office floorspace, 20,400 sq. m. of industrial floorspace and 75,800 sq. m. of warehousing floorspace (see Table 4.5). In this timeframe, there will be a net completion of 37,700 sq. m. of office floorspace and 70,400 sq. m. of warehousing floorspace. There is forecast to be a reduction of 150,900 sq. m. in industrial floorspace.

Table 4.5: Completions Trend Forecast in North West Leicestershire (sq. m.), 2021/22 – 2041/42

Floorspace Type	Gross	Net
Offices	40,400 sq. m.	37,700 sq. m.
R&D	-	-
Industrial	20,400 sq. m.	-150,900 sq. m.
Distribution	75,800 sq. m.	70,400 sq. m.

Source: Leicester & Leicestershire HENA

3.18. Based on the floorspace need based on employment forecasts and completions forecasts, the recommended employment land need in North West Leicestershire between 2021 and 2041 is 33,200 sq. m. of office floorspace (including R&D), 20,400 sq. m. of industrial floorspace and 75,800 sq. m. of warehousing floorspace (see Table 4.6). This gives a total need to 129,400 sq. m. of employment floorspace in North West Leicestershire.

[7] Note: warehousing need excludes strategic units over 9,000 sq. m.

Table 4.6: Recommended Employment Land Need in North West Leicestershire (sq. m.), 2021-2041

Floorspace Type	Baseline
Offices (including R&D)	33,200 sq. m.
Industrial	20,400 sq. m.
Distribution	75,800 sq. m.
Total	**129,400 sq. m.**

Source: Leicester & Leicestershire HENA

3.19. Taking into account margins for flexibility, vacancy and replacement demand the recommended employment needs are outlined in Table 4.7. Between 2021 and 2041, the HENA concludes there is a need for 39,700 sq.m of office floorspace (including R&D) and 152,900 sq. m. of industrial and distribution floorspace (excluding strategic B8 units over 9,000 sq. m.). This equates to an employment land need of 11.3 ha of office land and 38.2 ha of industrial and distribution land.

Table 4.7: Total Employment Need in North West Leicestershire (sq. m.), 2021-2041

	Employment Need (sq. m.)	Employment Land Need (ha)
Offices (including R&D)	39,700 sq. m.	11.3ha
Industrial & Distribution (excluding strategic B8)	152,900 sq. m.	38.2ha
Total	**192,600 sq. m.**	**49.6ha**

Source: Leicester & Leicestershire HENA

Summary

3.20. The 2020 report by Stantec on the Need for Employment Land in North West Leicestershire assesses there is a need for 187,000 sq. m. of non-strategic industrial floorspace between 2017 and 2039. This equates to a need of around 46.7 ha of non-strategic employment land. The same report assesses that there is a need for around 57,000 sq. m. of office floorspace equating to a need of 9 ha of employment land.

3.21. The Leicester and Leicestershire HENA produced in 2022 takes into account margins for flexibility, vacancy and replacement demand between 2021 and 2041 and concludes that the recommended need is 39,700 sq.m of office floorspace (including R&D) and 152,900 sq. m. of industrial and distribution floorspace (excluding strategic B8 units over 9,000 sq. m.). This equates to an employment land need of 11.3 ha of office land and 38.2 ha of industrial and distribution land.

3.22. The Proposed Policies Consultation document concludes that the new Local Plan needs to allocate a maximum of 10,500 sq. m. of office space and a minimum of 114,500 sq. m. of industrial/smaller warehousing space. In the Draft Local Plan a total of 6,000 sq. m. has been allocated for office floorspace and 127,710 sq. m. has been allocated for industrial and smaller scale warehousing space.

3.23. The need for employment land in the Local Plan is informed by the findings of the Stantec report North West Leicestershire: The Need for Employment Land (2020) and has been adjusted to reflect the plan period to 2040. As it stands, the allocated site EMP89 (West of Hilltop, Castle Donington) is identified as being able to deliver 6,000 sq. m. of office space and 11,850 sq. m. of industrial/smaller warehousing space. While there clearly needs to be

provision of employment land for offices in North West Leicestershire, analysis of the commercial property market in the District indicates that it may be more appropriate to consider sites elsewhere for this purpose. The next section of the report considers this issue in more detail.

4. Commercial Property Market in North West Leicestershire

Introduction

4.1. This section of the report reviews the past completions of non-strategic (below 9,000 sq. m.) and strategic (above 9,000 sq. m.) industrial/warehousing floorspace in North West Leicestershire between 2012/13 and 2019/20 and presents them by settlement area within the LPA. It also provides a summary of the office market, based on analysis undertaken by NG Chartered Surveyors.

Past Completions

Non-Strategic Floorspace

4.2. Table 5.1 shows the total of non-strategic floorspace completions by settlement in North West Leicestershire based on completions data from the 2020 *North West Leicestershire: Need for Employment Land* report. Between 2012/13 and 2019/20 there was a total of 36,696 sq. m. of non-strategic floorspace delivered in North West Leicestershire. As shown, the highest number of completions were in Castle Donington where 12,351 sq. m. of space was delivered between 2012/13 and 2019/20, accounting for 33.7% of total completions. This was above the delivery in all other settlements including Ashby (8,374 sq. m.), Diseworth (7,000 sq. m.) and Coalville (4,888 sq. m.).

Table 5.1: Non-strategic Industrial/Warehousing Floorspace Completions in North West Leicestershire, 2012/13-2019/20

Settlement	Floorspace (sq. m.)	Proportion of total completions
Castle Donington	12,351	33.7%
Ashby	8,374	22.8%
Diseworth	7,000	19.1%
Coalville	4,888	13.3%
Albert Village	1,639	4.5%
Moira	718	2.0%
Whitwick	555	1.5%
Heather	476	1.3%
Measham	357	1.0%
Eillstown	338	0.9%
Total	**36,696**	**100.0%**

Source: North West Leicestershire Need for Employment Land

Strategic Floorspace

4.3. Table 5.2 shows the total completions of strategic floorspace in North West Leicestershire by settlement between 2012/13 and 2019/20. Over this timeframe, a total of 586,305 sq. m. of strategic floorspace was delivered in North West Leicestershire. The highest amount of floorspace was delivered in Ellistown where there was a total of 199,018 sq. m. of strategic floorspace completed. In Castle Donington between 2012/13 and 2019/20 there was a total of 191,673 sq. m. of strategic floorspace completed. This was the second highest share of all

settlements in North West Leicestershire and accounted for 32.7% of all completions in the LPA.

Table 5.2: Strategic Warehousing Floorspace Completions in North West Leicestershire, 2012/13-2019/20

Settlement	Floorspace (sq. m.)	Proportion of total completions
Ellistown	199,018	33.9%
Castle Donington	191,673	32.7%
Donington	84,000	14.3%
Sawley	56,701	9.7%
Bardon	32,977	5.6%
Ashby	21,936	3.7%
Total	**586,305**	**100.0%**

Source: North West Leicestershire Need for Employment Land

Office Market Overview

4.4. Table 5.3 shows office floorspace completions in North West Leicestershire between 2012/13 and 2019/20. As can be seen, the highest share of office floorspace was completed in Ashby, with 13,873 sq. m. delivered. This area accounted for 78% of total delivery between 2012/13 and 2019/20. In the same timeframe, in Castle Donington 1,186 sq. m. of office floorspace was delivered which accounted for only 7% of total delivery in North West Leicestershire. The small proportion of office floorspace that was delivered in Castle Donington between 2012/13 and 2019/20 indicates that it is a far more popular location for office floorspace.

Table 5.3: Office Floorspace Completions in North West Leicestershire, 2012/13-2019/20

Settlement	Floorspace (sq. m.)	Proportion of total completions
Ashby	13,873	78%
Breedon on the Hill	1,640	9%
Castle Donington	1,186	7%
Hugglescote	383	2%
Measham	357	2%
Whitwick	275	2%
Diseworth	162	1%
Total	**17,876**	**100%**

Source: North West Leicestershire Need for Employment Land

4.5. A property market report produced by NG Chartered Surveyors in March 2024 looks at the office market in North West Leicestershire and Castle Donington. It finds that the post-covid office market has changed significantly with working from home causing businesses to recalibrate requirements, cut space, and cut costs. The office market is in a period of transition with falling levels of demand, falling rents/capital values and increased construction costs makes new office development commercially impossible.

4.6. In Castle Donington, the two established business parks, Pegasus Business Park and Willow Farm Business Park currently have more than 67,000 sq. ft. of office floorspace available. The report finds that the average annual take-up in Castle Donington between 2020 and 2023 was 14,302 sq. ft. per annum. Therefore, the existing supply can cater for around 4-years of take-up.

4.7. There has also been little growth in rents in the office market with headline rents now falling in direct correlation with levels of demand whilst construction costs continue to rise. The report concludes that given the current construction cost for office space and falling rental rates, the delivery of office space in Castle Donington is unviable.

Summary

4.8. As shown in Tables 5.1 and 5.2, between 2012/13 and 2019/20 a total of 36,696 sq. m. of non-strategic industrial/warehousing floorspace and 586,305 sq. m. of strategic warehousing floorspace was completed in North West Leicestershire. Within this time period, Castle Donington had the highest amount of non-strategic industrial/warehousing floorspace completed with 12,351 sq. m. and the second highest amount of strategic warehousing floorspace completed at 191,673 sq. m. In total, non-strategic and strategic floorspace completions in Castle Donington equated to 204.024 sq. m., the highest amount of all the settlements in North West Leicestershire and this accounted for 32.7% of all completions in the LPA between 2012/13 and 2019/20.

4.9. The high proportion of completions of strategic and non-strategic floorspace in Castle Donington shows that the area is playing a key role in meeting industrial/warehousing floorspace needs and that the area is a highly desirable location for the delivery of such floorspace.

4.10. In contrast, there has only been a small proportion of office completions in Castle Donington been 2012/13 and 2019/20 at 7%, showing that other locations in the LPA such as Ashby may be better suited to deliver office floorspace. The office market in Castle Donington is declining through a combination of increased working from home, increasing construction costs and falling rents making delivery of office space virtually unviable. The site at Hill Top would therefore be better placed to deliver industrial floorspace, rather than also having to accommodate offices.

5. Summary & Conclusions

5.1. The analysis presented in this report highlights a number of important issues to consider regarding North West Leicestershire's economy:

Labour market growth

5.2. Analysis of North West Leicestershire's labour market performance over the period 2015-22 shows that it has experienced strong jobs growth and to continue this strong growth more employment opportunities need to be created through the delivery of employment floorspace. The site at Hill Top is well placed to deliver employment floorspace for small businesses in the manufacturing and transport and storage sector and with the majority of businesses in these sectors in the LPA already employing between 0 and 49 people, the site provides an excellent opportunity to attract more industrial businesses within this size and that require non-strategic floorspace.

Local Plan Evidence Base

5.3. The 2020 report produced by Stantec, North West Leicestershire: The Need for Employment Land concludes that in the 22-year period from 2017-2039 there will be a demand for 187,000 sq. m. of non-strategic industrial floorspace (units under 9,000 sq. m.). This equates to employment land need of around 46.7 ha of non-strategic employment land.

5.4. The 2022 Leicester and Leicestershire HENA takes into account margins for flexibility, vacancy and replacement demand between 2021 and 2041. It concludes that in this timeframe, the recommended need is 152,900 sq. m. of industrial and distribution floorspace (excluding strategic B8 units over 9,000 sq. m.). This equates to an employment land need of 38.2 ha of industrial and distribution land.

5.5. The Proposed Policies Consultation document concludes that the Local Plan needs to allocate a maximum of 10,500 sq. m. of office space and a minimum of 114,500 sq. m. of industrial/smaller warehousing space. The Draft Local Plan therefore has allocated a total of 6,000 sq. m. for office floorspace and 127,710 sq. m. for industrial and smaller scale warehousing space.

5.6. As it stands, the allocated site EMP89 (West of Hilltop, Castle Donington) is identified as being able to deliver 6,000 sq. m. of office space and 11,850 sq. m. of industrial/smaller warehousing space. While there clearly needs to be provision of employment land for offices in North West Leicestershire, analysis of the commercial property market in the District indicates that it will be more appropriate to consider sites elsewhere for this purpose or provide a flexible strategic policy at the site to assist office development if required.

Commercial Property Market in North West Leicestershire

5.7. Analysis of past completions of strategic and non-strategic industrial/warehousing floorspace in North West Leicestershire shows that Castle Donington had the highest total completions of all settlements in the LPA between 2012/13 and 2019/20.

5.8. The high proportion of completions of strategic and non-strategic industrial/warehousing floorspace in Castle Donington shows that the area is playing a key role in delivering this industrial/warehousing floorspace and that it is an excellent location for the delivery of similar floorspace in the future.

5.9. By contrast, there has only been a small number of office completions in North West Leicestershire been 2012/13 and 2019/20 at 7%, showing that other locations in the LPA such as Ashby may be better suited to deliver office floorspace. The office market in Castle Donington is declining through a combination of increased working from home, increasing construction costs and falling rents making delivery of office space virtually unviable. The site at Hill Top is therefore better placed to deliver non-strategic industrial floorspace, which can help North West Leicestershire to continue its strong recent labour market growth and support smaller industrial businesses in the District.

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Appendix D – Castle Donington Office Market Update by NG Chartered Surveyors

NG Chartered Surveyors

[redacted]

CASTLE DONINGTON OFFICE MARKET

North West Leicestershire's office submarket as a whole is modest in size with the entire inventory across the whole region being only circa 1.8m sq ft. Castle Donington forms a very small percentage of this figure. Vacancy rates have risen steadily across the submarket for the past 5yrs and rents are now significantly below the average annual rental growth rate in the Leicestershire office market.

This is symptomatic of an office market restructuring itself post covid, trying to deal with the impact of "work from home" and flexi/fluid working which has caused businesses to recalibrate requirements, cutting space and cutting costs.

Recent surveys results have shown across the country, some 39% of the adult population have worked from home at some point for some time in the preceding 7 days (ONS data)
There is now a reported 100,000,000 sq ft of standing vacant available office stock across the whole county , up 60% compared to pre-pandemic levels and it is expected this will rise by a further 20% over the next 24 months.

Work From Home morphed into hybrid working and consequently a recent BBC report highlighted previous office time was 3.8 days per week is now only 1.4 days per week and the same report stated only 13% of the workforce surveyed work from their office on Fridays.

The office market now faces a period of transition and needs to rebalance, falling levels of demand, falling rents/capital values and increased construction costs simply makes new office development commercially impossible.

Looking specifically at Castle Donington as a viable location for new office development we would comment as follows.

Existing Supply

Between the two established business parks around Castle Donington and Junction 24 at Pegasus Business Park and Willow Farm Business Park, there is currently over 67,000 sq ft (6231 sq m) of office availability as follows:

Address	Size (sq ft)
9 Boundary Court	5,500
7 Boundary Court	5,506
Pembroke House, Pegasus Business Park	10,451
Osprey House, Pegasus Business Park	25,471
UPS, 2b Beverley Road, Pegasus Business Park	17,184
Donington Court (HAE), Pegasus Business Park	1,335
6E Boundary Court Willow Farm	2,281
Total	67,728

NG Chartered Surveyors

[redacted]

Void Periods

The existing supply of course are not all recent additions recent supply, outlined the following marketing periods to date on each of these buildings:

Address	Marketing Period
9 Boundary Court	New supply
7 Boundary Court	12 months
Pembroke House, Pegasus Business Park	Over 2 years
Osprey House, Pegasus Business Park	Over 2 years
UPS, 2b Beverley Road, Pegasus Business Park	14 months
Donington Court (HAE), Pegasus Business Park	Over 12 months
6E Boundary Court Willow Farm	3 months

We also anticipate further rationalisations on both Willow Farm and Pegasus Business Park to increase the supply and availability within existing buildings during the course of 2024-2025 .

Take Up

Outlined below are statistics relating to office take up in Castle Donington and a 5 mile radius since January 2020 :

Year	Take Up (sq ft)	Number of Deals	Average Letting Size (sq ft)
2020	11,536	3	3,845
2021	27,736	6	4,623
2022	3,520	5	704
2023	14,416	5	2,883

The average annual take up for this location is 14,302 sq ft. Therefore, the existing supply can cater for close to 4 years take up, not including any new supply that comes to the market in the interim period.

Rents

Average rents achieved over the last 4 years are as follows:

Year	Rent (per sq ft)
2020	£12.10
2021	£13.00
2022	£11.40
2023	£12.66

The strongest headline rents for high quality stock on Willow Farm Business Park are £14.50 per sq ft. There has been very little evidence of recent lettings at Pegasus Business Park. The highest

[redacted]

quoting rents on Pegasus Business Park are £15 per sq ft, albeit we do not expect this level to be achieved.

Projected Rents

Year	Per sq ft	% growth
2024	£16.45	+0.8%
2025	£15.98	-1.5%
2026	£15.94	-0.2%
2027	£16.04	+0.6%
2028	£16.13	+0.6%

Using current financial information and projecting forward to 2028 the position remains bleak with projected rents less than 2024 levels being only £16.13psf.

Viability

Projections like this make future development simply unviable which has the inevitable consequence of no new office development being planned.

Wilson Bowden Developments have had plots 4B and 4D Willow Farm on the market promoted for office development since 2017.The plots are 0.93 and 0.5 acres capable of accommodating development between 7500-,30,000 sq ft on a design and build basis.

Clowes Developments have recently sold Plot 7 EMDC (February 2024), this 0.83 acre plot had planning permission for a 2 storey new build office of 8309 sq ft. This site had been marketed for office development since 2019 but sold on an unconditional basis for an alternative use for a price of £330,000 (£400,000per acre)

Headline rents are now falling in direct correlation with levels of demand whilst construction costs continue to travel in the opposite direction widening the gap between expectation and reality.

Sales rates have fallen year on year since the 2018 peak of £158psf to a modest £114psf

In terms of freehold values the following figures are being achieved on the Castle Donington business parks:

Address	Size (sq ft)	Price (per sq ft)
Wyvern House, Phoenix Business Park	11,000	£125
Osprey House, Pegasus Business Park	25,471	Interest invited at £80
Former E-on Offices, Pheonix Business Park	40,000	£

NG Chartered Surveyors

[redacted]

Given the current build costs for offices, the sale price generated t to achieve any degree of development profit would have to be in excess of £300 per sq ft which is simply unachievable in the current market and couldn't be supported by any bank borrowing at this level.

[redacted]

RICHARD SUTTON
MANAGING DIRECTOR

Town & Country Planning Act 1990 (as amended)

Planning and Compulsory Purchase Act 2004

[redacted]

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mr	Miss
First Name	Ian	Marie
Last Name	Smith	Stacey
Job Title (where relevant)	Senior Planning Manager	Senior Director
Organisation (where relevant)	Wilson Bowden Developments Limited	Pegasus Group
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	x	Proposed policies
	x	Proposed housing and employment allocations
	x	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Please see attached letter.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: M Stacey

Date: 15/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Consultation on the Draft North West Leicestershire Local Plan (2020 – 2040) – Publication Consultation (Regulation 18)

Land at Ellistown Terrace Road, Ellistown

On behalf of Wilson Bowden Developments Limited.

Date: March 2024 | Pegasus Ref: P24-0350

Author: Helena Tuck/Marie Stacey

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
V1 – Draft	28/02/2024	HT	MSY	Changes to Policy S1, Policy AP4, AP9, and proposed strategic allocations
V2	06/03/2024	MSY	MSY	Client's comments

Contents.

1. Introduction & Background 1
2. Proposed Policies for Consultation – Representations 5
3. Proposed Housing & Employment Allocations – Representations 16
4. Summary & Conclusions 19

Appendices contents.

Appendix A – Call for Sites Form

Appendix B - Site Location Plan

Appendix C - Masterplan

1. Introduction & Background

1.1. This representation is submitted by Pegasus Group on behalf of Wilson Bowden Developments Limited (henceforth 'Wilson Bowden'), in response to the North West Leicestershire District Council ('NWLDC') New Local Plan Review – Publication Consultation.

1.2. This representation is made in relation to our client's land interests at Land at Ellistown Terrace Road, Ellistown. The response below sets out our client's comments on the proposed employment allocations in the district and the proposed detailed policy proposals.

1.3. This is the first opportunity that our client has engaged in the preparation of the Local Plan. A Call for Sites form is included at **Appendix A** with this representation setting out the details of our client's land interests at Ellistown Terrace Road, Ellistown and a Site Location Plan has been included in **Appendix B**.

1.4. Wilson Bowden is the commercial development division of Barratt Developments PLC. As part of one of the largest UK house builders, the nationwide product portfolio includes a wide range of commercial property, comprising offices, retail, leisure, industrial and distribution; one of the few developers with both commercial and residential expertise.

1.5. Wilson Bowden has a strong track record in developing high quality buildings across all sectors and size ranges from 1,000ft² to 850,000ft². The company works in partnership with occupiers to ensure that buildings are constructed to the required specification, delivered on time and to budget. Industrial and warehousing projects delivered in Leicestershire include Optimus Point, Leicester; Meridian Business Park, Leicester; and Interlink Business Park, Bardon.

1.6. Optimus Point provides for an example of a single site extending to approximately 33 hectares with a mix of uses (Classes E(g)(iii)/B2/B8 alongside residential development) and scale (strategic and non-strategic) in Blaby District Council and includes occupiers such as:

- Everards Brewery (approximately 2,800m² of B2/B8 floorspace)
- Boden (clothing storage warehouse and ancillary office) (approximately 28,000m² of B8 floorspace)
- Geary Bakeries (approximately 5,700m² of B2 floorspace)

- James Latham (timber merchants) (approximately 5,100m² of B8 floorspace)
- DPD (approximately 5,600 m² of B8 floorspace)
- Sarstedt (medical supplies) (approximately 5,700 m² of B8 floorspace)
- Urban Logistics (approximately 4,100m² of B8 floorspace)
- Class E(g)(iii), B2 and B8 unit (approximately 9,200m² of floorspace)

Representations

1.7. These representations have had regard to the published Issues and Options consultation documents and questions set out therein, the supporting evidence base, and the national planning context, where appropriate.

1.8. The tests of soundness that Development Plans need to meet so as to be legally compliant and found sound, are set out in paragraph 35 of the National Planning Policy Framework December 2023 (NPPF) as follows:

- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- **Effective** – deliverable over the Plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in the Framework.

1.9. These tests of soundness, along with other legal and procedural requirements associated with the Plan-making process provide a contextual framework for these representations.

1.10. The representations are submitted via the Council's online consultation portal and are intended to inform any further work the Council is yet to undertake.

Land at Ellistown Terrace Road, Ellistown

1.11. The site lies to the south of Ellistown and south west of Bardon Hill employment area within an urban fringe location whereby development already straddles Ellistown Terrace Road. The site currently comprises one agricultural field extending to approximately 6 hectares and could provide up to 19,500m² of employment floorspace

1.12. The proposed access to the site would be served off B585 Ellistown Terrace Road. The site is located with existing large scale employment developments to the east (Pall-Ex) located on Wood Road; external 'overflow' storage area for Heavy Goods Vehicles trailer and tractor units on land directly adjacent to the north of our client's site (permitted under application reference 19/02443/FULM in July 2023); and the recent development of the Aldi Distribution Centre – Nailstone, located to the south of the site on Wood Road.

1.13. Our client's site at Land at Ellistown Terrace Road, Ellistown would assist in delivering new employment opportunities for strategic and/or non-strategic employment provision, in an accessible location that relates well to existing employment sites.

1.14. The site is unlikely to require significant offsite highways improvements and will have limited impact on known pinch points such as the double mini-roundabout in Ellistown. The site is also well linked to the significant PRoW network surrounding the site, which link the site to South East Coalville. There is also a footpath on the eastern side of Ellistown Terrace Road that makes the site accessible from Ellistown.

1.15. There is a bus stop directly adjacent to the site frontage, which is served by 2 bus services (Arriva Midlands no. 28 and Diamond Bus East Midlands no. 125), with at least one service running on hourly basis and connect the site to the wider Coalville area and further afield to Leicester.

1.16. The site is appropriately placed to deliver a range of employment opportunities of varying sizes including Class E (g)(iii)/B2/B8 Industrial/Small Warehousing under 9000m² and larger scale Industrial/Warehousing units in excess of 9,000m² as shown by the masterplan at **Appendix C**.

1.17. The site would provide the Council with the opportunity to provide high quality employment with modern, flexible high-specification space near a large labour force on the edge of the Coalville Urban Area, defined as a Principal Town and the most sustainable settlement in the district, and within close proximity to the strategic road network

1.18. There are also no known landscape, heritage or ecological designations on the site and therefore can be delivered without any significant constraints. Substantial areas of landscaping can be provided on site, which will contribute to providing a biodiversity net gain.

2. Proposed Policies for Consultation – Representations

Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

2.1. As an overall policy, Wilson Bowden supports the provisions made within Policy S1.

2.2. However, at the present time, there are significant concerns with the employment evidence base supporting this policy. The supporting employment evidence includes the following:

- *"North West Leicestershire : The Need for Employment Land"* (November 2020) study to assess the district's need for employment land, specifically offices and non-strategic industrial space (up to 9,000m²);
- *"Leicester & Leicestershire Housing & Economic Needs Assessment"* (Leicester and Leicestershire HENA) (April 2022) providing an overview of Leicester & Leicestershire's future employment role in different sectors in light of existing and predicted market strengths and changing economic landscape. This study outlines that the recommendations made are in respect of future needs for office, industrial and local warehousing / distribution units under 9,000m². Large scale warehousing/ distribution unit needs are reported in the Strategic Warehousing Study prepared by GL Hearn and finalised in April 2021.
- *"Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change"* (April 2021, amended March 2022)

2.3. The Employment Topic Paper outlines that the November 2020 study is more detailed and locally specific in comparison to the Leicester and Leicestershire HENA and is therefore being used as the primary evidence for general employment needs for the new Local Plan.

2.4. Our client has delivered a variety of strategic and non-strategic (E(g)(iii), B2 and B8) B2 units within the Leicestershire region. The three use classes (E(g)(iii), B2 and B8) are often operationally linked and in some instances where manufacturers expand on their existing base this can force suppliers and logistics providers to move. So, additional property demand within the area can also be driven by manufacturing. At present, the draft planning policies

do not positively and proactively encourage sustainable economic growth and plan for the potential future need.

2.5. The *"North West Leicestershire : The Need for Employment Land"* (November 2020) study is not considered robust for a number of reasons as outlined below:

1) The study assesses employment need up until 2039. The Local Development Scheme agreed by the Local Plan Committee on 18 October 2023 outlines an adoption date of October 2026. Although the employment topic paper outlines that the floorspace has been "rolled forward" by an additional year to correspond with the end of the plan period (2040), strategic policies should look ahead for a minimum 15 year period from adoption. Accordingly, any study should assess and identify employment need up until 2041 as a minimum.

2) The study at paragraph 3.35, defines plot ratios of 40%, which is not realistic given the need for developments to include additional policy requirements such as SuDS, EV car parking spaces, and now, in particular, the land take for biodiversity net gain. Plot ratios of 35% are therefore more common and the minimum amount of employment land required should be recalculated on this basis to ensure there is enough land to support the employment floorspace requirements. A plot ratio of 35% has been used for the future requirements model in the *Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change"* (April 2021, amended March 2022) study as outlined at paragraph 10.32 and there is no reason why the same wouldn't apply for sites for non-strategic units.

3) The study outlines at paragraph 6.4 that the industrial forecast should be treated as a minimum because historical evidence from the Valuation Office Agency suggests that the true demand could be much higher because land supply has been constrained for so long that there is not enough evidence of what happened in a relatively unconstrained market. Given this uncertainty, we disagree with paragraph 6.9 of the study, which suggests that no safety margin or buffer is required and it is therefore considered that at least a 5 year buffer or contingency should be provided as part of the non-strategic industrial/warehousing employment land supply.

4) The need calculations are based on employment forecasts produced by Experian and Oxford Economics in 2020, which are now outdated. In addition, the employment needs

estimates also don't take account of the recent East Midlands Devolution Deal. Although Leicestershire is not a part of the deal, the area will likely receive economic benefits as a result of the deal, which will lead to need for employment land.

2.6. The buffer outlined in point 3 above should be in addition to the additional land required to reflect the discrepancies referred to at points 1 and 2. This should also not preclude a criteria based policy for unallocated sites to be included so that the plan positively and proactively encourages sustainable economic growth.

2.7. In terms of strategic B8 warehousing (in excess of 9,000m^2), it is acknowledged that emerging work is still being undertaken to inform how the plan will accommodate strategic B8 warehousing in the district, which will be addressed in the Regulation 19 Consultation.

2.8. However, our client has concerns that any future allocations and proposals within the plan will not have been scrutinised through the same consultation process as the wider employment sites. The *Interim Sustainability Appraisal Report of the Employment Strategy Options* published on 15th September 2022 doesn't consider the strategic employment options. The Council will need to clearly address this, particularly given it has been agreed that within the New Local Plan that there will be a need to apportion some of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace to the district during the plan period. This provisionally equates to approximately 106,000m^2 on two potential sites that have been identified at Section 6 of the Site Allocations Consultation Document.

2.9. It is noted that the requirement for strategic floorspace as outlined in criterion (3) of Policy S1 is subject to the outcome from the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace study. The requirement should also be subject to whether the Hinckley National Rail Freight Interchange DCO is approved later this year.

2.10. In terms of Policy S1, the supporting text at paragraph 4.14, states that *"the net requirements are…at least 114,562sqm (28.64 ha) of industrial and smaller-scale warehousing"*. It is also noted that this reference to the provision of at least 114,562sqm (28.64ha) is also within Table 3 of the Employment Land Provision (April 2023) of Chapter 5 – General Needs Employment Allocations of the Allocations Consultation document (discussed further in Section 4 of this statement). However, within the formal policy body of text for Policy S1 (2) this reference to providing a minimum provision over the plan period has not been acknowledged within the

policy itself. This should be included to ensure the policy is positively prepared and consistent with national policy. This is particularly pertinent as the Council's latest Annual Monitoring Report for year 2021/2022 acknowledges the following at page 13

> *"With respect to strategic B8 uses, the table shows that the level of provision in NWL alone exceeds the requirements of the 2016 Strategic Distribution Study to 2031. Growth of the sector has* ***surpassed what was forecast at the point the Study was undertaken*** *indicating the strength of the market. Importantly, the Study signals that* ***the need figures should be viewed as minimum requirements and should not be treated as a cap on provision****."* (our emphasis)

2.11. Wilson Bowden considers that within the strategic policy wording, the figure for employment land provision through the plan period should be quantified as a single figure that is not defined for each Use Classes E(g)(i and iii)/B2/B8 when assessed at a development management level. This is to ensure the Plan meets anticipated needs over the plan period but also seeks to provide flexibility to respond and adapt to change in economic circumstances

Policy S4 – Countryside (Strategic Policy)

2.12. In principle, Wilson Bowden supports the general principles of Policy S4 and supports the provision of criterion 1(h) within this specific policy, which relates to compliance with the proposed provisions of Policy Ec4.

Policy AP1 – Design of New Development (Strategic Policy)

2.13. In principle, the introduction of a design policy, informing design codes and design guides would accord with national policy where NPPF paragraph 134 states 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."*

2.14. The Government also has a National Design Guide and National Model Design Code, which are in place to guide the design of development, where local guides/codes do not exist.

2.15. Wilson Bowden agrees that the principle of such a policy and associated SPD to guide development is appropriate. The provision of such Design Codes should reflect this through local design criteria and not simply duplicate national design guidance.

Policy AP2 – Amenity

2.16. The provision of a policy seeking to protect the amenity of occupiers and neighbouring residents to new development is supported.

Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

2.17. If a net zero carbon policy is to be implemented by the Council, it must be fully evidenced, justified, and included in viability considerations. In particular, in respect of criteria (2), where it is not technically feasible to accommodate onsite renewables, for example, solar PV on the roof due, due to occupier requirements of the unit; there needs to be transparency in relation to the financial contribution required to the Council's Carbon Offset Fund and specific local initiatives that need to be identified within the Infrastructure Delivery Plan. In addition, if it is not economically viable to provide renewables onsite, it is unlikely that it will be economically viable to contribute to the Council's Offset Fund. This current lack of transparency within the draft policy will be a disincentive to businesses looking to locate in North West Leicestershire District.

2.18. It should also be noted that outline applications for industrial and warehousing units will not necessarily be on a pre-let basis and therefore the occupier will not be known. In this respect, it will often not be possible to demonstrate all reductions in the construction and operational stage of the carbon emissions lifecycle at this point or understand what the total energy consumption will be as it will depend on occupier requirements. In this respect, the policy wording in its current form would not be consistent with national policy.

2.19. Additionally, the Written Ministerial Statement Planning: Local Energy Efficiency Standards - 13th December 2023 informed councils that the Government expects examiners to reject local plans that go beyond current national policy provisions.

2.20. The statement noted that improvements in building standards are already in force through revised building regulations, alongside the ones that are due in 2025, demonstrating the Government's commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the statement noted that the Government does

not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The proliferation of multiple, local standards by local authority areas can add further costs to development by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned building regulations should be rejected at examination if they do not have a well-reasoned and robustly costed rationale.

Draft Policy AP5 – Health and Wellbeing (Strategic Policy)

2.21. Wilson Bowden supports the provision of an overarching health and wellbeing policy. This proposes the utilisation of relevant evidence to support and inform a specific overarching policy for healthy lifestyles that will ensure that policies meet the health and well-being needs of the district's population over the plan period.

Draft Policy AP7 – Flood Risk (Strategic Policy)

2.22. Wilson Bowden supports the Council's intention to undertake an updated Strategic Flood Risk Assessment to direct development to areas with the lowest probability of flooding in line with national policy.

Draft Policy AP8 – Sustainable Drainage Systems

2.23. With regard to the provision of Sustainable Drainage Systems ('SuDS'), Wilson Bowden supports the provision of SuDS in appropriate locations, where it is viable. The NPPF at para 175 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate, which the proposed strategic policy aligns with.

Draft Policy AP9 – Water Efficiency

2.24. Wilson Bowden generally supports the provision of BREEAM excellent standards for Water Efficiency credits in alignment with WAT 01. These standards provide the most suitable equivalent mechanism to ensure high standards of water efficiency in new non-residential development.

2.25. It should be noted that at outline application stage for industrial and warehousing units, the units will not necessarily be pre-let and therefore the occupier will not be known. In addition, there will be instances whereby proposals will need to provide flexibility so that there is an

opportunity to divide units to react to the requirements of the market. This will have a bearing on the final specification of sanitaryware components and the calculations for the BREEAM WAT 01 calculator, or equivalent best practice standard. The assessment therefore cannot be submitted as part of a planning application and should be required prior to occupation rather submitted as part of a planning application. The draft policy wording, in particular criterion (2), should be updated to take this into consideration.

Policy Ec4 – Employment Uses on Unidentified Sites

2.26. Wilson Bowden supports the general policy of Ec4 for employment provision of unidentified sites. The NPPF at para 86d makes it clear the importance of policies being *"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."*

2.27. There is an evidenced lack of supply of non-strategic industrial space in the district for which there is a market demand[1]. Therefore, the plan going forward will need to demonstrate that the provision of employment sites not only cater for future growth but also fill the supply gap that already exists. This could be delivered through unallocated sites that can provide the opportunity to deliver flexible employment accommodation, with respect to their use and size.

2.28. The policy sets out that where evidence indicates an immediate need or demand for additional employment land (office, industrial, storage/distribution) cannot be met from land allocated, the Council will consider favourably proposals that meet the identified need in appropriate locations subject to the site being accessible by sustainable means, having good access to the strategic highway network and an acceptable impact on the capacity of that network and not being detrimental to the amenities of any nearby residential properties or the wider environment. The policy approach to employment land should ensure flexibility to respond to employment market demands.

2.29. However, the specific provisions set out within criteria 3a-c would not provide the flexibility to build a strong and competitive economy as required by the NPPF. This proposed policy

[1] Stantec - The Need for Employment Land January 2021

approach is considered too restrictive and will put the district at a disadvantage in attracting good quality employment provision.

2.30. The Council's Annual Monitoring Report 2021/22 outlines that the demand for strategic B8 uses has significantly surpassed the forecasts in HEDNA and this is also true with reference to industrial and small-scale distribution land as well. Accordingly, the district should be taking advantage of its location to suitably accessible areas of large labour pools and the strategic road network by supporting further growth in both strategic and non-strategic industrial and distribution land rather than including restrictions to growth in the local economy.

2.31. The policy criteria 3a-c is considered even more prohibitive to supporting economic growth if the Council are not seeking to provide a contingency to the future employment land provision as outlined in draft Policy S1.

Policy Ec6 – Start-up Workspace

2.32. The overall principle of a policy providing start-up workspace is generally supported, subject to viability. The provision of such smaller units could potentially be provided as part of the employment development proposals at Ellistown Terrace Road, Ellistown.

2.33. There is an evidenced demand for smaller start-up units within the district, with limited support coming forward, as evidenced in the Start-Up Workspace Demand Study (December 2020) forming part of the Council's evidence base. The report notes that the local business base within the district is overwhelmingly micro-dominated (defined as businesses with up to 9 employees) with nearly 82% of businesses employing fewer than ten people and that the level of self-employment in the district is high, which may increase demand for provision of smaller flexible employment opportunities and accommodation.

2.34. It is acknowledged that this policy will evolve further at the Regulation 19 stage following a wider viability assessment regarding the provision of start-up units on allocated and unallocated employment sites.

Draft Policy Ec7 – Local Employment Opportunities

2.35. Wilson Bowden supports a policy that encourages the provision of local employment initiatives in new, large-scale developments. Whilst local employment initiatives are

supported, it is not always possible to achieve them depending on the nature of the use of the employment sites and the skills available locally. This policy approach should therefore provide the flexibility to recognise this where necessary.

Policy IF1 – Development and Infrastructure (Strategic Policy)

2.36. Wilson Bowden supports the provision of a strategic policy relating to infrastructure that requires the necessary infrastructure and services in place to allow both existing and new communities to become more sustainable and to have much easier access to key services and facilities.

2.37. Requests relating to the delivery of specific physical infrastructure should be clearly identified in the Infrastructure Delivery Plan and should be identified and considered within the plan's emerging viability evidence base and relevant assessments. The adoption of a consistent approach to infrastructure across the plan area would be beneficial, would provide certainty for those involved in the planning process, and would simplify the viability study of the Local Plan, which is now a national requirement.

2.38. It is acknowledged that elements of the growth may require specific strategic infrastructure in order to ensure deliverability and the Plan will need to recognise and outline these requirements, along with the delivery mechanisms to secure this. For non-strategic infrastructure, a less detailed approach is likely to be sufficient which considers different areas and types/scales of development. However, it will be necessary to utilise both approaches in respect of infrastructure to inform the plan-making process going forward.

Policy IF3 - Green and Blue Infrastructure (Strategic Policy)

2.39. Wilson Bowden supports the Council's aspiration to continue to protect, improve, and enhance strategic blue-green infrastructure throughout the district. Given the statutory requirements for development to provide 10% BNG, this will inevitably lead to improvements to blue-green infrastructure provision and enhancements. This would therefore not only provide health and well-being benefits but also a range of opportunities for environmental enhancements, including the provision of green infrastructure as identified within the Green Infrastructure Study evidence to support the Local Plan.

Policy IF5 – Transport Infrastructure and New Development

2.40. Wilson Bowden supports the provision of a general policy relating to transport infrastructure in new development. Such an approach would encourage the provision of sustainable transport options in the district and seek to improve infrastructure to encourage the use of alternative modes of transport to the private car. On balance, the new Local Plan will need to acknowledge that given the spatial spread of the district, use of the private car will still be the preferred use option for many residents, and appropriate infrastructure improvements and provisions should therefore be accommodated and planned for in the Infrastructure Delivery Plan.

2.41. Any options for transport infrastructure provision and approach within the new local plan will need to be informed by a robust evidence base and working closely with the County Council as the highways authority as the plan develops and should be given careful consideration.

Policy IF8 – Parking and New Development

2.42. The provision of an overarching policy relating to parking provisions on new developments is generally supported, however, it should be noted that Table DG11 in the Leicestershire Highways Design Guide provides maximum parking standards, which the NPPF discourages, as outlined in paragraph 112, unless there is a clear and compelling justification that they are necessary for managing local road network. There is no such clear justification and therefore the district must ensure that there is clear justification when referring to this guidance or when providing its own parking standards.

2.43. In addition, the Council need to provide flexibility in exceptional circumstances to ensure it is not overly restrictive to potential occupiers, for example, if the business operational hours are 24/7, there are shift workers and the bus service does not run outside of normal working hours then sufficient parking is required to accommodate the total amount of employees.

2.44. With regards to Section 4 of Policy IF8, it is noted that further work is emerging to ascertain the specific needs and requirements of HGV parking within the district and the wider Leicestershire area. Given the scale of such developments, which may accommodate HGV facilities, consideration should be given in tandem with the assessment of any Strategic Employment sites going forward and their suitability in terms of their location to the Strategic Road Network and existing employment sites.

Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

2.45. Wilson Bowden is supportive of the need to address net losses to biodiversity through the provision of enhancement to deliver an overall net gain.

Policy En6 – Land and Air Quality

2.46. Policy En6 is generally supported as it aligns with the provisions of the NPPF at paragraph 174e and paragraphs 183-185.

2.47. With regards to Land Quality, Wilson Bowden supports the provision of supporting details for the submission of development proposals, which meet the assessment threshold for the Coal Authority in the Development High Risk Area and align with the provisions set out in the NPPF at paragraphs 180e and 189a. This is of specific importance in NWLDC given the presence of high risk land in the district that has the potential for instability or a degree of risk to the surface from the legacy of coal mining operation which could have implications for future development. Addressing this matter early on through a development management policy will assist in providing a smoother following the submission of planning applications and their assessment.

2.48. It is noted that the proposed policy will be supported by the existing Air Quality SPD adopted in October 2023 and will align with the Council's Air Quality Delivery Plan which is seeking to progress and monitor a number of Air Quality Management Areas (AQMAs) in the district.

3. Proposed Housing & Employment Allocations – Representations

Potential Locations for Strategic Distribution

3.1. It is noted that the consultation documents put forward the suggestion that 50% of the outstanding requirement for road-served strategic distribution floorspace across Leicester and Leicestershire identified in the Strategic Distribution Study could be met in North West Leicestershire. This would equate to around 106,000m^2. It is acknowledged that further work at a regional level through the preparation of a Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study will be integral to inform the site selection process of strategic distribution sites in the plan going forward. It is imperative that this is concluded and agreed before the Regulation 19 consultation.

3.2. Specific evidence relating to strategic distribution that has informed the new Local Plan in the form of the *Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change* (April 2022; Amended March 2022) concludes strategic distribution within Leicestershire should be accommodated in the region between road-served sites and road and rail-served sites.

3.3. The road/rail-served requirement would be largely fulfilled through the proposed Hinckley National Rail Freight Interchange (NRFI) at M69 J2, if permitted, which is a Nationally Significant Infrastructure Project (NSIP), with the current timetable indicating that a decision is expected in September 2024. Given this anticipated determination date, a decision will have been made by the next phase of the plan-making process at Regulation 19 Consultation, scheduled to take place Jan-Feb 2025. Should the NRFI be approved by the Secretary of State, given the strategic nature and scale of development it may take a considerable time to come forward. An overreliance on the delivery of strategic sites to deliver employment provisions could be vulnerable to delay and may not fulfil delivery within the plan period.

3.4. The proposed locations for strategic distribution will require a broad range of issues to be addressed to ensure the deliverability of these sites. There are potential constraints with regard to the cumulative impact of the scale of growth proposed in these locations on the highway network, landscape, and ecology, specifically BNG.

3.5. The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand, and adapt (Para 85). It notes that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (Para 84). Further, it also states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. For storage and distribution operations, provision should be made at a variety of scales and in suitably accessible locations (Para 87).

3.6. Reliance on the provision of only two potential locations for the provision of strategic distribution sites in the district over the plan period would potentially restrict economic growth due to lack of choice and may not enable a rapid response to changes in economic circumstances. The allocation of a broader range of sites, which could provide a flexible opportunity to provide units of a strategic and non-strategic scale for B2/B8 uses should be considered as an opportunity for the Council to deliver employment development, which would align with the above provisions set out in the NPPF.

3.7. It should also be noted that any strategic sites that are put forward need to be properly assessed within the Sustainability Appraisal as outlined previously in these representations. Sites also need to be assessed against the criteria in the *Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change* (Amended March 2022).

3.8. The study acknowledges the following at paragraphs 11.13 to 11.15:

"It is recognised that the Areas of Opportunity identified include a number of existing distribution parks and supply including Bardon Hill, East Midlands Gateway and East Midlands Distribution Centre which are all located in North West Leicestershire.

That notwithstanding, these units may still fail to meet the increasingly demanding requirements of modern prime distributors, resulting in the need for new units and sites to be considered…

Proximity to labour markets continues to be a critical driver for warehousing activities. Analysis in Section 14 of this report suggests that Leicester City, with the largest population in the county, provides a relatively low proportion of warehousing labour to major parks elsewhere in the county."

3.9. The suggested potential site at Mercia Park, although an extension to an existing strategic road-served site, is not particularly within close proximity to the labour market and therefore could lead to reliance on the car. Whereas our client's site, land at Ellistown Terrace Road, Ellistown, is located in the most sustainable settlement in the district, the Coalville Urban Area, and is accessible via sustainable modes of transport whilst also being situated in an identified Area of Opportunity within close proximity of the A511/M1. The site is also an extension to the existing Bardon Hill distribution park. The site would therefore meet the requirements of the *Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change* (Amended March 2022) and should be considered as a potential allocation for employment land.

4. Summary & Conclusions

4.1. These representations have been prepared by Pegasus Group on behalf of Wilson Bowden Developments Limited. Wilson Bowden has an interest in land at Ellistown Terrace Road, Ellistown, which Wilson Bowden seeks to promote for employment land provision in the new local plan.

4.2. It is considered that the Council's current evidence base is not robust and underestimates the future demand for employment land and therefore should be updated and a contingency included to ensure the relevant planning policies help to create the conditions in which businesses can invest, expand and adapt.

4.3. At this point in time, the Council has sought to allocate employment sites to assist in the delivery of offices, industrial units and warehousing under 9000m^2 with a further two potential locations for strategic distribution provision in the district.

4.4. Wilson Bowden recommends that the Council's policy on employment development should allow for flexibility in the delivery of new employment provisions in the district. The evolving employment policies and allocations going forward should recognise the importance of the district's location (within proximity of key transport corridors) for high-quality logistics and warehousing development of national economic importance. The Regulation 19 policy should confirm the addition of allocating strategic employment sites in excess of 9000m^2 as a key priority for the district, which needs to be addressed.

4.5. Going forward in the plan-making process Wilson Bowden would also support a flexible approach to employment provision in the district that would enable the delivery of sites where appropriate to deliver larger-scale units as needed during the plan period.

4.6. The land at Ellistown Terrace Road, Ellistown is appropriately located for employment, situated within proximity of existing employment sites to the north at Ellistown and Bardon Hill as well as the wider strategic road network of the A511 and M1. The site is also on the urban fringe within proximity to the Coalville Urban Area and therefore within proximity to potential labour supply within the Principal Town. The site should therefore be considered as a preferred site for employment land that could deliver a mix of industrial and warehouse uses.

Appendix A – Call for Sites Form

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

STRATEGIC HOUSING AND ECONOMIC LAND AVAILABILTY ASSESSMENT (SHELAA) AND BROWNFIELD LAND REGISTER

CALL FOR SITES - SUBMISSION FORM

Any sites that are submitted using this form will be considered for inclusion in the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA) in accordance with the agreed Leicester and Leicestershire Joint Methodology.

If the site is on previously developed land (as defined in the National Planning Policy Framework), and the proposal is housing-led, it will also automatically be considered for inclusion in Part 1 of the Council's Brownfield Land Register in accordance with the Town and Country Planning (Brownfield Land Register) Regulations 2017.

Submitted sites must be able to meet the following criteria:

- Residential development: at least 0.25ha or capable of supporting at least 5 dwellings
- Economic development: 500sq m of net additional floorspace or a minimum site size of 0.25ha

It is important to note that the SHELAA and Brownfield Land Register are not policy documents, they are technical documents which consider potential capacity; they do not make decisions or recommendations on which sites should be allocated for development or granted planning permission.

Please complete all fields in the form as best you can. If something is unknown, then leave it blank. You will need to use a separate form for each site submitted, including a site plan for each one (1:2500 or 1:1250 scale) with the boundaries of the site clearly marked in red.

Completed forms should be returned to **planning.policy@nwleicestershire.gov.uk** or Council Offices, Whitwick Road, Coalville, Leicestershire LE67 3FJ.

STRATEGIC HOUSING AND ECONOMIC LAND AVAILABILTY ASSESSMENT AND BROWNFIELD LAND REGISTER

SITE SUBMISSION FORM

1. CONTACT DETAILS	
Contact Name	Marie Stacey
Company/Organisation	Pegasus Group
Address - Line 1	[redacted]
Line 2	[redacted]
Line 3	[redacted]
Line 4	
Postcode	[redacted]
Phone Number	[redacted]
Email	[redacted]

2. **AGENT DETAILS** (Please only fill in this section if you have an agent acting on your behalf/are an agent acting on behalf of a client. If you do not have an agent, please leave this section blank.)	
Agent Name	See above.
Company/Organisation	
Address - Line 1	
Line 2	
Line 3	
Line 4	
Postcode	
Phone Number	
Email	

3. SITE DETAILS	
Name of site *(if applicable)*	
Address - Line 1	Land to the west of Ellistown Terrace Road (opposite Victoria Road)
Line 2	Ellistown
Line 3	Coalville
Line 4	
Postcode	
Parish/Settlement	
Site area *(hectares)*	6
Grid reference/ Location co-ordinates	SK 43567 10109 (E 443567 , N 310109)

Current land use/character of site *(Please mark all that apply)*	[ ] Residential [x] Employment/Commercial [ ] Leisure [ ] Agriculture [ ] Education [ ] Vacant [ ] Other (please specify below)
Adjacent land uses/character *(Please mark all that apply)*	[ ] Residential [x] Employment/Commercial [ ] Leisure [x] Agriculture [ ] Education [ ] Vacant [ ] Other (please specify below)
Current planning permissions *(including reference numbers)*	N/A
Other relevant planning history *(including references if known)*	
Has the site previously been included in the Strategic Housing Land Availability Assessment (SHLAA) or Employment Land Availability Assessment (ELAA)? If yes, please provide reference number *(if known)*	[ ] Yes – Ref Number: [x] No

4. PROPOSED USES

HOUSING

If housing is proposed, please indicate the nature of the use *(please mark all that apply)*	[ ] Housing (C3 use) [ ] Residential Institutions (C2 use) [ ] Housing for older people [ ] Self build/custom build [ ] Gypsy, Traveller or Travelling Showpeople site [ ] Other (please specify below)
Potential capacity *(estimated number of units)*	Minimum: Maximum:
Estimation of existing buildings to be demolished *(number of residential units or commercial floorspace in square metres)*	
Estimation of mix of dwelling types	

Tenure *(tick all likely to apply)*		Market
		Starter Homes
		Affordable (other than Starter Homes)
Estimated density *(dwellings per hectare)*		
ECONOMIC		
If economic development is proposed, please indicate the nature of the proposed use *(please mark all that apply)*		A1 (shops)
		A2 (Financial and Professional Services)
		A3 (Restaurants and Cafes)
		A4 (Drinking Establishments)
		A5 (Hot Food Takeaways)
	x	B1 (Business)
	x	B2 (General Industrial)
	x	B8 (Storage and Distribution)
		C1 (Hotels)
		D1 (Non-residential Institutions)
		D2 (Assembly and Leisure)
		Other (please specify below)
Estimation of proposed floorspace *(please specify floor area in square metres for each use proposed)*		Up to 19,500m²
Estimation of existing buildings to be demolished *(number of dwellings or commercial floorspace in square metres)*		None

5. SUITABILITY

(Please indicate if any of the following constraints are likely to affect development of the site and highlight any actions required to address them)

Physical Factors	**Constraint?**				**If yes, please provide further details**
Suitable available access to site		Yes	x	No	
Topography and landscape features		Yes	x	No	
Ground conditions		Yes	x	No	
Contamination		Yes	x	No	
Agricultural land grading (please indicate if grade 1, 2 or 3a)		Yes		No	
Landfill site/proximity to landfill site		Yes	x	No	
Proximity to strategic road network	x	Yes		No	The site is connected to M1 via A511 and B585
Proximity to day to day facilities		Yes	x	No	
Utilities infrastructure (gas, oil, water, telecoms etc)		Yes	x	No	

Other (please specify)		Yes		No	
Natural Environment	**Constraint?**				**If yes, please provide further details**
National and local ecological designations		Yes	x	No	
Trees on site		Yes	x	No	Single tree within field – loss can be mitigated.
Tree Preservation Orders		Yes	x	No	
Flooding (Please indicate flood zone area 1, 2, 3a or 3b)[1]		Yes		No	Flood zone 1
Historic landscape designations		Yes	x	No	
Presence of historic buildings		Yes	x	No	Nearest designated heritage asset is Pickering Grange Farmhouse (Grade II listed) approximately 330m to the west of the site.
Archaeological or geological interest		Yes	x	No	
Conservation Areas[2] (If within a Conservation Area, please indicate which)		Yes	x	No	
Noise and pollution		Yes	x	No	
Impact on neighbouring properties		Yes	x	No	This can be mitigated via an appropriately designed layout
Public rights of way	x	Yes		No	Footpath Q87 runs along the southern boundary of the site
Other (please specify)		Yes		No	

Policy Factors				
Is the site previously developed land? (as defined in the National Planning Policy Framework[3])		Yes	x	No
Is the site located within a defined settlement?[4]		Yes	x	No
If outside a defined settlement, is the site adjoining a defined settlement?		Yes	x	No

6. AVAILABILITY

What is your/your client's interest in the land?		Owner
		Lessee
	x	Option holder/conditional contract
		Other (please specify)

[1] To see flood zone information, visit: https://flood-map-for-planning.service.gov.uk/
[2] To see Conservation Area boundaries, visit: http://www.nwleics.gov.uk/pages/conservation_area_appraisals
[3] For PDL definition, visit: https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary
[4] As identified in our adopted Local Plan: http://www.nwleics.gov.uk/pages/local_plan

If you are not the owner, or the site is in multiple ownership, please submit the name(s), address(es) and contact details of all owners. *(Please also provide a plan showing the extent of individual land holdings – if submitting electronically plans should be in .doc .pdf or .jpg format and less than 10Mb)*	1 Landowner
Have the owners of all parts of the site indicated support for its development?	x Yes ☐ No
Is there a housebuilder/developer(s) involved in the site?	x Yes ☐ No
If Yes, please specify name of company and nature of legal interest in the land *(if more than one, please give details of each)*	Wilson Bowden Developments Limited – Option Agreement.

Legal Constraints

(Please indicate legal constraints which may affect the availability of the site. For any identified, please provide further details, highlighting any actions required to address them).

Constraint	Yes/No		If yes, please provide further details
Unresolved multiple ownership	☐ Yes	x No	
Ransom strips	☐ Yes	x No	
Tenancies	☐ Yes	x No	
Covenants	☐ Yes	x No	
Other (please specify)	☐ Yes	☐ No	

7. ACHIEVEABILITY

Please indicate during which of the following periods work could potentially commence on the development	x Within 5 years ☐ Within 6-10 years ☐ Within 11-15 years ☐ Within 16-20 years ☐ 20 years +
If any constraints have been identified, are they likely to affect the achievability/timing of the development? *(If yes, please give details)*	☐ Yes x No
Are there any viability issues which would affect the development? *(If yes, please give details)*	☐ Yes x No
Once work has commenced, how many years is it likely to take to complete the development?	12 months

8. SITE PLAN

I confirm that I have attached a site plan (1:2500 or 1:1250 scale) with the boundaries of the site clearly marked in red.	x Yes ☐ No

9. DECLARATION

I understand that all sites submitted will be considered in line with this consultation, and that my submissions will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement (see below).

Signed	Date
M Stacey	07/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Please note that sites put forward will be made available to the public; this will not include any personal information contained on this form.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Further information about the Council's privacy policy and how we collect, store and use your personal data can be found here.

Your details will remain on our planning policy database and will be used to inform you of future planning policy matters and procedures. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Appendix B– Site Location Plan

Planning | Design | Environment | Economics | Heritage
East Midlands
www.pegasusgroup.co.uk

Ellistown Terrace Road, Ellistown - **Site Location Plan**

Pegasus Group

| Drawn by: AW | Approved by: WB | Date: 07/03/24 | Scale: 1:1250 @ A0 | DRG: P24-0350_001 Sheet No: 1 Rev: - | Client: Wilson Bowden Developments |

Appendix C – Masterplan

BATTRAM / ELLISTOWN

MASTERPLAN

Football Pitch

ETL

ELLISTOWN CONCRETE WORKS OVERFLOW STORAGE AREA

ELLISTOWN TERRACE ROAD

M1 MOTORWAY J22 3.2 MILES > - B585

170.1m

El Sub Sta

136.1m

Unit 1

Unit 2

45m Service Yard

55m Service Yard

Shelter

168.2m

B 585

166.7m

Def

1.22m RH

Rev	Date	By	Description

Unit 01

Warehouse	154,200 square feet
Offices	5,500 square feet
Total GIA	159,700 square feet)
NSA	7.3a

Unit 02

Warehouse	46,300 square feet
Offices	3,500 square feet
Total GIA	49,800 square feet
NSA	2.5 a

Total GIA	209,500ft²
Total NSA	9.8a
GSA	14.9a

EV Charging spaces

Existing PROW - retained

Over Head Power Lines

SGP
Architects + Masterplanners

Waterfront House,
2a Smith Way, Grove Park,
Enderby, Leicester,
LE19 1SX
t: +44 (0)116 247 0557
www.stephengeorge.co.uk

SGP File Ref:	22-118 MP04	**Drawing No:**	22-118 MP04-001
Project No:	22-118	**Rev:**	**A**
Drawn By:	CD	**Scale:**	1:1250 @A2
Date:	Mar 2024		

Town & Country Planning Act 1990 (as amended)

Planning and Compulsory Purchase Act 2004

Birmingham (City)
5th Floor, 1 Newhall Street, Birmingham, B3 3NH
T 0121 308 9570
Birmingham@pegasusgroup.co.uk
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We are **ISO** certified **9001**, **14001**, **45001**

From:	[redacted]
To:	PLANNING POLICY
Cc:	[redacted]
Subject:	EXTERNAL: NWLDC Draft Local Plan Consultation - Representations by Define Planning and Design on behalf of Bloor Homes Ltd - Land at Bosworth Road, Measham
Date:	15 March 2024 11:43:16
Attachments:	NWLDC Draft Local Plan Consultation - Define Planning and Design on behalf of Bloor Homes Ltd.pdf DE_493 Land at Bosworth Road Measham Vision Document - D3_2024 03 15.pdf

Good Morning,

I write in relation to the Council's Draft Local Plan consultation, and submit representations by Bloor Homes Ltd (BHL) in light of their land interests at 'Land at Bosworth Road, Measham'.

BHL's written representations are set out in the attached Response Form. This contains comments in relation to Policies S1, S2, H1, H2, H3, AP4, AP9, H4, H7, H10, H11, INF1, INF4, and INF5; as marked on the Response Form.

I also attach a Vision Document in relation to BHL's site at Land at Bosworth Road, Measham; which is referred to in BHL's comments. The Vision Document demonstrates the suitability of BHL's site for development, as well as its capacity to deliver c. 300 dwellings with associated open space, drainage and supporting infrastructure.

I would be grateful for confirmation of the receipt of this email and the two attachments via return email. BHL would also welcome any opportunities to discuss the emerging Local Plan and the potential of their site at Measham following the conclusion of this consultation. In the meantime, please do not hesitate to contact me if you have any queries in relation to this submission or the site.

Kind regards
Sam

Sam Perkins
Senior Planner

[redacted]

Our new website is now live, take a look at www.wearedefine.com

Any views or personal opinions expressed within this email may not be those of Define or its employees. The content of this email message and any files that may be attached are confidential, and for the usage of the intended recipient only. If you are not the intended recipient, then please return this message to the sender and delete it. Any use of this e-mail by an unauthorised recipient is prohibited.

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title		
First Name	Sally	Sam
Last Name	Smith	Perkins
Job Title (where relevant)	Planning Director	Senior Planner
Organisation (where relevant)	Bloor Homes Ltd (c/o Define Planning and Design Ltd)	Define Planning and Design Ltd
House/Property Number or Name	c/o Define Planning and Design Ltd	[redacted]
Street	[redacted]	[redacted]
Town/Village	[redacted]	[redacted]
Postcode	[redacted]	[redacted]
Telephone	[redacted]	[redacted]
Email address	[redacted]	[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY S1 – FUTURE HOUSING AND ECONOMIC DEVELOPMENT NEEDS:

Bloor Homes Limited (BHL) welcomes the preparation of North West Leicestershire District Council's (NWLDC) emerging Local Plan (eLP), and the Council's intention to positively plan for development in the forthcoming plan period. That aligns with the Government's priority to ensure that all local authorities maintain up-to-date local plans, which the Secretary of State for Levelling Up, Housing and Communities considers is critical in delivering for communities and "*getting more homes built in the right places*" (Written Ministerial Statement, 19th December 2023).

In that regard, BHL welcome the opportunity to comment on the Draft Local Plan (DLP), and note two fundamental concerns. Firstly, BHL consider that the actual level of growth that will be delivered through the plan period will fall significantly short of the housing requirement, as set out in further detail below and in response to Policies H2 and H3. Secondly, BHL have significant concerns as to the nature of the spatial strategy, which does not appropriately reflect the settlement hierarchy. As a result, the DLP will fail to direct an appropriate level of growth to the Local Service Centres (notably Measham) to maximise its potential as a sustainable settlement and support its ongoing vitality. That is set out in response to Policy H1.

National Context:

The current acute national housing supply crisis is recognised by all of the main political parties, as is the importance of the housing industry to the nation's economy. Remedying this has been a critical policy imperative for successive Governments, with the February 2017 White Paper 'Fixing Our Broken Housing Market' presenting startling facts and figures highlighting that on average only 160,000 new homes had been delivered each year in England since the 1970s.

The White Paper highlighted that the years of under supply on a national scale have led to rising average house prices compared to earnings, declining home ownership in the under 35s, and escalating rental costs. That is a particularly pertinent point in North West Leicestershire, as discussed further below.

The Government's White Paper also acknowledged that the under-delivery of housing has had a severe negative impact on the economy in terms of labour mobility, the construction industry, economic spend, and increasing housing benefit costs. Therefore, it is clear that those socio-economic impacts will only worsen within the area if the eLP does not begin to remedy the existing affordability issues and, in that regard, the White Paper recognised that a significant uplift in the delivery of homes is needed to address such issues where they arise.

A subsequent statement from the Ministry of Housing, Communities and Local Government (October 2018) sought to quantify the level of delivery that should be achieved on a national scale, and confirmed the Government's commitment to delivering 300,000 homes a year by the mid 2020s to address those matters; a level that has not been achieved since 1969. Recent statements by the Secretary of State for Levelling Up, Housing and Communities have reiterated the Government's commitment in this regard, including the press release relating to the publication of the latest version of the NPPF in December 2023.
Therefore, the Government's commitment to housebuilding permeates through the NPPF, which focuses (at paragraph 60) on "significantly boosting" housing delivery to address identified housing needs. The NPPF also now explicitly recognises that an area's actual housing need may exceed the base LHN that is derived from the standard method. In that context, the NPPF highlights the importance of ensuring that a sufficient amount and variety of land comes forward where it is needed, so that the housing needs of specific groups are addressed and that land is developed without unnecessary delay. It also highlights the importance of delivering a sufficient quantum of housing in rural areas to support their ongoing vitality (paragraphs 78 - 79).

The eLP should, therefore, be advanced in line with the clear importance that the Government attributes to increasing the supply of housing both to respond to the national housing crisis (which is manifesting itself in the District) and to realise the socio-economic benefits that are related to the delivery of a sufficient quantum of development.

Plan Period:
The NPPF requires local plans to "*look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities"*. It also states that they should "*set a vision that looks further ahead"* to a period of at least 30 years "*where larger scale developments such as new settlements or significant extensions to existing villages and towns forms part of the strategy for the area"*; which is the case in NWLDC.

The DLP suggests a plan period of 2020 to 2040, with strategic policies prepared on that basis. To meet the requirements of NPPF paragraph 22, that would require the plan to be adopted by the end of 2025; in less than two years' time. Even based on the timescales that are set out in the DLP, that would not be achievable given that the DLP suggests that the plan would be examined in October 2025 and provides no dates for the examination process, main modifications stage or the plan's eventual adoption.

In reality, however, the timescales for the plan's adoption are likely to be much longer than that. Indeed, NWLDC will be aware that the adopted Local Plan took two-and-a-half years from Regulation 18 stage (i.e. the current stage) to adoption. This plan, however, will be prepared in a much more complex national and regional planning policy context, and therefore it is not unreasonable to expect that the preparation of the plan will take longer still. In that regard, each period of the plan's preparation has potential for delay, and therefore each of the suggested timescales are particularly optimistic.

The DLP suggests that the publication eLP will be published for consultation within 10 months of the end of this consultation. That is a particularly short period given that, in BHL's view, NWLDC will need to entirely revisit its spatial strategy in order to fully meet the housing requirement and provide for a more balanced spatial strategy. Therefore, between the Regulation 18 and Regulation 19 consultations, NWLDC will need to process and take account of the comments that will be received through the Regulation 18 process, update the evidence base (which will require updates in relation to the spatial strategy, housing needs, the SA, viability, etc.), make the required amendments to the plan to address the matters raised by consultees, and publish the Regulation 19 plan (which itself will require political engagement and approval through NWLBC's committee process). That will clearly take significantly longer than 10 months, particularly if NWLDC is required to undertake an additional Regulation 18 consultation; which the DLP document recognises could be required.

Following on from that, the timetable set out in the DLP provides for only 3 months between the end of the Regulation 19 consultation and the submission of the plan for examination. Again, that is clearly a very optimistic assumption, given that the Council will need to replicate many of the above processes in terms of processing and considering responses, making any required amendments, and preparing the plan for submission; which will need to be approved through the Council's internal committees.

The DLP does not provide any timescales from the examination of the plan to its adoption, but that can also be a lengthy process. Firstly in terms of the commencement of the examination process, it is noted that the plan will be examined against the 2023 version of the National Planning Policy Framework (NPPF) as it will not reach the Regulation 19 stage before March 2024. Although further detail is to be provided in due course, it appears that the Government intends to 'batch' examinations of New Local Plans based on the age of the extant plan. Given that NWLDC's extant plan was adopted in November 2017 (and thus is more recently adopted than some other authorities), it is entirely likely that the eLP will not be in the first batch of plans that are examined under the new NPPF, and that its examination could be subject to delays before it begins. Likewise, the examination process itself is likely to be lengthy given the complex nature of the plan and the matters that are considered.

Therefore, in taking account of the above, it is reasonable to suggest that the eLP will be adopted in 2026 or 2027 at the earliest. As such, it is proposed that the end date of the local plan is extended to 2043 to meet the requirements of NPPF paragraph 22. That must be done at this early stage, where Sustainability Appraisal and Site Selection work can comprehensively consider the overall housing requirement, the spatial strategy, and site allocations; rather than during the examination of the plan if the Inspector was to request that NWLDC identify additional allocations to account for an extension to the plan period as a result of delays to the adoption of the plan.

Housing Requirement:
BHL welcomes the recognition within the DLP that the standard method (SM) derived local housing need (LHN) is the minimum starting point in calculating an authority's housing requirement and that, "*to arrive at a housing requirement figure for the Plan, it is necessary to consider a range of other factors.*"

Indeed, paragraph 61 of the NPPF now explicitly highlights that there may be circumstances

"*which justify an alternative approach to assessing housing need; in which case the alternative approach should also reflect current and future demographic trends and market signals.*"

The 'Housing and Economic Development Needs Assessment' Planning Practice Guidance (PPG) sets out further guidance in that regard. It re-affirms the Government's commitment to ensuring that more homes are built, and their support for "*ambitious authorities who want to plan for growth*". The PPG states that circumstances where an authority may identify a housing requirement that exceeds the SM-derived LHN include, but are not limited to, situations where increases in housing need are likely to exceed past trends because of:

- Growth strategies for the area that are likely to be deliverable, for example where there is funding in place to promote and facilitate additional growth;
- Strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or
- an authority agreeing to take on unmet need from neighbouring authorities, as set out in a statement of common ground.

That was accounted for in the Leicester and Leicestershire Housing and Economic Needs Assessment (LLHENA). The LLHENA, whilst noting that the District has a limited functional relationship with Leicester City, took account of the future employment growth that is anticipated to occur and made adjustments to the housing delivery figures to seek to achieve a better balance between jobs and homes. As the DLP recognises, "*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.*"

In that regard, BHL welcome the recognition that there is a need for 686 dwellings per annum (dpa) that is arising due to projected economic growth. Indeed, the LLHENA is clearly robust in its assessment of that matter, reflected by the fact that the Statement of Common Ground (SoCG) that has been prepared on the basis of the LLHENA's findings has now been signed by all authorities as of January 2024.

With regard to affordable housing, however, the LLHENA found that there was not a basis to specifically uplift the overall housing need of the Leicestershire area on that basis, but did explicitly note that "*it is a consideration in setting a housing requirement.*" That is, therefore, a point to be considered by each local authority, and is a key issue for the eLP given that the LLHENA establishes that there is a significant annual affordable housing need of 382 dwellings per annum (dpa). That exceeds the SM-derived LHN of 372dpa, and equates to 55.7% of the re-distributed housing need of 686dpa.

Clearly, a requirement for some 55% of all housing to be affordable (compared to a requirement ranging between 5% and 30% in the extant plan) would not be viable, and there is therefore compelling evidence to increase the overall level of housing need further still to deliver as much affordable housing as possible. That would reduce the entrenchment of housing unaffordability and limit the socio-economic impacts associated with persistent affordability issues; including escalating house prices, declining ownership, increasing housing benefits costs, and limited economic growth, labour mobility, and local economic spend.

In that regard, whilst BHL welcome the DLP's use of 686dpa as a starting point to positively respond to expected economic growth, it would be prudent for NWLDC to prepare additional evidence to consider what level of additional uplift is required to begin to address the significant

affordable housing need. It is not possible, however, for BHL to undertake that analysis. However, by extending the plan period to 2043, it is clear that the **housing requirement should be at least 15,778 dwellings,** rather than 13,720 dwellings as Draft Policy S1 suggests. That figure is, however, likely to be significantly higher still once an additional uplift for affordable housing provision has been applied.

Housing Supply:
The purported supply from completions, commitments and new allocations totals 14,635 dwellings, which falls short of the uplifted housing requirement as set out above. Therefore, additional housing allocations should be identified to respond to that.

However, BHL is concerned that the level of supply that will actually be realised in the plan period both from existing commitments and new allocations will be less than NWLDC expect. That is set out in their response to Policy H3, which highlights that the actual supply will fall short of the housing requirement by some 3,200 dwellings (but higher still once the housing requirement has been increased and the appropriate buffer has been incorporated). Therefore, the eLP must identify a significant number of additional sites, and BHL's response to Policy H1 sets out the merits of their site at Land North of Bosworth Road, Measham in that regard.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY S2 – SETTLEMENT HIERARCHY:

Settlement Hierarchy:

BHL supports the DLP's settlement hierarchy, which is based on the 2022 Settlement Study that is itself underpinned by an entirely appropriate methodology that takes account of the services and facilities that are present within each settlement.

As a result of that, the DLP recognises Measham as one of six villages that offers the most comprehensive range of services and facilities, and also plays a key role in serving nearby settlements to ensure their ongoing functionality (see DLP paragraph 4.22). It is, therefore, identified as a Local Service Centre; which are defined as "*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.*"

Within Measham, that includes two convenience stores, a number of smaller shops, a post office, a GP surgery, a pharmacy, two primary schools, a village hall, a library, a youth club, and numerous places of worship. In addition, Measham benefits from a good recreational offer, including a leisure centre with several pitches, numerous play spaces (one of which includes a skate park), allotments and other public open spaces, as well as numerous bars, pubs, restaurants, cafes and takeaways. Moreover, the settlement has a good employment offer from which existing and new residents can benefit; particularly within the Westminster Industrial Estate, the Forterra complex, and the Measham Lodge Business Park.

In addition to that, the settlement is well connected to nearby settlements, meaning that its residents are able to benefit from the services and facilities that are available therein. In particular, a number of bus services (7, 19, 19B, 19C) run along Ashby Road / High Street / Tamworth Road. Those routes provide services between Measham and nearby 'sustainable villages' and 'local housing need villages', as well as the higher order settlements of Burton upon Trent, Swadlincote, Ashby-de-la-Zouch and Atherstone. The settlement is, therefore, a key part in the functioning of the District as a whole.

Spatial Strategy:
Whilst the settlement hierarchy classification of Measham is appropriate, BHL's response to Policy H1 highlights that the spatial strategy and site allocations do not appropriately reflect the settlement hierarchy, as reflected through the lack of new residential allocations within Measham. That is despite the fact that the DLP recognises that the six most sustainable villages (including Measham) should *"form the central part of our settlement hierarchy"* and *"accommodate the vast majority of new development."*

BHL's response sets out that the DLP must facilitate further development within Measham in reflection of its sustainability as a settlement, to ensure that it fully responds to the localised housing needs, and to support the services and facilities that serve both the residents of Measham and those living in less sustainable villages in the surrounding area. That would ensure that the spatial strategy is more balanced and focuses growth to sustainable locations, which is a fundamental principle of good plan making (see NPPF paragraph 109).

Conversely, a failure to do so will result in less sustainable patterns of growth by failing to meet localised housing needs, and potentially undermine the long-term viability of key services and facilities. Therefore, it will give rise to significant adverse effects from a socio-economic and environmental perspective.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H1 – HOUSING STRATEGY:

BHL's response to Policy S1 sets out that the overall housing requirement should be increased in order to incorporate an additional uplift above the 686dpa housing need to address the significant affordability issues within the District and allow for a 23 year plan period. BHL's response to Policies H2 and H3 also highlights that the actual supply that will be realised from existing commitments and new allocations will fall short of the housing requirement (whether that is retained at the level that the DLP proposes, or is increased as suggested).

Notwithstanding those points, BHL has significant concerns as to the soundness of the proposed spatial strategy, which BHL considers fails to meet the requirement of the NPPF to manage sustainable patterns of growth by focusing growth to *"locations which are or can be made sustainable"* (NPPF paragraph 109). Currently, the proposed spatial strategy is entirely imbalanced across the settlement hierarchy in that it focuses insufficient growth on the sustainable Local Service Centres despite the settlement hierarchy recognising their sustainability and role in serving less sustainable settlements. In the case of Measham, no additional allocation sites have been identified, whilst surrounding villages (which are less sustainable and are themselves dependent on Measham) will cumulatively experience a relatively high level of development. In that regard, new allocation site(s) must be identified in Measham, as set out below.

Measham and Surrounding Areas:

BHL has significant concerns with regard to the spatial strategy for growth in the south-west of the District. Notably, despite the sustainable credentials of Measham and its role in providing critical services and facilities to support its own population and that of nearby villages and hamlets, the DLP does not identify any additional allocation sites in Measham.

Whilst it is recognised that the existing commitment at Measham Waterside will deliver 426 dwellings in the plan period, that will fall significantly short of the actual need for housing in the village. Indeed, the Local Housing Needs Assessment Report 2 (LHNAR2) sets out the housing

need for each settlement linked to the working housing requirement of 480dpa at that point (June 2020), and therefore the need based on a housing requirement of at least 686dpa can be extrapolated. The LHNAR2 identified a need of 488 dwellings linked a 420dpa requirement over a 19 year plan period. Applying that figure across a 23 year plan period as proposed, with an annual housing requirement of at least 686dpa would suggest that a minimum of c. 960 dwellings should be accommodated within Measham to respond to the need arising in the settlement and achieve a balanced spatial strategy. As currently drafted, the DLP falls well short of achieving that.

Likewise, the proposed approach does not align with the preferred spatial strategy as tested through the SA process. Indeed, the preferred option (Option 7b) included the delivery of 765 dwellings in the Service Centres over and above existing commitments, whereas the proposed allocations only amount to 450 additional dwellings, and notably will only deliver those in Ibstock.

The SA had, however, identified significant benefits associated with the preferred option, some of which were specific to the scale of growth proposed in the Service Centres. Notably, it attributed a significant positive effect to Objective SA6 (enhancing the vitality and viability of existing town and village centres), noting that the level of growth would "*help to maintain and enhance current existing urban areas, supporting existing services, and encourage the development of new ones.*" Conversely, it is clear that a failure to facilitate a sufficient level of growth would not only fail to realise that significant benefit, but could result in negative effects in that regard.

That is particularly true in the case of Measham, where no new development is proposed. Inevitably given the high-level approach that an SA takes, it does not consider specific impacts that would arise in the settlement as a result of such an approach; but they cannot be understated. Failing to meet the specific demand for housing in Measham (in the order of c. 960 dwellings as above) could potentially result in out-migration from the District due to a lack of housing stock in what is a more desirable Service Centre towards the south-west of the District. For those who work within Measham (for example in the existing employment areas), that could potentially result in less sustainable travel to work patterns, which itself could give rise to significant environmental impacts.

Likewise, failing to provide for any additional growth in Measham will undermine the vitality of the services and facilities that are located within the settlement (see NPPF paragraph 83). Given the reasonably rural nature of parts of the District and the manner in which residents depend on the services and facilities within larger villages such as Measham, such an outcome would have very significant negative effects. Socially, that could result in the isolation of rural communities, economically it would likely be a barrier to investment in Measham, and from an environmental perspective it could potentially promote private car use due to rural communities needing to drive further to access services and facilities. Given the high-level approach that the SA takes in attributing a level of growth across the Service Centres, that will not have been fully been taken into consideration in assessing options through the SA.

The spatial strategy, therefore, fails to maximise the potential of Measham as a sustainable local service centre and one of the six settlements that should "*form the central part of our settlement hierarchy*" and *"accommodate the vast majority of new development"* (see DLP paragraph 4.23). Rather, it proposes to allocate sites within Measham's less sustainable settlements. Indeed, the proposed allocations will deliver 178 new dwellings within Appleby Magna, Moira, Oakthorpe, Donisthorpe, and Packington; all of which are within 4km of the centre of Measham. Whilst it is

recognised that some development within suitable sites in settlements lower in the hierarchy is appropriate, that is cumulatively a quite substantial level of growth relative to those settlements given their *"limited range of services and facilities"*. Moreover, it should not be in lieu of facilitating sufficient development in each of the Key Service Centres (Ibstock, Kegworth and Measham).

It can only be seen, therefore, that additional growth should be located towards Measham to reflect its sustainable credentials, achieve a more balanced spatial strategy and ensure that a sufficient quantum of growth comes forward to meet the housing requirement. That would also ensure that a five year supply of housing can be established and maintained in the short and medium term.

It is recognised that matters relating to nutrient neutrality (NN) have effectively resulted in a moratorium to development in recent years, and it is assumed that this could have influenced the proposed spatial strategy. However, the Government's ongoing approach clearly seeks to reach a point where growth can be accommodated as required within the catchment areas by increasing the efficiency and capacity of waste and water treatment works (WWTW), recognising the negative effects associated with simply failing to deliver housing where it is needed.

That position is rapidly evolving and, as set out in DLP paragraph 10.43, Severn Trent Water will undertake works in 2027 to ensure that the Measham WWTW will pump outside of the River Mease catchment. The works will, therefore, likely be completed by the time that the plan is adopted. Following on from that, the Levelling Up and Regeneration Act places legal obligations on water and sewerage providers to upgrade WWTWs to the highest Technically Achievable Level by 2030. That provides certainty that development can come forward in the previously impacted catchments within the earlier stages of the plan period in any case, but NWLDC could also utilise allocation policy requirements and / or conditions to provide further certainty in that regard if they chose to do so. Therefore, it would be entirely appropriate for NWLDC to identify allocations within Measham.

The above is sufficient justification to identify allocation site(s) within Measham in itself. However, BHL has wider concerns that provide further justification for such an approach, as set out below.

Growth in Coalville:
Whilst it is recognised that Coalville is the District's primary settlement, and it is appropriate in-principle for the extant and emerging local plans to have directed significant growth to it, there is ultimately a limit to the level of growth that (i) is actually required based on the evidence of need, (ii) is appropriate given the infrastructure constraints present in the area, and (iii) is achievable in the plan period.

The Site Allocations Consultation Document (SACD) states that just short of 3,500 dwellings have been / will be delivered from the South East Coalville site in the plan period, and that a further 705 dwellings are expected to be delivered from other committed sites within the Coalville Urban Area. In addition to that, the DLP proposes to allocate a further 1,666 dwellings within the area. That is, the DLP purports that almost 6,000 new dwellings will be delivered in the forthcoming plan period.

As a point of principle, BHL has concerns as to whether there is actually a need for growth at this scale. The LHNAR2 sets out the housing need for each settlement linked to the working housing

requirement of 480dpa at that point. For the Coalville Urban Area, the LHNAR2 suggests a need of 3,272 dwellings. In scaling that up to the base housing requirement of 686dpa, that suggests a need of c. 4,600 dwellings.

That highlights an over-provision of c. 1,400 dwellings within the DLP and, therefore, an imbalance in the spatial strategy in that regard. That approach appears to be particularly inappropriate given the existing infrastructure constraints within Coalville. Indeed, the 2022 Infrastructure Delivery Plan (IDP) that has been published as part of the evidence base identifies (at page 55) that the development of 1,785 homes in Coalville over and above existing commitments, which is a similar figure to the 1,666 dwellings that are proposed, would result in a *"significant level of increase"* to congestion *"across the whole settlement as a whole and on key nearby junctions"* without proper mitigation.

Clearly, therefore, whilst the settlement is undoubtedly the primary settlement, there is a tipping point in terms of the existing infrastructure, and the proposed spatial strategy will likely overstep that point. BHL is concerned that the proposed spatial strategy has simply sought to maximise growth at Coalville with little considerations of those practical implications.

Indeed, the suitability of some proposed allocations is also questionable. In particular, the Broad Location for Growth at West Whitwick that is proposed to be allocated for the delivery of c. 500 dwellings (Refs. C47, C77, C78, C86 and C81) will clearly diminish the separate identity of Swannington from the Coalville Urban Area (including Whitwick). Whilst it is recognised that the two settlements are closely related, the DLP specifically recognises Swannington as a settlement in its own right, and the delivery of the proposed allocation would reduce the gap between the settlements from c. 520m at its closest point to c. 280m. That is particularly surprising given that NWLDC clearly recognise the sensitivity of this part of the District in terms of settlement identity / coalescence; having identified two Areas of Separation between Whitwick, Coalville and New Swannington.

Notwithstanding those in-principle concerns, BHL's response to Policy H1 also highlights concerns as to the level of growth that will actually be delivered within the existing commitment at South East Coalville. Whilst it is recognised that there was a high level of annual deliveries in the first three years of the plan period, that level of delivery is not likely to be sustainable in the long-term, and indeed it is noted that delivery levels from the 2023-24 period have not yet been registered and may have slowed in light of the ongoing economic recession.

Moreover, the 'Letwin Review of Build Out' sets out that deliveries can vary greatly throughout the build-out process. The report highlights that a key driver in that is the market absorption rate, stating that "*the homogeneity of the types and tenures of the homes on offer on these sites, and the limits on the rate at which the market will absorb such homogenous products, are the fundamental drivers of the slow rate of build out"*. Given that some 6,000 dwellings are proposed to be delivered within the Coalville area in the forthcoming plan period, this will be a determinative factor in the actual level of deliveries that will be realised.

That factor further suggests that the DLP makes provision for a disproportionately high level of growth in the Coalville urban area in the forthcoming plan period. Therefore, further allocations should be identified within other sustainable settlements to provide flexibility in that regard, whether or not that results in a reduction in the level of growth proposed in Coalville. That provides further justification to identify sites for residential development within Measham.

New Settlement at Isley Woodhouse:
BHL recognises the role that East Midlands Airport (EMA) plays in generating housing needs, particularly following its identification as a Freeport in March 2021. In that regard, BHL has no in-principle objection to the delivery of a new settlement near to the EMA, but notes that it is entirely unlikely that a strategic development of this scale would deliver 1,900 dwellings within this plan period as suggested in the DLP.

BHL's response to Policy H3 discusses that in further detail, and highlights that it is more likely to expect that c. 300 dwellings will be delivered in the plan period given the complexity associated with delivering a new settlement of such a scale.

Again, that provides further justification for the identification of additional allocation sites, which should facilitate significant additional growth at Measham given the concerns as set out above.

Land at Bosworth Road, Measham:
Bloor Homes' site at Land at Bosworth Road, Measham (as denoted on the Location Plan contained in the submitted Vision Document) is an entirely suitable site that is located in a sustainable location for growth. It is located at the east of Measham, within walking distance of the high street and the numerous services and facilities that are located within the settlement. Namely, two primary schools and open space / park area that are located in particular proximity of the site to its west.

In addition to the site's sustainable location, the site is an entirely suitable development site that does not have any insurmountable technical or environmental constraints.

Given the site's location, vehicular access would be provided from Bosworth Road and is considered to be achievable in highways terms, whilst pedestrian and cyclist access can be achieved to Bosworth Road and Leicester Road. The site benefits from very good connectivity to the aforementioned Bosworth Road, Leicester Road and Gallows Lane, which in turn provide access to the wider strategic network, including the A42. In addition, the site is located less than a ten-minute walk from the nearest bus stop on High Street, which provides good accessibility both within the settlement and to other nearby settlements.

The site is located in flood zone 1 and is not considered to be subject to any surface water flood risk. The site is largely flat and therefore is not constrained by its topography, and has not been subject to any previous land uses that would suggest that contamination is likely to be a constraint to development.

In relation to ecology, there are no national designations within or immediately adjacent to the site, nor does the site have any particular, or immediately obvious, ecological merit or interest; and as such it is not considered that ecology would be a constraint to development. Similarly in relation to arboriculture, the site is not subject to any tree preservation orders and its development could be accommodated with limited tree or hedgerow loss, with any loss able to be offset through tree provision elsewhere in the site.

Similarly, heritage impact is not considered to be a constraint to development, as there are no known heritage assets within or immediately adjacent to the site. Moreover, the Council's Landscape Sensitivity Study (July 2019) found that the site and its surrounds are of low–medium

landscape sensitivity and low visual sensitivity to residential development. As such, it is not considered that there will be a significant adverse landscape and visual impact.

The Masterplan that is contained in the submitted Vision Document sets out the emerging scheme for the site's development and its capacity to accommodate the delivery of c. 300 dwellings (at around 37.5 dwellings per hectare), with associated open space, drainage and supporting infrastructure.

In light of the above, it is clear that the site is an entirely suitable site for residential development. Given that the site is under the control of BHL, the site is also available, achievable and deliverable, and can therefore make a valuable contribution (of c. 300 dwellings) towards the needs both of the District and those unmet needs arising from LCC. The site should, therefore, be included as a proposed residential allocation within the Regulation 19 Local Plan.

PART B – Your Representation

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1. To which consultation document does this representation relate?		Proposed policies
	✓	Proposed housing and employment allocations
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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H2 – HOUSING COMMITMENTS:

BHL's comments in response to Policy S1 highlight the need to incorporate an uplift above the LHN of 686dpa to account for existing affordability issues in the District, and that this should be applied across a plan period of 23 years to derive the plan's housing requirement. On that basis, the housing requirement will be at least 15,778 dwellings, but likely higher to respond to the existing affordability issues.

NWLDC is correct in including previous completions in the plan period and existing commitments when calculating the residual housing target. The SACD sets out that 2,396 dwellings have been completed in the plan period and, given that they have already been delivered, BHL does not dispute that figure.

However, the SACD suggests that 6,068 dwellings will be delivered in the remaining plan period from the existing commitments within the District. Whilst the principle of including those sites is accepted, there will inevitably be some sites that are not delivered, or are subject to slower delivery rates.

That is particularly the case for the strategic commitment at South East Coalville, where NWLDC suggests that just short of 3,500 dwellings have been / will be delivered in the plan period. Whilst it is recognised that there was a high level of annual deliveries in the first three years of the plan period, that level of delivery is not likely to be sustainable in the long-term, and indeed it is noted that delivery levels from the 2023-24 period have not yet been registered and may have slowed in light of the ongoing economic recession.

Moreover, the 'Letwin Review of Build Out' sets out that deliveries can vary greatly throughout the build-out process. The report highlights that a key driver in that is the market absorption rate, stating that "*the homogeneity of the types and tenures of the homes on offer on these sites, and the limits on the rate at which the market will absorb such homogenous products, are the fundamental drivers of the slow rate of build out*". Given that some 6,000 dwellings are proposed to be delivered within the Coalville area in the forthcoming plan period, this will be a

determinative factor in the actual level of deliveries that will be realised.

In light of that, there is a strong likelihood that the quantum of housing deliveries from the site in the plan period will fall short of the c. 3,500 dwellings that the DLP suggests. To account for that, and the inevitable non-implementation of some of the other commitments, a 10% deduction should be applied to existing commitments for non-implementation or slow implementation. That would reduce the supply from the existing commitments to 5,461 dwellings.

When removing this figure and previous completions from the housing requirement, the residual housing target to be met by new allocations would be at least 7,921 dwellings (but likely higher once the additional uplift to respond to existing affordability issues has been accounted for). The current purported supply from new allocations totals 5,476 dwellings and therefore falls significantly below that figure. However, as set out in response to Policy H3, the actual level of deliveries from the proposed allocation sites will also be less than is anticipated, and the shortfall between the actual supply and the residual housing target is more likely to be in the order of c. 3,200 dwellings.

Therefore, and as highlighted in more detail in response to Policy H1, the next iteration of the eLP must identify a significant number of additional housing allocations. It is critical that this includes residential allocation(s) at Measham, and as set out in response to Policy H1, BHL's site at Land at Bosworth Road, Measham can deliver c. 300 dwellings both in order to bolster the housing supply and provide a balanced spatial strategy that appropriately responds to the sustainable credentials of the settlement.

PART B – Your Representation

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1. To which consultation document does this representation relate?		Proposed policies
	✓	Proposed housing and employment allocations
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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H3 – HOUSING PROVISION – NEW ALLOCATIONS:

BHL's comments in response to Policy S1 highlight the need to incorporate an uplift above the LHN of 686dpa to account for existing affordability issues in the District, and that this should be applied across a plan period of 23 years to derive the plan's housing requirement. On that basis, the housing requirement will be at least 15,778 dwellings, but likely higher to respond to the existing affordability issues.

Following on from that, BHL's comments in response to Policy H2 highlight that, whilst NWLDC is correct in taking account of previous completions and existing commitments, a 10% deduction should be applied to the commitments to take account of non-implementation or slow-implementation. Those comments concluded that, on that basis, the residual housing target would be at least 7,921 dwellings (but likely higher once the additional uplift to respond to existing affordability issues has been accounted for), but that the purported supply from new allocations totals 5,476 dwellings and therefore falls significantly below that figure.

There is, therefore, a requirement for NWLDC to identify additional allocation sites, and BHL's response to Policy H1 highlights that this must include residential allocation(s) at Measham both to bolster the housing supply and provide a balanced spatial strategy that appropriately responds to the sustainable credentials of the settlement.

With that said, however, BHL considers that the actual supply of housing that will be delivered from the currently proposed allocation sites will fall significantly short of the purported figure as set out in the SACD (5,476 dwellings) for the following reasons.

Firstly, as BHL's response to Policy H1 highlights, there will be a very significant level of growth focused to the Coalville Urban Area in the forthcoming plan period when accounting for new allocations and existing commitments (totalling c. 6,000 dwellings). Whilst there are some in-principle concerns as to whether there is actual a need for such significant growth in this area, whether the existing infrastructure could accommodate such a level of development, and whether some of the sites (the Broad Location for Growth at West Whitwick in particular) are

suitable, BHL also has significant concerns as to the whether the scale of growth anticipated could be delivered in the plan period in any case. Notably, in light of the findings of the Letwin Review of Build Out, it appears that there is significant risk that the market will not be able to absorb the level of housing delivered given the concentrated nature of the allocations and the homogeneity of the products; which could cause some sites to deliver more slowly in response to the market context at that time.

Setting that to one side, it is also entirely unlikely that the New Settlement at Isley Woodhouse will deliver 1,900 dwellings in the plan period as expected. New settlements are complex by their nature and will inevitably have long lead-in times before housing completions are realised. It is, therefore, important that NWLDC take a realistic approach to assessing the number of dwellings that can be completed in the plan period (in line with NPPF paragraph 74d), and the Council must provide clearly evidenced timescales for delivery on that basis.

In the absence of that evidence, Lichfields' 'Start to Finish: What Factors Affect the Build-Out Rates of Large Scale Housing Sites?' report provides a useful proxy to estimate the actual level of deliveries, and has been used previously in Local Plan Examinations. It states that, for sites of 2,000+ dwellings, the period from the submission of the first planning application to delivery of the first dwelling on-site averages 8.4 years. BHL's response to Policy S1 sets out that the plan is likely to be adopted in 2027 and, assuming that an application was submitted immediately on the adoption of the plan (which it may not be), that would suggest that the earliest deliveries would be in mid-2035. That would allow for just 7.5 years of delivery, even when accounting for the proposed extension of the plan period to 2043. The report also states that the average annual build-out rate for a site of 2,000+ homes is 160dpa, which would suggest that a maximum of 1,200 dwellings will be delivered in the plan period. However, even then that would ultimately be dependent on the timely submission and determination of an application, the ability to deliver the required infrastructure without significant delays (which the Letwin Report highlights is often responsible for delays in site deliveries, and will be particularly complex given that this is a new settlement), and consistent annual deliveries.

In that light, 700 dwellings should be removed from the supply to account for the likely level of delivery from the new settlement. That would mean that the supply from the proposed new allocations would total c. 4,700 dwellings, rather than 5,476 dwellings as the SACD states. When set against the residual housing target of at least 7,921 dwellings (accounting for BSL's comments in relation to Policy H2), the shortfall would be in the order of 3,200 dwellings; but would be higher still once the increase to the housing requirement on affordability grounds is accounted for. Moreover, in line with the Local Plan Expert Group's recommendations, a healthy buffer should be provided above the residual supply target to provide for flexibility and ensure that a five year supply of housing can be provided and maintained throughout the plan period. That buffer would also account for BHL's concerns regarding the allocations within the Coalville Urban Area as above.

In that regard, and to respond to BHL's wider concerns as to the spatial strategy, it is imperative that the next iteration of the plan identifies additional allocations, and that should include residential allocation(s) at Measham. As set out in response to Policy H1, BHL's site at Land at Bosworth Road, Measham can deliver c. 300 dwellings in that context and, as an entirely suitable site located in a sustainable location, it should be allocated without delay.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY AP4 – REDUCING CARBON EMISSIONS:

BHL supports NWLDC's ambitions to achieve Net Carbon Zero (NCZ) development by 2050, and agrees with the conclusions of the DLP that the recent alterations to the Building Regulations, and the provisions of the forthcoming Future Homes Standard (FHS) "*will deliver significant and meaningful contributions to achieving a zero carbon future for the district.*" Indeed, that is the Government's intention by introducing national standards that will contribute incrementally towards their goal to achieve NCZ by 2050.

It is, therefore, entirely sensible for NWLDC not to seek to go above the Building Regulations. Likewise, the proposed policy tests, in terms of seeking evidence that proposals have sought to minimise energy consumption and maximise renewable energy generation, are appropriate.

With that said, it is noted that NWLDC seeks financial contributions towards its carbon offset fund where a proposal is unable to match the total energy consumption of the development through use of on-site renewables due to technical feasibility or viability. In the case of the latter, if a development would not be able to viably deliver the required infrastructure on-site, then it follows that contributions towards an offsetting scheme would also be unviable. Therefore, Policy AP4 should provide additional flexibility that would require developments to meet the requirements as far as possible in the confines of a viable development; requiring viability assessments to demonstrate that if the Council sees fit.

In addition, given that the Council are seeking contributions towards their own offsetting schemes, they should be sure that this can be in place in short order and that NWLDC's scheme has sufficient capacity to support the scale of growth that is required in the plan period (see BHL's response in relation to Policy S1). Moreover, NWLDC should also ensure that the offsetting scheme is specific and measurable and that it supports a tariff / credit-based approach in a CIL compliant manner.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY AP9 – WATER EFFICIENCY:

BHL supports the Council's intention to strive for higher water efficiency standards given that the area is classified as one under serious water stress, and note that the development industry already works to high standards in this regard, including the newly introduced Environmental Improvement Plan.

In that regard, the requirement for new residential developments to meet the optional water efficiency standard of 110 l/p/d is justified. The Council is also correct to consider alternative approaches for non-residential development given the absence of a similar regulation for them. However, it is considered that the proposed requirement to achieve BREEAM Excellent for the Water 01 (WAT01) credit should only be applied over a specific threshold, to ensure that it does not apply for smaller outbuildings and alike that would not be able to achieve such a standard.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H4 – HOUSING TYPES AND MIX:

BHL supports the manner in which NWLDC have sought to develop a housing mix policy that provides clarity with an appropriate degree of flexibility, and agrees with the approach of allowing applicants to seek to justify more significant departures from the HENA's proposed housing mix by referring to the site context and local character, the local stock profile and the nature of the scheme, as well as the Housing Register, up-to-date local housing needs information and the Registered Provider's requirements for affordable housing.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H7 – SELF-BUILD AND CUSTOM HOUSEBUILDING:

Draft Policy H7 effectively requires new allocations and windfall sites of 30 or more dwellings to deliver 5% of new plots as self-build and custom build (SCB) dwellings. However, BHL has significant concerns as to the actual demand for SCB plots and the practical implications of delivering SCB housing plots on market schemes.

Whilst it is noted that there have been 129 new registrations on the SCB Register since April 2016, that is not to say that there is an actual demand for 129 SCB plots; as SCB registers do not necessarily capture the actual demand to develop SCB plots in those timescales. That is because they are not means tested, often only requiring an individual's name and address, rather than seeking to ascertain whether an individual or group has the financial resources or capabilities to deliver such a plot should the opportunity arise. The reality is, therefore, that the actual demand for SCB housing would fall well below the number of registrations on the register.

Moreover, registrations on SCB registers often relate to a desire for SCB in a specific location, rather than in market housing developments. That would suggest that, if there truly is a need / demand for SCB plots in the coming plan period, it would be most appropriate for the Council to identify specific sites for the delivery of solely SCB development.

That would also avoid the practical challenges of delivering SCB housing within market housing schemes. For example, the delivery of SCB houses is often dependent on the ability of sites to provide independent construction access and infrastructure, and deal with difficult health and safety issues; notably relating to the provision of alternative build routes and the uncertainty surrounding deliveries, etc. Those factors add uncertainty to what is already a complex planning and construction process, and are therefore not conducive to the timely delivery of much-needed housing. Moreover, SCB housing has the potential to undermine the realisation of consistent design principles across a scheme, and can also negatively impact on delivery timescales.

Therefore, taking the above into account, NWLDC should prepare additional evidence to consider

the actual demand for SCB from those who have the capabilities to deliver a SCB dwelling. On that basis, it should identify specific allocations for SCB delivery, rather than seeking SCB delivery on market schemes, so as to respond to the nature of the limited demand.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H10 – SPACE STANDARDS:

BHL recognises NWLDC's intention to impose the optional Nationally Described Space Standards (NDSS) in relation to internal floor areas. It is noted, however, that adherence to the NDSS inevitably impacts on development density and therefore the capacity of developments. That should be accounted for in the comprehensive Viability Assessment, which should consider the cumulative impacts of the proposed policy requirements as set out in the plan.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY H11 – ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOUSING:

BHL recognise the importance of responding to the housing needs of different groups in the community, in line with NPPF paragraph 63.

In that regard, it is noted that the proposed requirements for all new dwellings to meet Part M4(2) of the Building Regulations, for 9% of market homes to meet Part M4(3)(2)(a) and for 23% of affordable homes to meet Part M3(3)(2)(b) has been informed by the 2022 HENA. As yet, however, a Viability Assessment has not been prepared to consider whether the cumulative policy requirements are deliverable without rendering developments unviable. If it is the case that the Viability Assessment finds that the proposed level of provision would render development schemes unviable, then the level of provision should be capped at a level that would allow for viable schemes to be delivered.

With that said, the flexibility that is suggested in the policy is welcomed. Indeed, it is entirely appropriate to allow for exceptions from these requirements where applicants have "*demonstrated that the provision of safe, step-free access is not viable.*" To align with the approach set out in the supporting text, it is also suggested that reference is made to circumstances where those standards cannot be achieved due to site-specific characteristics such as topography and drainage.

In those circumstances, it would be appropriate to accept a scheme that maximises the delivery of such units within the confines of a viable and deliverable scheme; and the policy could perhaps also include a statement to confirm that.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY INF1 – DEVELOPMENT AND INFRASTRUCTURE:

The proposed approach of requiring development to be supported by, and make contributions towards, the provision of new physical, social and green infrastructure to mitigate its impacts is appropriate. In that regard, BHL note the importance of identifying the infrastructure delivery requirements that are associated with specific allocations and the plan more generally as early as possible, and considering how infrastructure delivery should be funded. That should then be taken account of in a comprehensive Viability Assessment that considers the cumulative costs of the plan's policy requirements.

BHL also note that the Government intends to introduce a new Infrastructure Levy (as referred to in the Levelling Up and Regeneration Act) that may offer an opportunity to deliver the infrastructure required to support new development in a more efficient manner.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY INF4 – OPEN SPACE, SPORT AND RECREATION FACILITIES:

BHL support the plan's requirement for new development to be supported by the on-site provision of public open space (POS), but note that the plan does not include specific standards for POS delivery. NWLDC should, therefore, instruct updated evidence in that regard to understand what POS standards would be appropriate, and should also take account of it in a whole plan Viability Assessment that takes account of the cumulative costs of the plan's policy requirements.

In updating Policy INF4 to reflect the outcome of the further evidence gathering, some flexibility should be provided to allow POS delivery to also reflect settlement-specific evidence of existing provision and the resultant demand for specific typologies, as well as site-specific considerations.

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

POLICY INF5 – TRANSPORT INFRASTRUCTURE AND NEW DEVELOPMENT:

As set out in response to Policy INF1, BHL recognise the importance of ensuring that new development is supported by the required infrastructure, and note that it is critical that NWLDC identify infrastructure requirements associated with specific allocations and the plan more generally as early as possible, and consider how infrastructure delivery should be funded. Based on BHL's experience in Leicestershire in recent years, early engagement with the highway authority is particularly important.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: S. Perkins

Date: 15/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

BLOOR HOMES®

Define.

MEASHAM

Land at Bosworth Road

VISION DOCUMENT

March 2024

Prepared on behalf of

BLOOR HOMES®

by

Define.

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CONTENTS

1. INTRODUCTION PAGE 4

2. A SUSTAINABLE LOCATION PAGE 8

3. UNDERSTANDING THE SITE PAGE 12

4. LANDSCAPE & VISUAL AMENITY PAGE 16

5. SITE SYNTHESIS PAGE 22

6. DEVELOPMENT CONCEPT PAGE 26

7. MASTERPLAN PAGE 30

8. BENEFITS & CONCLUSION PAGE 34

1

INTRODUCTION

1. INTRODUCTION

PURPOSE

Bloor Homes Ltd (BHL) control land north of Bosworth Road, Measham and have prepared this Vision Document to highlight the site's availability, suitability and deliverability, and therefore, its merits as a location for residential development.

THE SITE

Land at Bosworth Road lies to the east of Measham in the district of North West Leicestershire. It is approximately 16.58ha of pastoral land comprised of eight fields that are largely defined by hedgerows and woodland. A hedgerow and ditch run through the centre of the site with a broken hedgerow extending northwards. A concrete yard and several agricultural buildings are located to the southwest of the site.

To the north, the site is defined by Leicester Road and to the east, the site is defined by Gallows Lane (B4116) and the rear boundaries of a residential property. Bosworth Road defines the southern site boundary and the south western edge is bound by Measham Cemetery. Mature woodland on Greenfield Road forms a strong boundary with the site to the north west.

THE OPPORTUNITY

The site is an entirely appropriate location for development in terms of its relationship with Measham and proximity to the local services and facilities within the area.

Site assessments (landscape and visual, ecology, drainage, transport etc.) have been undertaken to inform the preparation of a Masterplan for the development of the site. The emerging Masterplan proposals are presented in this Vision Document, which highlight how the development of the site would deliver an attractive and sustainable development that respects and directly responds to its features and setting as a natural extension to the existing settlement of Measham.

It is clear that the development of the site would make a valuable contribution towards meeting the identified housing needs in the plan area of North West Leicestershire (NWL) (including affordable housing needs), in a sustainable and unconstrained location. It should, therefore, be considered as a residential development allocation in the Emerging Local Plan for North West Leicestershire District Council (NWLDC).

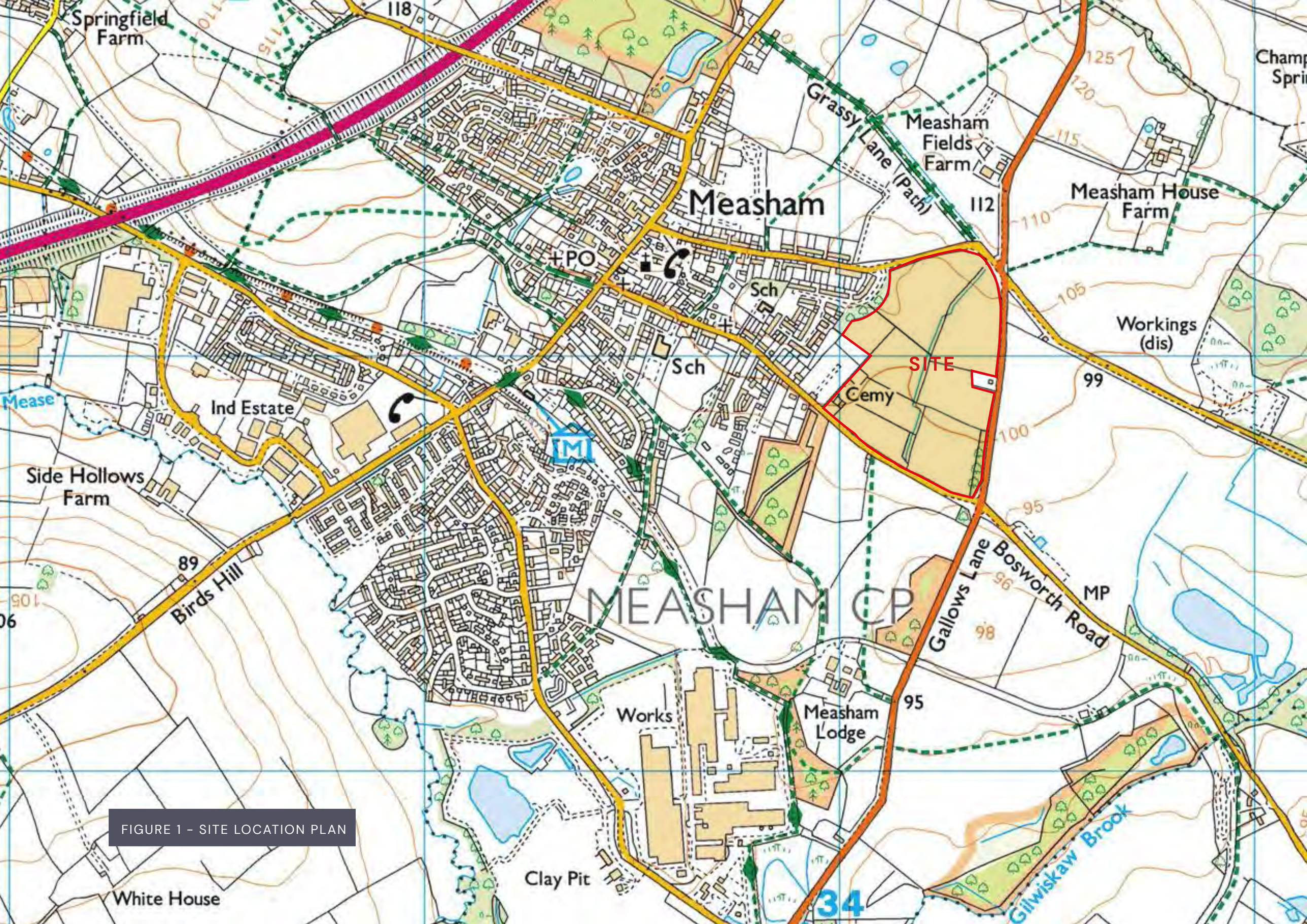


FIGURE 1 – SITE LOCATION PLAN

A SUSTAINABLE LOCATION

2. A SUSTAINABLE LOCATION

MEASHAM

The site is located to the east of Measham, a Local Service Centre identified within the NWLDC Local Plan as a location "*where a reasonable amount of development will take place*". Measham is also listed as one of the six settlements that form the central part of the District's settlement hierarchy, which together are "a*ble to accommodate the vast majority of new development*".

Measham's local centre is approximately 700-800m to the west of the site, containing a wide range of local services and community facilities to serve the everyday needs of future residents. This includes a number of local shops (including a CO-OP and Tesco Express), a medical centre, dentist, leisure centre, youth centre, post office and a library.

There are a number of educational facilities located within Measham that would serve future residents on the site. This includes Measham CofE Primary School and St. Charles RC Primary School situated to the west of the site within approximately a 5-minute walk.

Measham benefits from a number of major employers locally, including BCA Measham, AB Produce, Wolseley and Forterra, providing employment opportunities for future residents and adding to the settlement's sustainability credentials.

SUSTAINABLE TRAVEL

The centre of Measham is well served by public transport links, with an almost hourly weekday daytime service provided by Midland Classic to Ashby-de-la-Zouch and Burton-upon-Trent.

The site is well served by public footpaths to the north and south that connect the site to the settlement and surrounding countryside, providing safe and convenient access to the local services and facilities within Measham, as well as the local employment areas.

Consequently, the site would be entirely appropriate for residential development, with future residents able to readily access services and facilities to meet their everyday needs and convenient public transport links to other key employment and higher order services.

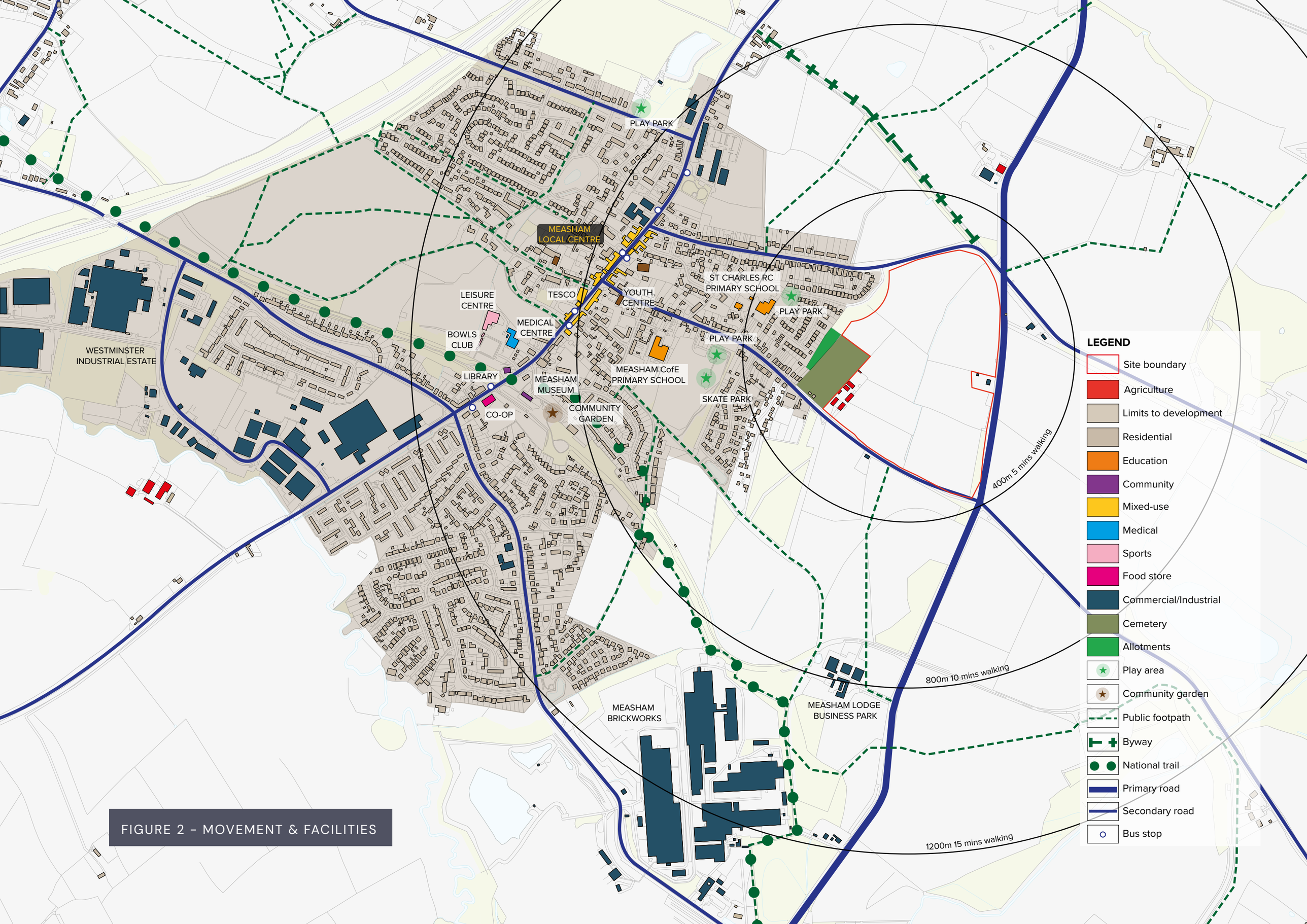


FIGURE 2 - MOVEMENT & FACILITIES

3

UNDERSTANDING THE SITE

3. UNDERSTANDING THE SITE

MOVEMENT & HIGHWAYS

Leicester Road runs along the northern boundary of the site extending westwards towards the centre of Measham. To the east, it connects with Gallows Lane at a staggered priority-controlled “Y” junction, it then traverses a bend to become Swepstone Road and to forms another junction with the B4116 Gallows Lane.

Gallows Lane bounds the site to the east and forms a staggered cross-roads junction with Bosworth Road that defines the southern site boundary and extends westwards towards the village centre.

There are no existing Public Rights of Way (PRoWs) that run through the site. The nearest PRoWs are a footpath to the east of the Leicester Road/Gallows Lane junction and a byway north of the site, both of which are accessed off Leicester Road. To the south of the site an additional footpath can be accessed off Bosworth Road extending southwards towards Measham Lodge Business Park.

Vehicular Access is proposed via priority T-junctions on Leicester Road and Bosworth Road. They will also provide cycle and pedestrian links into the site. Five further pedestrian links are proposed, three off Leicester Road and two off Bosworth Road, enhancing connections to the village centre, local community and PRoW network.

HERITAGE & ARCHAEOLOGY

The Measham Conservation Area is located, at its closest point, approximately 400m to the west of the site, and is screened by a residential estate that limits intervisibility with the site.

There are a total of 14 known designated heritage assets within 1km of the site. One of which is a Grade II* listed Church, while the other 13 are Grade II. Most of these assets are situated within the historical core of Measham but the Grade II listed Measham House Farm is situated approximately 460m to the north east of the site.

The Archaeological Desk-Based Assessment concludes that there is a low potential for the site to comprise archaeological finds and features from all periods and identifies a known potential for evidence of medieval and post-medieval coal extraction at the north west of the site. Below ground heritage assets are, therefore, unlikely to pose a design constraint to the proposed development. Further surveys will be undertaken in due course.

SITE FEATURES

There is a recorded mineshaft in the north-eastern section of the site. A development offset has been incorporated into the Masterplan, with the mineshaft contained within Public Open Space in the scheme design.

View north of the site from Leicester Road

ECOLOGY & TREES

The River Mease Special Area of Conservation (SAC) is located 1km south east of the site. There is, however, a mitigation strategy proposed to address catchment discharge and allow developments to come forward. Additionally, the catchment of the River Mease and Ashby Canal SSSIs broadly surround the Measham settlement edge running from south to north on the eastern side of the site. These are unlikely to be affected by the proposed development, as it is not within the impact risk zone for residential development.

The site is predominately grazing field parcels that are loosely demarcated by gappy hedgerows and fences. There is also modified grassland that is in poor condition. Several mature trees are located along the field drain, which is largely dry with the exception of a few damper patches. Aquatic vegetation is absent in the area.

Further detailed assessments are to be undertaken in due course to determine the presence of any significant habitats and protected species in the area, and what mitigation/retention actions would be needed as part of the development proposal.

The Masterplan allows for the retention of hedgerows and associated trees, green buffering for the field drain with additional planting, grassland enhancements, and the creation of additional habitat types to support biodiversity net gain.

DRAINAGE

The proposed residential development can be delivered sustainably without increasing flood risk on and off the site, having a detrimental impact on water quality. The site is situated entirely within a Flood Zone 1 area and, therefore, is sequentially favourable and suitable for all types of development in accordance with the NPPF and its supplementary guidance.

There is a corridor of surface water flood risk of Low to Medium risk situated centrally within the site, that originates internally, but can be managed with the implementation of a Sustainable Surface Water Drainage System.

The Masterplan retains the open ditch course system within the site. The topography is also favourable and there are several outfall locations to enable gravity-oriented surface water drainage.

Foul drainage flows will require a pumped discharge into a public sewer network. Site levels will be designed to direct overflow routes away from proposed structures and towards strategic highways and green-blue corridors to facilitate safe movement into and out of the proposed development.

View east of the site from Gallows Lane

4

LANDSCAPE & VISUAL AMENITY

4. LANDSCAPE & VISUAL AMENITY

SETTLEMENT FRINGE ASSESSMENT

The North West Leicestershire Settlement Fringe Assessment (NWLSFA) (March 2010) was undertaken as part of the preparation of the Council's Core Strategy (March 2010) to determine the landscape value of land around the settlement fringes of the main settlements within the district (including Measham) in order to inform the siting of new housing allocations.

The site is located within Urban Fringe Area 3: South Eastern Fringe of Measham. A summary of the key findings is discussed below.

LANDSCAPE QUALITY

Landscape Character

- The land is slightly undulating and relatively high compared to the settlement. Its elevation enables longer distance views across the land to the south.
- It comprises small to medium scale fields, mostly used as grazing land, bounded by hedgerow and post and wire fencing, representative of 16th and 17th century piecemeal enclosure.
- Hedgerows are rarely intact and seldom have hedgerow trees. Hedgerow trees are concentrated around one field which has more mature boundaries close to Gallows Lane and individual trees along Gallows Lane and Leicester Road.
- The land is fairly uniform in character and typical of grazing land close to an urban fringe. The features display a simple uniform pattern with evidence of decline and fragmentation of features.

Representativeness and Consistency with Wider Character

- The landscape shows similarities to the wider landscape with an area that is fragmented and the hedgerow pattern is declining. The land is not medium to large scale or intensively cropped. However, it is typical of areas of smaller scale pasture close to settlements representative of the Enclosed Farmlands Landscape Type which lie to the immediate east of Gallows Lane.

Remoteness and Tranquillity

- The landscape has a semi-rural character. However, views towards the urban edge, traffic movement along Leicester Road, Bosworth Road and Gallows Lane and views towards industry on the southern fringes of the settlement reduce the tranquillity and sense of separation from the settlement.

VISUAL QUALITY

Visual Prominence

- The land is on a broad plateau and although the landform continues to rise to the north, vegetation and development along Leicester Road restrict views towards this fringe. To the south and east the land is on rising ground, however, views are only possible from Gallows Lane and are restricted to close to the settlement by intervening landform, trees and woodland. As the urban fringe is generally screened and the landscape is similar to the surrounding land it integrates and is not prominent.

Nature of the Urban Edge

- Part of this urban edge is well screened by young dense plantation which restricts and limits views to only a few properties close to Leicester Road and the tops of properties. However, properties along Shackland Drive have little boundary planting and are prominent and urbanising features within the landscape.

Distinctive Views and Setting of the Settlement

- Views of the settlement are of properties on higher ground along Leicester Road. There are limited views through the settlement and it appears as a narrow belt of housing. Gallows Lane has a rural character although views towards the edge are possible from some gaps within hedgerows.
- Views of the housing are limited and softened by fields and some trees along the road providing a sense of separation between the road and the settlement. The approach into the settlement along Bosworth Road is softened by tree planting, dispersed properties and the cemetery. Leicester Road is rural with views of a small amount of development and the transition from urban to rural landscape is sharp. Long views are possible from Leicester Road.

Public accessibility

- There is no public access through this edge although the cemetery is publicly accessible and there are views across the fringe.

Scope for Mitigation

- The land provides a rural transition and setting to the settlement from along Gallows Lane and vegetation along its edge limits the extent and scale of the settlement in views. Whilst the land is typical of the urban fringe and in many places has fragmented hedgerows the character of the land could be altered significantly if developed. If the land was developed it should ensure that urban fringes are screened with appropriate tree planting; this should be in the form of small-scale woodlands of irregular shape. Fringes should also include areas of open land and development should seek to conserve and restore hedgerows. Any development should be carefully sited to ensure that it does not become more prominent within the wider landscape and does not alter the rural approach into the settlement along Bosworth Road and Leicester Road. It should also be sited to ensure it is not prominent within views from footpaths to the north of Leicester Road. Any development which increases the prominence of this fringe from roads such as Bosworth Road and Swepstone Road or from the edge of Swepstone to the east would influence and increase the urban influences within the rural landscape.

LOCAL LANDSCAPE CHARACTER

The more recent North West Leicestershire Landscape Sensitivity Study 2019 has been undertaken to inform the preparation of the Local Plan Review and specifically the selection of suitable sites for development allocations. The site falls within the local character area 06MEA-C:

"There are variations in topography, scale, level of enclosure, and landcover but overall the landscape of Parcel C has a rural character; albeit it is also influenced by area of National Forest and woodland planting. Woodland blocks, small waterbodies and drainage ditches are common within this flat to gently undulating landscape."

LANDSCAPE CHARACTER AND SUSCEPTIBILITY

06MEA-C has a varied strength of character, weaker around Grassy Lane path, which comprises of gappy overgrown hedgerows and unmaintained PRoWs, and stronger in areas of National Forest Woodland and near Measham Lodge. In terms of landscape susceptibility, the landform is flat across much of the parcel and becomes more undulating towards Grassy Lane. The undulating areas create a sense of enclosure aided by small scale fields and hedgerows and whilst this makes them more susceptible to change as a result of development, the landscape is of poorer condition and weakened character in these areas.

Overall Landscape sensitivity: *"This is a rural landscape, influenced by the development of woodland under the National Forest initiative and valued for the natural connectivity that this provides. These factors in balance with flat to undulating topography, and areas of weakened character, mean that the overall landscape sensitivity is considered to be medium-low to change arising from new housing development and medium-low to change arising from new employment development."*

VISUAL APPRAISAL

There are few views of high scenic quality within the parcel, with no evidence that they are valued more than at local level. There is low visual susceptibility within the parcel due to most views being contained by hedgerows, mature trees or woodland areas. There is a lowered visual susceptibility to new development and intervisibility is generally limited to the settlement edge.

Overall Visual Sensitivity: *"Scenic views within the parcel are limited, with more visual interest being found around National Forest woodland areas. The level of access within the parcel is considered frequent due to the network of PRoWs, open access land and minor roads crossing the parcel. Overall visual sensitivity is considered to be low to change arising from new housing development and medium-low to change arising from new employment development."*

FIGURE 3 – LANDSCAPE CHARACTER PLAN

VISUAL AMENITY

The Zone of Theoretical Visibility (ZTV) shown in Figure 4 indicates where development on the site (at up to 9m high) would potentially be visible in the surrounding area. That indicates that the landform alone would effectively screen views from the majority of the existing urban area and land to the west and beyond 0.5km to both the north and south. It indicates that the site would be more visible from up to around 2km on the rising land to the south and east. However, the ZTV does not take account of the screening provided by the landscape framework and existing development. Indeed, field work has indicated that the site is actually visually very well contained.

The screening provided by the village form and trees and hedges at its periphery, mean that the site is not visible from public vantage points to the north-west and west (close to the A42) or on the rising land to the south-west (close to Tamworth Road and Appleby Magna) and south (near Snarestone). Occasional distant views of the site sitting in front of the existing built form are possible to the south-east on the high ground from close to Swepstone (viewpoint 6), but are again limited in the intervening area and further north (east of the site).

Even very close to the site, views in to it from local roads (perspectives 1-4) and public rights of way (perspectives 5 & 7) are generally limited by the hedgerows and trees that define the field boundaries and line the routes. An appropriate set back to the built form from the site boundaries and landscape treatment would further mitigate any potential impact.

More open views into the site are available from Leicester Road where the site edge is more visually exposed; notably when exiting Measham itself (perspective on page 6) and at the staggered junction with Gallows Lane and Swepstone Road. The character of this area has changed within the recent commercial development and will continue to change when the site already allocated for residential development is delivered. However, a sensitive design response to the development on this part of the site would be required to ensure that it successfully integrates with the surrounding landscape. As recommended by the Settlement Fringe Assessment (see page 8), the built form should, therefore, be set back from the direct view lines on the approach routes to the settlement. The prominent existing trees should be retained and supplemented with significant new planting in informal groups in the generous open green space.

Clear views into the site are also available from the extension cemetery and again a sensitive design response is required with the built development set back behind a landscaped green buffer. The removal of the existing farm buildings to the east of the cemetery is also an opportunity to provide an enhancement to its setting.

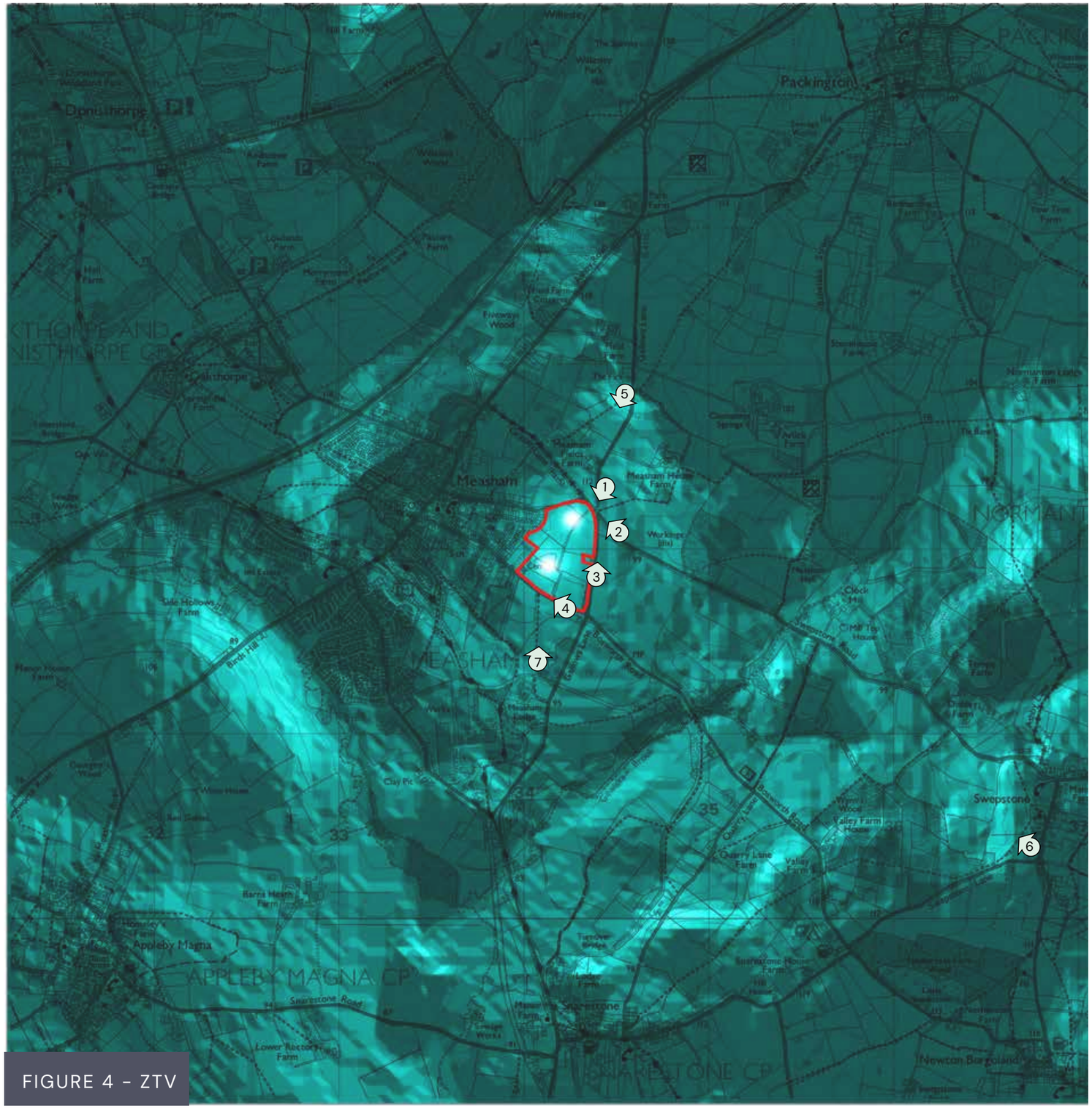


FIGURE 4 - ZTV

PERSPECTIVE 1: VIEW SOUTH FROM GALLOWS LANE

PERSPECTIVE 2: VIEW NORTH-EAST FROM SWEPSTONE ROAD

PERSPECTIVE 3: VIEW NORTH FROM GALLOWS LANE ROAD

PERSPECTIVE 4: VIEW FROM BOSWORTH ROAD

PERSPECTIVE 5: VIEW SOUTH FROM PUBLIC RIGHT OF WAY CONNECTING TO GALLOWS LANE

PERSPECTIVE 6: VIEW WEST FROM PUBLIC RIGHT OF WAY AT SWEPSTONE

PERSPECTIVE 7: VIEW NORTH FROM PUBLIC RIGHT OF WAY NEAR MEASHAM LODGE

SITE SYNTHESIS

5. SITE SYNTHESIS

The preceding analysis has identified the following key matters:

1. Visually exposed edges require careful consideration to ensure the development successfully integrates with its surroundings and limits its impact on the landscape and visual amenity.

2. Existing vegetation should be retained and enhanced where possible with the opportunity to reinstate former hedgerow corridors and plant new native trees and woodland in line with National Forest guidelines.

3. Development must be offset from the former mineshaft to the north-east of the site.

4. Bosworth Road and Leicester Road provide opportunities for safe and convenient site access connecting to the wider highways network.

5. A suitable and well integrated sustainable drainage system should be designed to accommodate the surface water flood risk on site to maximise the developable area.

6. The existing ditches and central valley corridor provide an opportunity to provide a diverse green corridor through the site.

7. Existing overhead powerlines will be diverted underground through the site.

8. The proposed development should be offset from the cemetery boundary with development frontage set back behind a landscape buffer.

9. Connections between existing PRoW and footpaths and pedestrian/cycle routes within the site should be made to enhance wider connectivity and maximise accessibility to the local schools, facilities and the village centre.

VIEW OF SITE FROM GALLOWS LANE

VIEW OF SITE FROM LEICESTER ROAD

VIEW OF SITE FROM ADJACENT CEMETERY

Leicester Road

Bosworth Road

LEGEND

- Site boundary
- Building on site
- Exposed edge
- Overhead powerline
- Mineshaft development offset
- Ditch / waterbody
- Existing vegetation
- Former historic hedgerow
- Surface water flood risk - high
- Surface water flood risk - medium
- Surface water flood risk - low
- 5m contour
- Route to local facilities
- Nearest bus stops
- Listed Building
- Conservation Area
- Limits to development
- Education
- Community
- Mixed-use
- Medical
- Sports
- Food store
- Commercial/Industrial
- Church
- Cemetery
- Allotments
- Play area
- Community garden
- Public footpath
- Byway
- National trail

FIGURE 5 – SITE SYNTHESIS PLAN

DEVELOPMENT CONCEPT

6. DEVELOPMENT CONCEPT

Based on an understanding of the key site matters as set out in the site synthesis, a concept for the development of the site has been formulated. This is presented on the facing page. The key features are as follows:

1. New vehicular points of access to the north off Leicester Road and south off Bosworth Road are sited to avoid existing trees and provide safe and convenient access to/ from existing services and facilities within Measham. The removal of hedgerow to accommodate the points of access will be required. This will be compensated by the extensive landscaping throughout the development.

2. Areas of surface water flood risk will be mitigated through the provision of sustainable drainage features and retention of existing ditches. This will positively manage water across the site, while creating complimentary wildlife habitats that increase biodiversity across the site.

3. An attractive multi-functional linear green corridor provides a connection between public footpaths to the north and south of the site, integrating formal and informal recreation, native tree, shrub and grassland planting, sustainable drainage features and productive landscape opportunities.

4. Four green corridors subdivide the development parcels, providing opportunities for footpath links, sustainable drainage and retained and new tree and hedgerow planting. These vegetated bands help to “break up” the mass of built form when viewed from the wider landscape.

5. A substantial green buffer to the north-east of the development helps to integrate the scheme into the wider landscape, with development frontage set back behind informal groups of tree planting forming an attractive settlement edge in views from movement routes.

6. A series of focal spaces and a children’s play area provide activity nodes within the development adding interest and providing wayfinders throughout the scheme.

7. A central spine and loop road links the two points of vehicular access into the site, intersecting with the green corridors and focal spaces, creating legible primary routes with opportunities for additional tree planting, heightened architectural status and traffic calming measures at these intersections.

8. Belts of buffer planting help to buffer the development from the cemetery and wider landscape whilst complementing the landscape character and forming a sensitive settlement edge.

9. Boundary vegetation will be retained and enhanced to help create a mature landscape setting from the offset, reinforced with additional native tree, shrub and hedgerow planting. The lower density informal development edge will successfully assimilate with the wider landscape context.

10. A flexible area of land to the north east of the cemetery is provided to allow for the expansion of the cemetery should this be required.

AGRICULTURAL

PUBLIC FOOTPATH

AGRICULTURAL

PUBLIC FOOTPATH

ACCESS

Leicester Road

SETTLEMENT

Greenfield Road

EXISTING WOODLAND

GREEN CORRIDOR

FOCAL SPACE

LANDSCAPE BUFFER

FOCAL SPACE

PLAY AREA

BUFFER PLANTING

FLEXIBLE EXPANSION

ALLOTMENTS

SuDS

CEMETERY

GREEN CORRIDOR

BUFFER PLANTING

B4116

FOCAL SPACE

GREEN CORRIDOR

ACCESS

FOCAL SPACE

Bosworth Road

BUFFER PLANTING

PUBLIC FOOTPATH

AGRICULTURAL

FIGURE 6 - DEVELOPMENT CONCEPT

7

MASTERPLAN

7. MASTERPLAN

The emerging Masterplan proposals reflect the key features set out in the development concept and have been prepared with a clear knowledge and understanding of the specific characteristics of the site, respecting the local context within which the development would sit and seeking to maximise the use of existing features. The core aim is to create an attractive and sustainable environment that responds to the site's setting, retaining natural key features, and taking advantage of the existing landscape framework to create a high quality distinctive development with a sense of place that is well integrated into its surroundings.

The Masterplan shows how around 300 new homes could be provided on the site. The underlying principles are set out on the plan and are described below:

1. Central tree lined spine and loop roads with vehicular access off Bosworth Road and Leicester Road. Feature surfaces are integrated within the highway at key intersections with green corridors and alongside the children's play area.

2. Footpath and cycle links to the site surroundings, utilising connections to public footpaths and the highway network providing safe and convenient access to local services.

3. Existing vegetation retained and enhanced with additional tree and shrub planting to reinforce the site boundaries and help filter views of the development.

4. Blocks of native woodland planting are proposed to further screen the development to the north east and south.

5. Focal area of open space, featuring a children's play area is situated within the central green corridor. The reinstatement of an historic hedgerow forms a natural boundary to the play area and new tree planting helps to break up the roofscape and form a part of the site's buffer planting.

6. Retained and proposed hedgerow corridors, reinforced with additional tree planting, create bands of planting stepping up the site to form a green canopy within the roofscape. The northernmost proposed corridor is aligned with a former historic field boundary. Footpaths and swales are also located within the green corridors creating multi-functional linear routes.

7. A series of attenuation basins are integrated within the central green spine, situated at natural low points within the site. These form part of a blue infrastructure network, incorporating the retained ditch and proposed swales, designed with both attenuation and ecological benefits.

8. An area of informal parkland to the north east helps the development to carefully assimilate with its more rural surroundings, offering a buffer to the Grade II Listed Measham House and avoiding a mine shaft within the site. Housing along this edge will be lower in density to reinforce the more informal parkland character. A feature within the landscape acts as a northern development gateway where the footpaths converge and a cluster of mature oak trees are situated.

9. Green corridors wrap the development edges to accommodate retained and proposed vegetation and offer informal recreational opportunities and local pedestrian connections. To the north the buffer depth increases from west to east signifying the transition out of the village from Leicester Road.

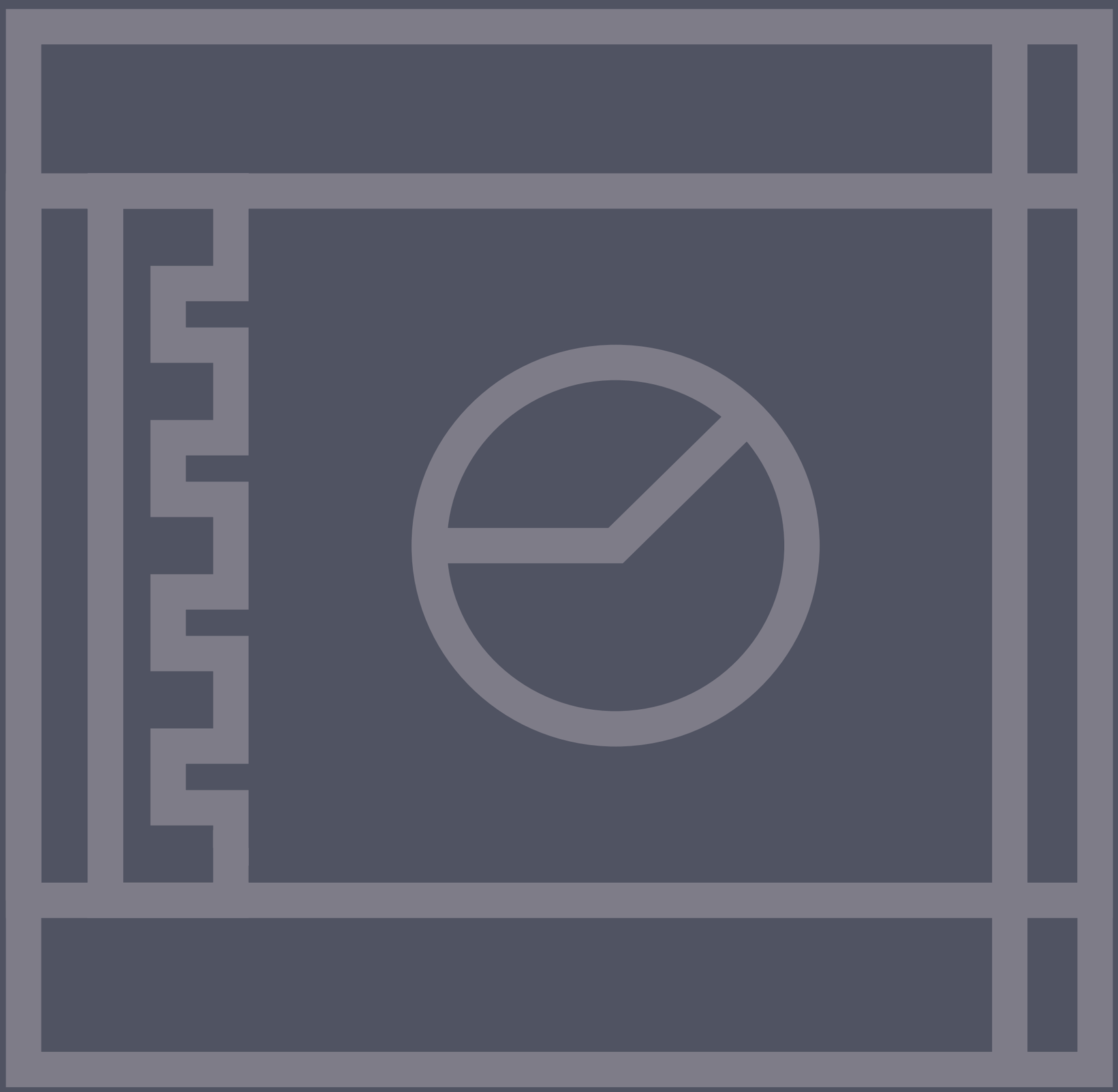
10. Over 8ha of open space could accommodate could accommodate recreation/play facilities, cemetery expansion and an area of productive landscape.

LAND BUDGET	Ha	Amount
Residential (inc access road)	8.03	280 - 300 dwellings @ 35-37.5dph
Open Space, Landscaping & Drainage	7.71	1 No. LEAP
Expansion Space	0.74	
Highways	0.10	
Total	16.58	

FIGURE 7 – DEVELOPMENT FRAMEWORK

08

BENEFITS & CONCLUSION



8. BENEFITS & CONCLUSION

BENEFITS

The development of the site (as outlined in the preceding sections) would ensure the creation of a balanced and healthy community within a high-quality built environment, providing an attractive place to live with a strong sense of place. It would result in a number of significant benefits to Measham and the wider district in respect of the economic, social and environmental dimensions of sustainable development, as set out below:

- The delivery of approximately 300 dwellings at around 37.5dph to make a substantial contribution to addressing the identified housing need arising in the District and the need arising in the wider Housing Market Area in a location that would contribute to a sustainable configuration of development.
- The provision of a range of house types, sizes and tenures would widen the choice of housing in the area and ensure the creation of a mixed and cohesive community that is representative of the local population.
- The provision of a proportion of affordable housing would allow those on lower incomes or concealed families to remain in or return to the area.
- The provision of a public open space that includes a new parkland area to the north and the retention and enhancement of existing vegetation acting as a buffer along the perimeter of the development. It includes a series of integrated attenuation basins situated alongside the central watercourse to manage the site's hydrology.
- Informal parkland and green corridors provide a wealth of opportunities for recreation and leisure use. They are easily accessible and safe places for people to meet, relax and play, aiding health and well-being and encouraging social interaction in the wider community.
- The provision of new pedestrian and cycle links through the site would integrate the development with the existing settlement, encourage active travel, and provide links to nearby community facilities. Access points to north, west, and south will provide enhanced access to the wider countryside and connect the site to the existing public right of way network to the south facilitating access to the employment/industrial areas of Measham.
- Significant structural landscaping within and around select edges of the site would reflect and enhance the local landscape character and integrate the proposed housing into the surrounding landscape.
- The retention of existing landscape features and creation and management of new landscape planting and SuDS features within the site would provide new habitats and enhance the quality of the existing habitats.

IMAGES OF BLOOR HOMES DEVELOPMENTS

CONCLUSION

The site is an entirely appropriate location for sustainable development in terms of its relationship with the settlement. Furthermore, the site assessments and Masterplanning work undertaken thus far indicate that there are no insurmountable technical or environmental constraints to development on the site that cannot be appropriately mitigated.

In that context, the proposal for the delivery of approximately new homes accords with the provisions of the NPPF and would constitute 'sustainable development'. Indeed, the proposed development as set out in this vision document would result in a number of significant economic, social and environmental benefits.

The development would provide much needed housing, including affordable housing in a sustainable location, where residents will have direct access to, and provide support for, a range of local facilities and services within Measham. They would also benefit from convenient access via public transport to higher level services and employment opportunities provided in the neighbouring centres of Coalville and Ashby-de-la-Zouch.

A strong and vibrant community would be created within a high-quality built environment providing an attractive place to live with a strong sense of place. The Masterplan clearly demonstrates how the development would relate well to the settlement, respect its relationship with the surrounding countryside and provide positive environmental enhancements. It effectively demonstrates both the capacity for development and critically, its deliverability.

This Vision Document, therefore, shows that the site is a realisable opportunity, demonstrating a promising development prospect for effectively meeting the identified market and affordable housing needs within the Local Plan Review and should, therefore, be allocated for development in the emerging Local Plan.

FIGURE 8 – DEVELOPMENT FRAMEWORK IN CONTEXT

Define.

Unit 6 | 133-137 Newhall Street | Birmingham | B3 1SF
T: 0121 2371914 **W:** www.wearedefine.com

CAROLINE ORMOND

From: Chris Green [redacted]
Sent: 15 March 2024 12:01
To: PLANNING POLICY
Subject: EXTERNAL: Draft NWLDC Local Plan public consultation - Land at Grimesgate, Diseworth
Attachments: Publication Consultation Response Form FINAL [CGPL_150324].pdf; CGPL_NWLDCLocalPlan_Reps_Diseworth_ Mar2024 [CG].pdf

To whom it may concern,

Please find attached representations made on behalf of my client, the Cadwallader Family, in relation to the current consultation on the new Local Plan. It also contains updated information in relation to the client's specific site at Grimesgate, Diseworth (SHELAA ref. Dw5) which may be of use in the consideration of representations received.

I would be grateful if you could give me updated on further stages on the emerging Local Plan, and please do not hesitate to get in touch if there are any queries in relation to the attached or any aspect of the site.

Kind regards,

Chris Green *BSc (Hons) MA MRTPI AssocRICS*
[redacted]

Mobile: [redacted]
Email: [redacted]
Website: www.cgreen-planning.co.uk

c. green planning LIMITED

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Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Chris
Last Name	[redacted]	Green
Job Title (where relevant)		[redacted]
Organisation (where relevant)		C. Green Planning Limited
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
	X	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

(Continue on a separate sheet /expand box if necessary)

Written representations are made on behalf of the Cadwallader Family in relation to the consultation documents. These representations are contained within the following accompanying document:

- **file ref. CGPL_NWLDCLocalPlan_Reps_Diseworth_ Mar2024 [CG]**

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: **Mr Christopher Green**

Date: **15/03/2024**

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL – DRAFT LOCAL PLAN

Consultation on 'Proposed Policies', 'Proposed Housing and Employment Allocations', and 'Proposed Limits to Development Review'

Respresentations on behalf of Cadwallader Family.

March 2024

c. green planning LIMITED

c. green planning LIMITED

Registered Company: 15109289.
Registered Office Address: [redacted]

T: [redacted]
E: [redacted]

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RTPI Chartered Town Planner

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Table of Contents

1. Introduction 3

2. Site Appraisal and Context 4

3. Proposed Policies Representations 5

Local Plan Strategic Objectives 5

Future Housing and Economic Development Needs (Policy S1) 5

Settlement Hierarchy (Policy S2) 5

Design of New Development (Policy AP1) 5

Amenity (Policy AP2) 6

Flood Risk (Policy AP7) 6

Housing Strategy (Policy H1) 6

Housing types and Mix (Policy H4) 6

Self-build and Custom Housebuilding (Policy H7) 7

4. Proposed Housing and Employment Allocations Representations 8

Sustainable Villages 8

5. Proposed Limits to Development Review Representations 10

Diseworth Limits to Development 10

6. Conclusion 11

1. Introduction

1.1. These representations have been prepared by C. Green Planning Limited on behalf of our clients, The Cadwallader Family (the 'Landowner'), in response to the public consultations into 'Proposed Policies', 'Proposed Housing and Employment Allocations', and 'Proposed Limits to Development Review' (the 'Consultation') as part of the preparation of the new North West Leicestershire Local Plan 2020 - 2040. This consultation ends on Sunday 17th March 2024.

1.2. These representations are made in relation to the promotion of the Landowner's potential development site at Grimesgate, Diseworth. The subject land was previously submitted as part of the Strategic Housing and Employment Land Availability Assessment 2021 ('SHELAA'), published by North West Leicestershire District Council (the 'Council') in 2021, under the site reference 'Dw5'. The site, which measures at approximately 1.14ha, was considered to be 'potentially suitable', 'potentially available', and 'potentially achievable', with an estimated capacity of approximately 28 dwellings. We believe that there is sufficient evidence to say that the Site could easily be delivered within a timeframe of 0-5 Years.

1.3. It should be noted that technical investigation works have taken place across the site in recent years, and it is the Landowner's opinion that there is evidence to prove that the potential development site should now be considered as fully deliverable in the short-term and therefore suitable for allocation within the emerging draft Local Plan.

1.4. C. Green Planning Limited would like to remain involved throughout the preparation of the new Local Plan, therefore request to be informed of any future consultation opportunities and when the document is formally submitted for Examination. We would also welcome any opportunity to discuss the Site with you in further detail.

2. Site Appraisal and Context

2.1. The Landowner's site consists of land located off Grimesgate to the north of Diseworth, a settlement designated as a 'Sustainable Village' within the Council's settlement hierarchy.

2.2. The Site covers a total area of approximately 1.14ha and consists of a single field of Grade 3 agricultural pasture, clearly marked by mature boundary vegetation. The site adjoins the built-up form of the village, with existing residential properties to the south. A Public Right of Way traverses the site and runs from Grimesgate to Ashby Road in the north.

2.3. Access to the site is currently served by existing field gates from Grimesgate, with the adopted highway running along the eastern boundary of the site. Technical investigations as part of historic planning applications indicate that suitable arrangements can be made to accommodate development whilst meeting the necessary design standards.

2.4. The village is served by a thriving community and a number of local services and facilities in walking distance from the Site. These include a Primary School, a Village Hall, a Church, and a Public House; whilst the Site is within reasonable walking distance of a regular bus service connecting the village with wider Leicestershire.

2.5. The Site is not within the designated Conservation Area, or covered by any statutory or non-statutory designation that would restrict its development.

2.6. Previously undertaken works have evidenced that there are no technical constraints that would restrict development or cannot be mitigated against. We therefore believe that the Site has realistic capacity to accommodate development of approximately 25 dwellings, including appropriate vehicular access arrangements, pedestrian links, public open space, drainage, and biodiversity enhancements. Any potential development would provide an appropriate range of property types and tenures, including starter homes and affordable housing. The Landowners are also open to delivering a number of Self-Build/Custom-Build plots to assist the Council in meeting their statutory requirements.

2.7. The Landowners are in full agreement on the promotion of the site for development, with no legal or ownership issues which would prevent potential development from being delivered. Discussions are at an advanced stage with interested developers to bring the Site forward in the short-term. As such, the land – which is considered to be in a sustainable location – represents an opportunity to deliver a suitable, immediately available, achievable, and viable source of housing lands that can make a valued contribution within the short-term to meeting the District's necessary housing needs.

3. Proposed Policies Representations

3.1. Having studied the documents published as part of the six-week consultations, we wish to make the following observations on behalf of our Landowner client.

Local Plan Strategic Objectives

3.2. We support the strategic objectives set out within the consultation paper, with particular reference to the need to deliver the right number of residential dwellings. We however do believe that specific references need to be included in relation to the Council's commitment to meeting the agreed contribution to the unmet housing need of other authorities in the Leicester and Leicestershire housing market area.

3.3. We also emphasise the need for high quality design within new development, allowing for innovation in the construction process.

Future Housing and Economic Development Needs (Policy S1)

3.4. We support the collaborative and strategic approach taken by the Council in reaching the stated housing requirement, and addressing the District's role in supporting the Leicester and Leicestershire Housing Market Area ('HMA'). This includes the decision taken to accommodate an agreed contribution of residential development towards meeting the unmet need of other HMA authorities.

3.5. Nonetheless, we consider in to be crucial that the Council recognises this requirement as a minimum target to delivering the much need growth and stability to the District.

Settlement Hierarchy (Policy S2)

3.6. We fully support the principle of the Settlement Hierarchy, as set out in proposed policy S2. It is vitally important for the Council to increase the level of housing delivery further down the settlement hierarchy to meet local needs within the villages and rural settlements to assist in the retention of key services – which may be lost if future development is not directly appropriately – and to attract new services and facilities into the community.

Design of New Development (Policy AP1)

3.7. We wholeheartedly support the local and national ambition to create better places and development of the highest quality and design. These principals should be at the heart of the emerging Plan.

3.8. It is however important to consider the unique and distinctive qualities of the wide-ranging settlements and communities across the rural District, and it is therefore important to allow

development to come forward in a way that support and enhances character on a more local level, rather than a 'blanket' code for the District.

Amenity (Policy AP2)

3.9. C. Green Planning Limited agrees and supports the proposed policy for ensuring adequate consideration is given to the potential impacts on amenity for new development.

Flood Risk (Policy AP7)

3.10. We support the approach to include relevant policy to ensure development is located in areas at the lowest risk of potential flooding, and relevant mitigation is in place to protect the longer-term risks.

Housing Strategy (Policy H1)

3.11. C. Green Planning Limited, as previously set out, agrees and supports the strategic approach to taken by the Council in reaching the stated housing requirement, and addressing the District's role in supporting the Leicester and Leicestershire Housing Market Area ('HMA'). Nonetheless, we consider in to be crucial that the Council recognises this requirement as a minimum target to delivering the much need growth and stability to the District.

3.12. With regards to the level of housing supply contingency applied by the Council, to allow for genuine flexibility and quality in the housing development needed across the District, we feel that an allowance of 20% would be more appropriate for the Plan.

3.13. It is also important to acknowledge the Council's importance in the full and robust assessment of potential development allocations. Whilst it is agreed that further provisions should be made possible through Neighbourhood Plans, we feel that the Council should be making sufficient allocations across all sustainable settlements to accommodate the required housing needs on the most suitable sites.

Housing types and Mix (Policy H4)

3.14. We consider that housing mix should be considered on a site-by-site basis, in conjunction with a suitable site size threshold.

3.15. It is crucial that housing mix should not adversely impact upon the deliverability of a site and should allow for a degree of flexibility, with a method based upon the most up to date evidence base – reviewed regularly to ensure it remains accurate – considered to be appropriate.

Self-build and Custom Housebuilding (Policy H7)

3.16. As must be noted from the growing level of demand shown by the Council's self-build and custom housebuilding register, it is vital the Council fully supports developments which address the need for suitable plots across the District.

3.17. Whilst requiring large-scale strategic sites to incorporate plots within their development will increase numbers to an extent, it is crucial that the Council address the desire and need across all sustainable settlements in the District. As such, we would support a proposal for site specific allocations for serviced plots, and encourage the Council to add greater policy weight to delivering this vital type of housing.

3.18. It is also crucial to allow flexibility in meeting the statutory requirement for serviced plots, and therefore believe that restricting proposals to sites located within the Limits to Development will limit the number of suitable sites the come forward for genuine self- and custom-build.

4. Proposed Housing and Employment Allocations Representations

4.1. Having studied the documents published as part of the six-week consultations, we wish to make the following comments.

Sustainable Villages

4.2. We fully support the principle of the Settlement Hierarchy, and Diseworth's designation as a Sustainable Village within proposed policy S2 of the new Local Plan.

4.3. It is vitally important for the Council to increase the level of housing delivery further down the settlement hierarchy to meet local needs within the proposed Sustainable Villages and other rural settlements. Focusing too heavily on the larger settlements and new towns will put undue strain on the viability of the smaller settlements, which require new housing development to assist in the retention of key services – which may be lost if future development is not directly appropriately – and to attract new services and facilities into the community.

4.4. Given the decision to make suitable allocations in the majority of the Sustainable Villages, we must question the decision not to make such an allocation within the village of Diseworth. It is crucial that the village delivers sufficient housing numbers to not only meet the required level of need, but also to provide a wider range of benefits to the local community.

4.5. Allowing the Neighbourhood Plan to dictate the allocations made in the village risks limiting the benefits of the much-needed housing development purely to housing numbers. Comprehensive allocation of a site through the Local Plan can ensure that the village benefits from the crucial mix and tenure of housing needed, alongside the delivery of affordable housing and significant financial developer contributions.

4.6. As such, we strongly believe that the Landowner's site off Grimesgate in Diseworth (reference 'Dw5' in the SHELAA) should be included within the allocations. A number of technical studies have been undertaken in the promotion of the Site, which have identified no technical constraints to development of the site.

4.7. A completed Noise Assessment was undertaken and came to the conclusion the occupiers of any new development within the Site would not be significantly annoyed by aircraft noise generated by aircraft movements from the nearby East Midlands Airport. As such, there would be no specific requirement for enhanced noise insulation for any dwelling's façade or windows. In addition, the unscreened outdoor noise level experienced by future residents would satisfy the relevant BS8233/WHO criteria and therefore any site layout can be adopted on this site without criterion being exceeded.

4.8. Initial investigations into ecological matters showed the Site being heavily dominated by grazed poor semi-improved grassland. As such, suitable mitigation measures could

appropriately be incorporated to any development scheme for the Site, alongside the ability to provide the necessary on-site Biodiversity improvements. This provides a significant public benefit over the reliance on off-site credits in locations not directly benefiting the local community.

4.9. A desk-based archaeological assessment conducted in support of the Site identified that there are not archaeological features recorded within the boundaries and the evidence suggests that the potential for deposits is low. Whilst the Site does form a small part of the large quantity of land locally that contains ridge and furrow earthworks, it can be demonstrated that development could come forward in a way that retains the ridge and furrow within an area of Public Open Space.

4.10. Highway impact has been appropriately assessed, and a suitable access design in line with the necessary guidelines and requirements can easily be achieved. This would ensure vehicular access is positioned to ensure maximum visibility on both sides of the carriageway.

4.11. The Landowners are in full agreement on the promotion of the site for development, discussions are at an advanced stage with interested developers to bring the Site forward in the short-term.

4.12. There are no legal or ownership issues which would prevent potential development from being delivered and, as such, the land represents an opportunity to deliver a suitable, immediately available, achievable and viable source of housing land that can make a valued contribution to meeting the District's necessary housing needs and assist in achieving growth in the Leicestershire International Gateway.

5. Proposed Limits to Development Review Representations

5.1. Having studied the document and maps published, on behalf of the Landowner, we wish to make the following observations on proposed changes.

Diseworth Limits to Development

5.2. We agree with the proposed changes to the Limits to Development for Diseworth, in ensuring that the main built-up area is included to logical and defined boundaries. It is felt that future allocations for development should be focused around working with the natural boundaries of the village, allowing for organic growth.

5.3. It is also agreed that unsuitable land, in the way of LtD/Dis/04, should be removed from the defined limits, as proposed.

5.4. However, we emphasise the need for the Local Plan to take a firm responsibility for allocating sufficient housing sites that not only deliver much-needed dwellings in the village, but also provide wider public benefits to the local community.

5.5. As such, the Landowner's Site should be allocated and the Limits to Development amended to reflect the future development of the Site. This works with the natural boundary of the village, contained within the existing watercourse and having no significant adverse impact of the countryside landscape beyond.

6. Conclusion

6.1. These representations have been prepared by C. Green Planning Limited on behalf of our clients, The Cadwallader Family (the 'Landowner'), in response to the public consultations as part of the preparation of the new North West Leicestershire Local Plan 2020 - 2040.

6.2. The Landowner's support the overall strategic objective of the proposals set out within the consultation paper, with particular reference to the need to deliver the right number of residential dwellings across the District.

6.3. However, we strongly contest the decision not to make a suitable allocation of housing land within the village of Diseworth; one of the 'Sustainable Villages' as set out in the proposed hierarchy. It is crucial that the village delivers sufficient housing numbers to not only meet the required level of need, but also to provide a wider range of benefits to the local community.

6.4. We firmly believe that the Landowner's site off Grimesgate in Diseworth (reference 'Dw5' in the SHELAA) should be included within the allocations, and relevant amendments made accordingly.

6.5. The previously outlined technical investigation works confirm that there are no constraints to development of the Site, whilst the Landowners are in full agreement on the promotion of the site for development and are in advanced discussions with interested developers to bring the Site forward in the short-term.

6.6. There are no legal or ownership issues which would prevent potential development from being delivered and, as such, the land represents an opportunity to deliver a suitable, immediately available, achievable, and viable source of housing land that can make a valued contribution to meeting the District's necessary short-term housing needs.

6.7. C. Green Planning Limited would like to remain involved throughout the preparation of the new Local Plan, therefore request to be informed of any future consultation opportunities and when the document is formally submitted for Examination. We would also welcome any opportunity to discuss the Site with you in further detail.

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Miss	
First Name	Samantha	
Last Name	Lockwood	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	Long Whatton and Diseworth Parish Council	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
	X	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Please see sheet attached.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Samantha Lockwood

Date: 15/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

LONG WHATTON
& DISEWORTH
PARISH COUNCIL

in North West Leicestershire

correspondence and enquiries:
[redacted]

Thank you for the opportunity to comment of the Draft North West Leicestershire Local Plan (2020 – 2040).

Long Whatton and Diseworth Parish Council is preparing a Neighbourhood Plan for its area. A considerable amount of community engagement has been undertaken to inform the preparation of the neighbourhood plan, including a community questionnaire undertaken in summer 2021 which received 353 responses. This feedback has been used to support our comments on the Draft Local Plan where appropriate.

New Settlement (Isley Woodhouse)
The Parish Council objects to the proposed new settlement at Isley Woodhouse (IW1) which is immediately to the west of the parish. Our 2021 Questionnaire Survey showed that 58% of respondents did not support the development of new settlements there as a way of meeting the need for housing growth. Over 80% were concerned about the impact on traffic growth and the local landscape. Infrastructure capacity- education, healthcare, public transport, utilities- as well as flood risk, heritage and biodiversity impact were also raised as issues.

Landscape
In 2023, Long Whatton and Diseworth Parish Council commissioned its own study which builds on three previous studies to understand in more detail the characteristics of the landscape surrounding Long Whatton and Diseworth.

The Study concludes that the landscape to the west of Diseworth village is extensive, and a gateway out into a large-scale agricultural landscape. Its sensitivity lies in the deeply rural, sparsely populated and well vegetated, rolling landscape which transitions between small- and large-scale field patterns. It has value in maintaining Diseworth's nucleated form and identity as a rural settlement.

Visually the parcel forms a backdrop to views from the north and east of Diseworth however there is a sense of separation from the settlement. PRoWs travelling through the parcel afford long views out into the landscape and add to the setting of Diseworth within this rural landscape. These result in a medium visual sensitivity to housing and employment.

Landscape and visual sensitivities combine to an overall medium sensitivity to housing and employment. Any residential development west of the road, which would include the proposed new settlement, would be disassociated with Diseworth village but would need to be designed sensitively as development on the higher ground would risk compromising longer views from Diseworth into the rural landscape.

The Church of St Michael, Clements Gate, Diseworth is Grade II* Listed. North West Leicestershire District Council is reminded that Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the authority shall have special regard to

the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72 contains similar requirements with respect to buildings or land in a conservation area. In this context 'preserving' means doing no harm.

The Barnwell Manor and Forge Field cases illustrate the need to demonstrably give "considerable importance and weight" to the desirability of preserving heritage assets and to refer expressly to the advice of the NPPF in cases where there is harm to heritage assets has been identified.

Agricultural Land Quality

The NPPF requires that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered when deciding what sites are most appropriate for development. The proposed new settlement lies in an area of Grade 3 agricultural land and close to Grade 2 land. Consequently, the site is likely to be Grade 3a land- the best and most versatile agricultural land.

Noise and Air Pollution

The proposed new settlement is located in an area that is constantly affected by noise, light and air pollution from aircraft and airport operations, road traffic (particularly the A453), businesses, Donington Park Racetrack, and the annual Download Festival.

From our 2021 Questionnaire Survey, we know that 67% of respondents are concerned about noise disturbance relating to East Midland Airport. Overall, on a scale of 0-10 (where 0 is not a problem), respondents registered concern with aircraft noise at five. A score of six was registered in relation to concerns about air quality issues associated with aircraft emissions.

For new residents, who will be closer to noise sources than residents of Long Whatton and Diseworth parish, the never-ending noise pollution will cause serious issues both physically and mentally. Communities that are exposed to sound pollution can experience a range of negative effects, including hearing loss, sleep disruption, and stress. In some cases, exposure to sound pollution can also lead to cardiovascular problems and cognitive impairment in children.

Drainage

The new settlement lies within the catchment of the Boden/Ramsley and Diseworth Brooks. These watercourses also serve Breedon on the Hill, Tonge Diseworth and Long Whatton. Flood risk is a major concern for local people- 60% of respondents to our 2021 Questionnaire Survey were concerned about flood risk where they lived.

The Diseworth, Long Whatton and Westmeadow Brooks provide the main source of fluvial flood risk in the Neighbourhood Area with areas in Diseworth being in Flood Risk Zones 3 (high risk) and 2 (medium risk). To the very east of the parish, the area to the east of the A6 is susceptible to flooding from the River Soar.

Between May 2013 and January 2014, Leicestershire County Council commissioned a desktop Catchment Study into flooding that has occurred in the villages of Long Whatton and Diseworth, and included the identification of prospective flood mechanisms and the proposal of outline mitigation measures. On 14 November 2019 a number of residential properties in Diseworth and at least one residential property at West End, Long Whatton suffered internal flooding. The local highway network (West End and Sherwood Court) was also impacted. Following the initial flood there were further reports of internal flooding and various other occasions of external flooding.

The Parish Council is keen to ensure that any new building proposals includes both attenuation of runoff from new roofs and hardstanding, and new areas of flood storage to intercept surface water in order to alleviate flood risk in both Long Whatton and Diseworth villages.

Water quality is also important, and the District Council will be aware of multiple criminal charges being brought against East Midlands Airport Ltd by the Environment Agency for pollution entering the river system.

Infrastructure

Planning the delivery of infrastructure alongside new development is intrinsic to achieving sustainable growth that achieves well-being and economic prosperity. Development without proper infrastructure is unlikely to result in successful and harmonious places.

The current gas, electricity and sewerage systems do not have sufficient capacity to cope with the scale of development proposed. New primary schools, a secondary school, sports and recreation, healthcare and community hall are likely to be required. The new settlement should have sufficient access to services and employment opportunities within the development itself without reliance on the facilities within existing communities which are already over-stretched.

Transport

The National Planning Policy Framework (paragraph 74) 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).'

The proposed location of the new settlement is poorly served by public transport. There is no genuine choice of transport modes- residents of the proposed new development will be wholly reliant upon the private car for most journeys. Indeed, the majority of those travelling to East Midland Airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.

The traffic generated by the proposed new settlement would have a significant impact upon the local and strategic road network. Contrary to the NPPF, there would be no genuine choice of transport modes unless provision is made for a light rail connection linking the new settlement to East Midlands Airport and on to East Midlands Parkway.

Deliverability

The costs of providing the necessary transport and infrastructure to support the proposed new settlement have increased significantly over recent years while at the same time there are ongoing economic changes that are directly impacting on the performance of the housing market. As such the viability of the new settlement is declining, with cost inflation now outpacing house price inflation. The Parish Council is concerned that the new settlement will not be able to viably provide the level of transport and infrastructure improvements required to make it sustainable.

Further, major new housing developments in Leicestershire have generally failed to meet anticipated delivery rates and/or required significant public funding for necessary infrastructure. The Parish Council is not convinced that the proposed new settlement will deliver 1,900 dwellings, of its total provision of 4,500 dwellings, in the period up to 2040.

Draft Policy Ec4 – Employment Uses on Unidentified Sites

The adopted North West Leicestershire Local Plan (Policy Ec2) makes provision for employment development on unallocated sites as there was a shortfall in employment land provision. However,

the Draft replacement Local Plan aims to fully meet, and exceed, employment land requirements to 2040 by allocating sites at Ellistown, Castle Donington, Kegworth and the proposed new settlement at Isley Woodhouse. This makes Draft Policy Ec4 and the uncertainty associated with it, unnecessary especially as the Local Plan is subjected to a legally required five-year review.

It is noted that the proposed employment allocation of 4,600 sqm is not required to meet the overall employment land need. Indeed, it is most likely going to be occupied by large-scale B8 uses rendering the potential strategic distribution site south of East Midlands Airport unnecessary.

Potential Locations for Strategic Distribution: Land south of East Midlands Airport (EMP90(part))

The Parish Council strongly objects to the potential development of land south of East Midlands Airport for strategic distribution. The potential impact on Diseworth, particularly in terms of heritage, landscape, and amenity, are unacceptable even if the area allocated was to be less that that included in the Freeport area.

Freeport

The East Midlands Freeport was designated by the Government in March 2021. The designation includes some 100Ha of greenfield land to the south of the A453/J23a of M1 and to the immediate east of Diseworth. The Parish Council is keen to understand the roles that North West Leicestershire District Council and Leicestershire County Council played in securing Freeport designation for this land, but what is clear is that there has been no community input into the designation.

The planning merits of the site played no part in the Freeport designation. The Freeport designation is of little or no relevance as to whether the site should be designated for strategic distribution.

Nottinghamshire

The M1 corridor north of Leicestershire, in Nottinghamshire has been the subject of a recent warehouse and logistics study. The Parish Council is keen to ensure that the Nottinghamshire planning authorities are allocating sufficient sites to meet identified strategic distribution needs, otherwise unmet requirements will translate southwards placing even more pressure for sites in North West Leicestershire. The Parish Council expects the District Council to liaise with the relevant Nottinghamshire authorities to make sure they are meeting the identified need for strategic distribution within the M1 corridor in Nottinghamshire.

Landscape

In 2023, Long Whatton and Diseworth Parish Council commissioned its own study which builds on three previous studies to understand in more detail the characteristics of the landscape surrounding Long Whatton and Diseworth.

The Study concludes that the landscape to northeast of Diseworth transitions beyond the settlement fringe out to a simple, agricultural landscape. This landscape's value is derived from the separation and protection it affords the settlement from the large-scale developments of East Midlands Airport, transport infrastructures of the M1 and A42 and Donington Park Services to the north and east. This landscape retains a hinterland to the settlement, which has already been compromised, protecting the identity and character of the settlement and landscape beyond. This results in a medium – high sensitivity to employment and a medium sensitivity to housing.

This parcel's strong role in the setting of the settlement is represented by key views along Hyam's Lane which show the nucleated settlement of Diseworth buffered by the surrounding countryside. Key Views show how only the spire of the church breaks the skyline with built elements of the

settlement surrounded by vegetation against a backdrop of the rising land to the west. From the settlement and national trail visual receptors' views and experience of the landscape are buffered from the industrial developments to the north by this landscape. These factors result in medium – visual sensitivity to employment and housing.

Landscape and visual sensitivities combine to an overall medium sensitivity to housing and medium-high sensitivity to employment. There are elements to this landscape which are vulnerable to change however development could be accommodated in limited circumstances.

It is important to note that the District Council has not considered the cumulative landscape impacts of the proposed new settlement and the possible strategic warehouse site at East Midlands Freeport, taken in combination with existing development like East Midlands Airport.

Heritage

The Church of St Michael, Clements Gate, Diseworth is Grade II* Listed. North West Leicestershire District Council is reminded that Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the authority shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72 contains similar requirements with respect to buildings or land in a conservation area. In this context 'preserving' means doing no harm.

The Barnwell Manor and Forge Field cases illustrate the need to demonstrably give "considerable importance and weight" to the desirability of preserving heritage assets and to refer expressly to the advice of the NPPF in cases where there is harm to heritage assets has been identified.

Agricultural Land Quality

The NPPF requires that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered when deciding what sites are most appropriate for development. The proposed lies in an area of Grade 3 agricultural land and close to Grade 2 land. Consequently, the site is likely to be Grade 3a land- the best and most versatile agricultural land.

Noise and Air Pollution

Diseworth' s residents are constantly affected by noise, light and air pollution from aircraft and airport operations, road traffic (particularly the A453 and A42/M1), businesses, Donington Park Racetrack, and the annual Download Festival.

From our 2021 Questionnaire Survey, we know that 67% of respondents are concerned about noise disturbance relating to East Midland Airport. Overall, on a scale of 0-10 (where 0 is not a problem), respondents registered concern with aircraft noise at five. A score of six was registered in relation to concerns about air quality issues associated with aircraft emissions.

The proposed strategic distribution site would bring an additional source of noise, light pollution, and disturbance even closer. The never-ending noise and light pollution will cause serious issues both physically and mentally. Communities that are exposed to sound pollution can experience a range of negative effects, including hearing loss, sleep disruption, and stress. In some cases, exposure to sound pollution can also lead to cardiovascular problems and cognitive impairment in children.

Drainage

The proposed strategic distribution site lies within the catchment of the Diseworth Brook. Flood risk is a major concern for local people- 60% of respondents to our 2021 Questionnaire Survey were concerned about flood risk where they lived.

The Diseworth, Long Whatton and Westmeadow Brooks provide the main source of fluvial flood risk in the Neighbourhood Area with areas in Diseworth being in Flood Risk Zones 3 (high risk) and 2 (medium risk). To the very east of the parish, the area to the east of the A6 is susceptible to flooding from the River Soar.

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The Parish Council is keen to ensure that the proposed strategic distribution site includes both attenuation of runoff from new roofs and hardstanding, and new areas of flood storage to intercept surface water in order to alleviate flood risk in both Long Whatton and Diseworth villages.

Water quality is also important, and the District Council will be aware of multiple criminal charges being brought against East Midlands Airport Ltd by the Environment Agency for pollution entering the river system.

Transport

The proposed location of the strategic distribution site is poorly served by public transport. There is no genuine choice of transport modes- residents of the proposed new development will be wholly reliant upon road freight and workers using the private car. Indeed, the majority of those travelling to East Midland Airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.

The traffic generated by the proposed strategic distribution site would have a significant impact upon the local and strategic road network, especially J23a and J24 of the M1. Contrary to the NPPF, there would be no genuine choice of sustainable transport modes.

Neighbourhood Plans

Regulation 14 consultation on the Pre-submission Draft Neighbourhood Plan will soon end and the Parish Council hopes to submit the updated Draft Plan to North West Leicestershire District Council in the coming weeks. It is likely that the Neighbourhood Plan will be 'made' ahead of the examination of the Local Plan (Regulation 19).

North West Leicestershire District Council is therefore reminded that:

- In accordance with NPPF paragraph 67, the strategic policies of the new Local Plan should set out the housing requirement for designated neighbourhood areas;
- In accordance with Planning Practice Guidance paragraph 006 (Reference ID: 61-006-20190723), where a neighbourhood plan has been brought into force, the local planning authority should take its policies and proposals into account when preparing the local plan. Local plan policies should not duplicate those in the neighbourhood plan, and do not need to supersede them unless changed circumstances justify this. It is important for local plans to make appropriate reference to neighbourhood plan policies and proposals. It follows that

the new Local Plan should not duplicate the Limits to Development, Local Green Spaces, Areas of Separation, housing allocations etc. of the Long Whatton and Diseworth Neighbourhood Plan and should instead include cross-referencing to those policies.

Samantha Lockwood 15/03/24

[redacted]

[redacted]

15 March 2024

To North West Leicestershire District Council

We are pleased to be given the opportunity to respond to the draft Local Plan.

Much has been achieved in the restoration of the Ashby Canal from Snarestone to Measham, by Leicestershire County Council and North West District Council, supported by volunteers and organisations such as the National Forest Company.

Ashby Canal restoration was born out of the aim to regenerate the area, much affected by the closure of the local collieries, and It is our aim to ensure that the progress so far can continue.

The Ashby Canal Trust response to the draft Policy IF7 follows

Geoff Pursglove
[redacted]

[redacted]

Ashby Canal Trust response to draft Local Plan

We would like to respond to the Local Plan consultation document draft policy IF7, and are pleased to see paragraph 1 supports the restoration of the Ashby Canal. We note in paragraph 3 that an alternative route will be supported in principle, where it can be demonstrated that the route shown on the policies map is no longer appropriate.

No decision has been made on the feasibility of the historic route yet, and it is therefore important that any potential alternative is protected where practicable. The most practical alternative route is along the old Midland Railway, now the Ashby Woulds Heritage Trail, owned by Leicestershire County Council, and it is important that this route is protected.

Leicestershire County Council also own site D8 shown in the Proposed Limits To Development document. This site was on the route of the old railway. The consultation document proposes allocating this site to housing development. We understand from an ex Coal Authority engineer that the railway arches on Church Street are still intact, as he was responsible for the filling in of the site. The arches and current D8 site condition are shown in fig 1.

Fig 1

We therefore propose that a corridor be allowed to the west of the site, to permit the canal route to cross the site from the Ashby Woulds trail, which has already been featured in previously suggested alternative routes. This would allow use of this existing bridge, rather than construction of a new bridge further along Church Street, and it has the benefit that the land required is in public (LCC) ownership.

A possible canal route, shown indicatively in the hatched area in fig 2, below, would permit maybe 12-18 dwellings, permit access to the dwellings from Ramscliffe Avenue and still allow the restored Ashby Canal to connect the TWA Order authorised length to Measham, and on to the restored length from Donisthorpe to Moira. It may prove that the badly subsided length round the original route may not be viable, in which case the D8 site would be important to facilitate an alternative route. The route suggestion would require further investigation of course, but our aim is to make sure that all routes remain open at this stage. Once developed, this route alternative will be lost for good.

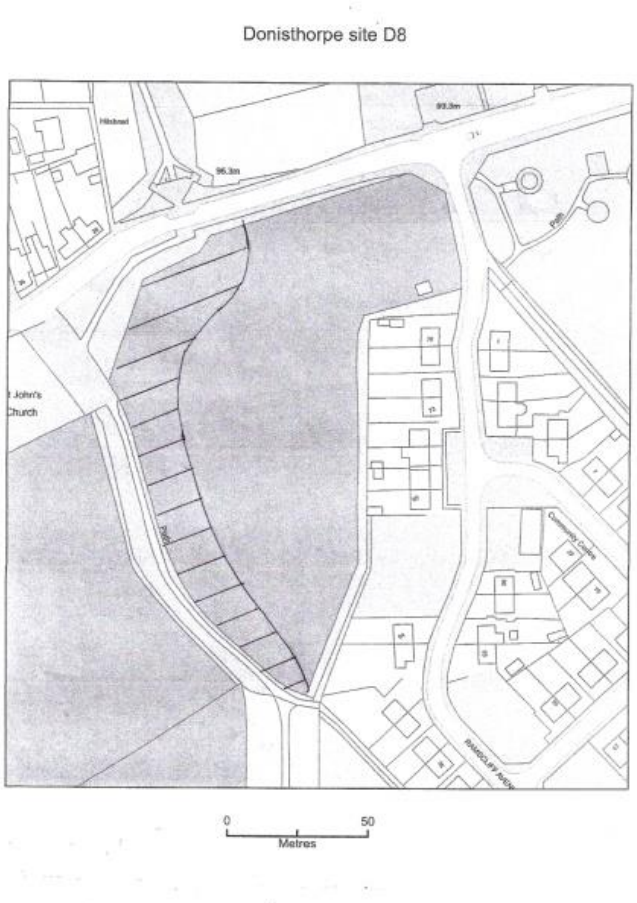

Fig 2

We therefore **object** to the current proposal for site D8, but feel there is room for a mutually beneficial solution, as many organisations including North West Leicestershire District Council and Leicestershire County Council support the Ashby Canal restoration.

Geoff Pursglove

[redacted]

Ashby Canal Trust 15.3.24

From: [redacted]
To: PLANNING POLICY
Subject: EXTERNAL: House Building Broom Leys Farm C46
Date: 15 March 2024 12:17:46

Dear committee members,
We would. Like to express our concerns about the above consultation and the building of 266 houses on this site. our points are as follows :
The lower part of the land directly behind our bungalow([redacted])is regularly flooded.we ourselves have been flooded in 2016 and 2018 .The later date causing a lot of damage and replacement of internal belongings . at this moment our garden has pools of water regardless of extra drainage we have installed. We have also built a bank at the back of the garden where there is a ditch running into a drain directly from the farm field. This has saved us so far from further house flooding but the water comes to the top of our hump in heavy rain .
There is a variety of wildlife that frequent our garden including Badgers foxes owls we have photographs. These habitats need to be protected.
The land rises up to the Rugby Club and a large hill is visible.we are told this is a spoil heap from old mining and would need to be considered .
The traffic on BroomLeys road is already very heavy especially morning and evening the traffic queues past our bungalow for the whole time We can only exit left .This has got worse since a new estate at the top of the road.The amount of cars from this new development would possibly be double the amount of houses .

We do hope you will consider the points made .
Terry Christine Crann

Sent from my iPad

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Cllr.	Mr
First Name	Roy	Michael
Last Name	Denney	Miller
Job Title (where relevant)	Chairman: Planning & Travel Committee & Vice-Chair: LLAF	LLAF Committee Member & Acting Agent
Organisation (where relevant)	Leicestershire Local Access Forum	Leicestershire Local Access Forum
House/Property Number or Name	[redacted]	[redacted]
Street	[redacted]	[redacted]
Town/Village	[redacted]	[redacted]
Postcode	[redacted]	[redacted]
Telephone	[redacted]	[redacted]
Email address	[redacted]	[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	✓	Proposed policies
	✓	Proposed housing and employment allocations
	✓	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response.

SECTIONS CONCERNED:-

Comments concern general aspects of Policies, Housing and Employment allocation, and proposed Limits to Development.

COMMENTS / OBSERVATIONS

Please find attached / submitted with this Consultation Response Form the comments and observations of the Leicestershire Local Access Forum (LLAF) to the North West Leicestershire Local Plan proposals.

The Forum's response is in three parts:-

[1] Covering submission from Cllr. Roy Denney:
Chairman: Planning & Travel Committee and Vice-Chair: LLAF
[2] Appendix 1: The Forum's analysis of the impact of the proposed Local Plan on Public Rights of Way (PRoW)
[3] Appendix 2: The issue of PRoWs in the area of the proposed new Isley Woodhouse settlement.

Please see emailed file:-

NWLDC-Local Plan_Public-Consultation_LLAF-Submission_15-March-2024.pdf

Continued

Hard copy of this form and the Forum's submission was handed in earlier today (Friday 15-March-2024) at the NWLDC Customer Services Centre on Belvoir Road, Coalville.

Until 31-March-2024, a digital copy of our full submission will be available for download from our Agent's Dropbox account using the following link &/or QR code:-

[redacted]

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:

Roy Denney

Date:
15-March-2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

North West Leicestershire District Council Local Plan

The Leicestershire Local Access Forum (LLAF) wishes to make some observations about the plan. The LLAF is an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CRoW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access.

www.leicslaf.org.uk
Leicestershire Local Access Forum
Promoting Rights of Way and Access Land

Background

The then Secretary of State for Environment, Food and Rural Affairs issued guidance for forums including Section 94 of the CROW Act. This makes it a statutory function of the forum to give advice to a range of bodies, including local authorities, on access issues in respect of land use planning matters.

The Secretary of State advised that, in particular, Forums were asked to focus on the impact and options for minimising possible adverse effects, of planning policies and development proposals. This is in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new development.

As such we may well be commenting on any ultimate detailed planning applications, but we would wish to give you advice during this consultation. Without prejudice to our ultimate stance or the right of individual members to respond in any way they see fit, there are points we wish to bring to your attention.

We see our role primarily as advisors and in all the years we have been in existence we have only twice objected or argued against any application etc. I must though say that several of our members are of a mind we should argue that, on the basis of what you have made available, this plan is not fit for purpose. It is missing large chunks of what we would expect to see, and the material presented in support of this plan is inadequate.

We are not convinced that green field areas mentioned in the Plan as possible sites should be developed as there appear to be brown-field sites that can be built on within the District. Notwithstanding that, we have some hopefully helpful suggestions about these plans as they are outlined so far.

We do not support piecemeal development and these proposals could give scope for a comprehensive and sustainable solution to housing requirements. However, the opportunity appears to have been missed by the ‘scattergun’ approach evident in the number of sites mentioned.

Obviously, a safe, pleasant walking and cycling network within the District is an essential pre-requisite which should properly connect with the wider network. The plan can also be a means to tidy up the disjointed elements of the present network. Improving its functionality will encourage people to use it which is good for their fitness, mental and general well-being.

The NPPF, instructs us all to adopt measures for mitigating the forecasted effects of climate change and switching people from motorised travel to walking and cycling is a must.

The District includes elements of both the National Forest and Charnwood Forest; important areas of biodiversity and potential leisure opportunities and the rights of way network must afford access to these and within them.

For these green spaces to flourish, corridors for wildlife to migrate between them must be preserved and these also provide footpath possibilities.

The bridleway network also need attention for those who ride horses and cycles to provide for off-road non-motorised travel. The footpath and the bridleway networks are disjointed and linkage should be enhanced by managing the verges. The increasing dangers to non-motorised travelers along our highways due to increases in traffic volume and speeds should be mitigated and making verges safe can play a major part. Equestrians and pedestrians have every right to use roads between the PRoW network elements and need to feel comfortable when doing so but currently many verges have drainage channels etc., making them dangerous as well.

In allocating these sites we trust the feasibility has been calculated bearing in mind the now required biodiversity net gain rules

Comment

We would like to see much more mention of the Rights of Way requirements with any development plan. This would include a specific policy strategy statement on Rights of Way.

We recommend that in line with guidelines available from the County Council, the plan includes a note that designers and developers should consult the Definitive Map of Public Rights of Way (PRoW). This would ensure the establishment of their legal obligations and the exact location of any PRoW crossing the development site or running alongside it or near to it. They must however be aware, that the legal line of the Highway recorded on the Definitive Map of Public Rights of Way, may not always accord with the route used on the ground which should also be considered.

Moreover, there may well be legal rights of way which are not on the Definitive Map as yet; they may be little if ever used but if they have not been legally extinguished they are still in existence and will be for at least another six years (a moving government deadline for registration). There is no way to check for these, but the County Council has a list of those in the process of being confirmed for registration.

Efforts should be made to provide a route for the PRoW on their existing lines through the development and only if this is not practicable should a diversion be considered. The Ordnance Survey can provide you with up-to-date maps to the extent they know them, often far more up to date than the maps they are currently retailing.

Paths should also be routed through Public Open Spaces where appropriate and ideally segregated from estate roads. If the use of footways is unavoidable, the route should be as direct as possible. Development proposals that result in the loss of part of the existing network of footpaths will not be supported without a diversion no less amenable to residents both as a way of progressing and the level of general enjoyment. Developments which have a significant adverse effect on the footpath will not be supported either e.g. enclosure between high fences.

Consideration should be given as to who is likely to use the PRoW and why, in order to maximise non-motorised travel. Consideration should be given to users of all abilities at the outset by careful consideration of surfacing, path widths and gradients.

Developments may have a significant effect on the level of the use of the surrounding network of PRoW particularly where they may become important routes to neighbouring areas, shops, schools, services and places of employment. Requests may be made for improvements to the local path network beyond the development boundary.

Details as to how all the existing and proposed PRoW will be treated should be provided within any planning application. Details should include provision for their management during construction, boundary treatments, surfacing, width, structures, signage and landscaping. PRoW comprise of various widths dependent on the status of the path and guidance can be found on the Highways Authority (HA) website.

Where a PRoW crosses a carriageway, dropped kerbs should be installed at the crossing points to ensure safe passage for people of all abilities including wheelchair and pushchair users.

No trees or shrubs should be planted within 1 metre of the edge of the path or so close that seasonal growth would extend to within that distance. Any trees or shrubs planted alongside any PRoW should be of non-invasive species and allow for the planned regular maintenance of the vegetation.

Fingerposts must be installed at all locations where PRoW meet the vehicular highway and waymarking posts as agreed with the HA. No new gates, stiles, fences or other structures affecting a PRoW, of either a temporary or permanent nature, should be installed without the written consent of the HA.

We strongly recommend that the Plan should have a specific policy in regard to the protection, promotion and enhancement of the Rights of Way network and access to the green spaces within the District. This is good for the residents' health and reduces the use of motorised transport.

Quite apart from this advice, when we turn to this plan itself, we find it at best poor in certain are- as. It is based on what we consider already out of date maps and we are not talking little jitties. Even trunk roads do not appear to reflect changes on the ground Some material suggests our local knowledge of parts of the District could be of assistance to the officers involved.

Site Reviews & Process

The plan potentially has a significant impact on the Rights of Way in much of the area, as shown on the Definitive Map. The LLAF decided to explore the impacts by creating a pilot QGIS project importing and georeferencing the location plans in your consultation documents (see Appendix 1).

Once we saw the outcome, we decided to look at them all. Because that involved looking at over 100 potential sites, this plan can hardly be said to be identifying priority sites. It seems you welcome building on much of the District.

We would normally offer advice on all of the suggested sites but given the remarkable number this is hardly practical so to assist the authority we attach our files with a simple assessment for each (Appendix 1).

We would though comment on one particular site; Isley Walton, where we have lodged three requests for DMMOs (Definitive Map Modification Orders) for what we claim are existing rights of way. We are awaiting the County Council making the orders and if the routes are contested which we wish to see tested by the inspectorate (See Appendix 2). One PRoW is definitely going to be contested as for many years. It has been barred by the landowner and had been supported by an inspector in the past when the objection was not supported by as strong a case as we now feel we have.

There is also a not-unreasonable request for an extinguishment order on another path in the area which we have objected to until we can agree a compromise route to provide an East - West leisure route south of Langley Priory.

The area is one you have earmarked for development and we do not wish to see Rights of Way subsumed into the streets as such but would suggest they should remain green corridors through any development.

Appendices

1) QGIS System, Process & Files

2) Isley Walton (proposed area for the new Isley Woodhouse settlement)

We trust you find these suggestions constructive and have time to make improvements along the lines suggested. However, on behalf of the LLAF, I regret that in its present form it does not have our support.

If you wish to discuss any element of it, we would be happy to come over for a chat and indeed if you think we can help in any way do please ask. It is unfortunate you did not seek our input at an earlier stage.

Roy Denney, Chairman, Planning & Travel Committee
Leicestershire Local Access Forum,

www.leicslaf.org.uk

Leicestershire Local Access Forum

Promoting Rights of Way and Access Land

APPENDIX 1

Leicestershire Local Access Forum's response as part of the

Public Consultations concerning the

North-West Leicestershire District Council's Local Plan

LLAF QGIS Project mapping the extent to which Leicestershire County Council's Definitive Map Rights of Way may be affected by the North-West Leicestershire's Local Plan.

---oooOOOooo---

INTRODUCTION

The North-West Leicestershire District Council (NWLDC), announced a Public Consultation period for its new Local Plan. This runs from 05-February-2024 to 17-March-2024. Following this announcement, the Leicestershire Local Access Forum (LLAF) has undertaken a scrutiny of the publicly available documentation concerning the proposed Local Plan. This is with particular reference to Public Rights of Way (PRoW). The LLAF is concerned to protect all the publicly accessible footpaths and bridleways which are recorded under Leicestershire County Council's (LCC) Definitive Map of all such pathways.

A scrutiny of the publicly available consultation documents identified a total of 72 maps of particular interest to the LLAF. These indicated over 120 proposed development sites relating to:-

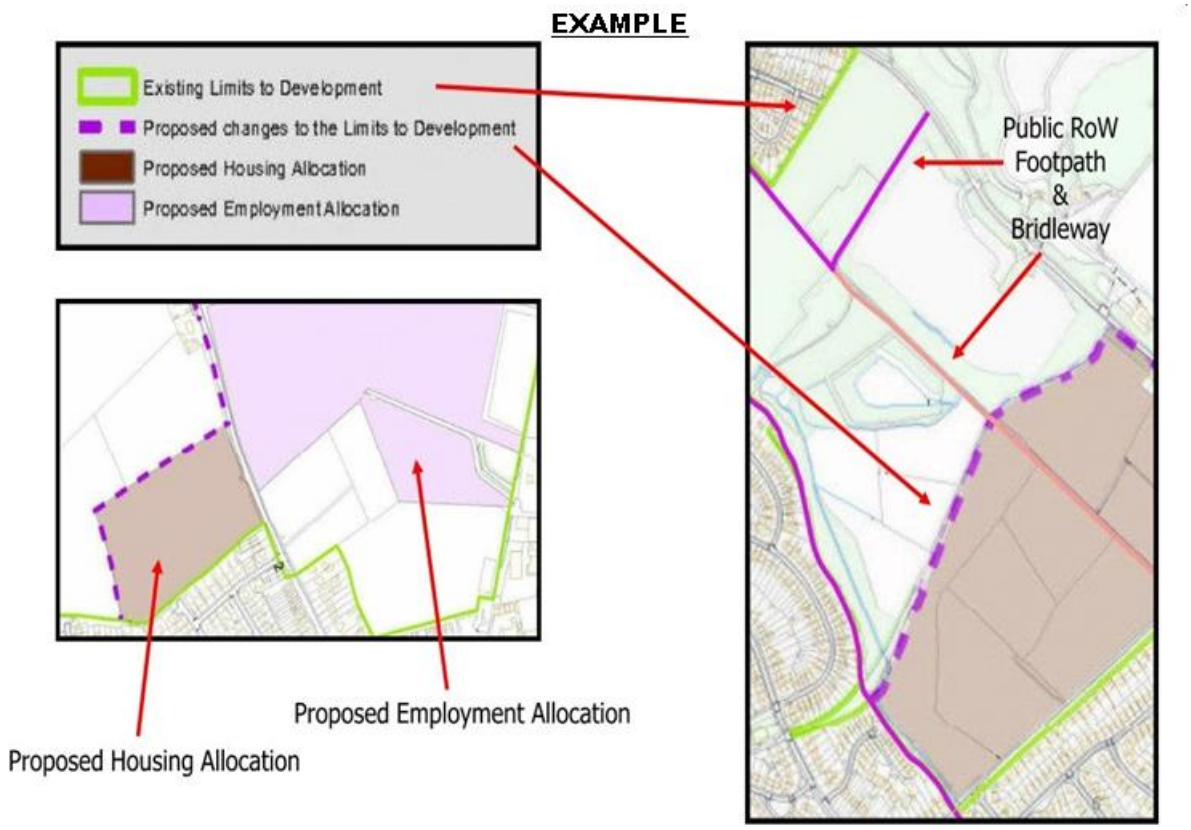
- Limits to Development
- Employment / Industrial allocations
- Housing development allocations
- Strategic allocations (including those associated with the New Freeport and with East Midlands Airport)

These 72 maps were imported and georeferenced into an LLAF QGIS Project. The QGIS software is the main mapping tool used by the LCC. This was then overlaid with the LCC's official Definitive Map for PRoWs to check which Rights of Way may be affected by any of the proposed developments.

The following maps in this Appendix show the sites identified - so far - as placing any PRoWs at potential risk.

KEY to QGIS Project Layers

LAYER	DESCRIPTION
Upper Layer:	Leicestershire County Council's Definitive Map shapefile overlays
Layer 3:	NWLDC draft Local Plan maps / diagrams (for public consultation)
Layer 2:	various OS Local & Strategi Map shapefile overlays for e.g.: Local Authority boundaries
Layer 1:	various OS Local & Strategi Map shapefile overlays for e.g.: woodland; open spaces etc.
Base Layer:	QGIS OS Open Street Map



RESOURCES / CREDITS

- Leicestershire County Council (LCC):-
  - ❑ Definitive Map QGIS Overlays (Shapefiles)
- Open Source Base Maps for QGIS include:-
  - ❑ Open Street Map
- Ordnance Survey Open Source Overlays:-
  - ❑ various Local & Strategi Map Shapefile overlays for e.g.:- Parish & Council boundaries; woodland; open spaces etc
- The North-West Leicestershire District Council for:-

❑ its publicly available copy of the Draft Local Plan & Location Maps

See: https://minutes-1.nwleics.gov.uk/documents/g2548/Public%20reports%20pack%2015th-Nov-2023%2018.00%20Local%20Plan%20Committee.pdf?T=10

and: https://www.nwleics.gov.uk/pages/local_plan_review

QGIS Project processing for LLAF: Accreditation – Miller Fine Arts

Please note:-

An initial scrutiny of the NWLDC maps show that most of them indicate potential impact on a significant number of Definitive Map Public Rights of Way (PRoW). This is usually because a PRoW crosses an area highlighted for development (for housing or employment), an extension of an existing Limit to Development or where the PRoW is adjacent to, or lies along the edge of, one of the proposed extensions and additions for development. These maps are indicated as following:-

either

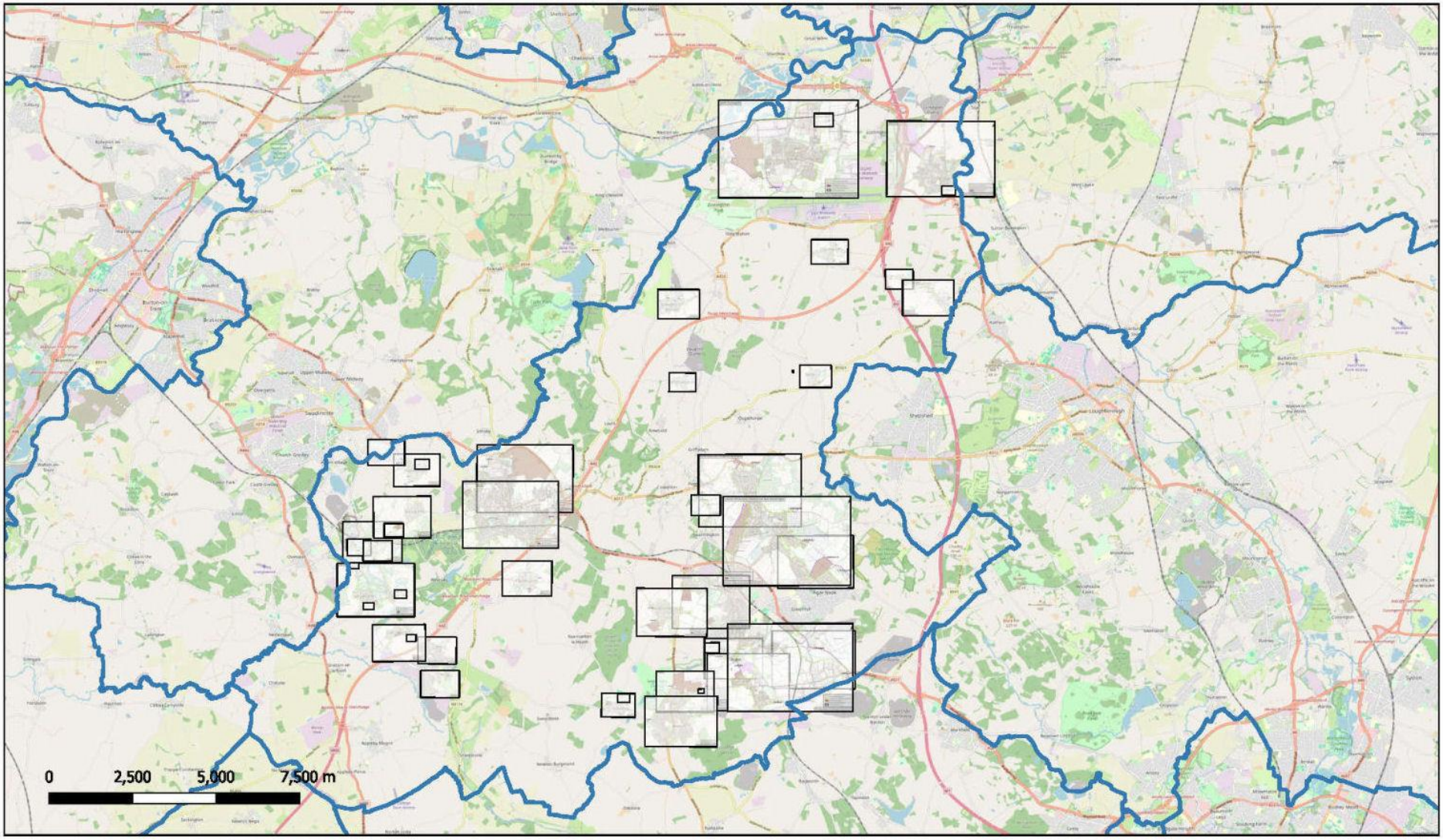
or

SECTION: 1

Overviews of the key development areas under the new NWLDC Plan

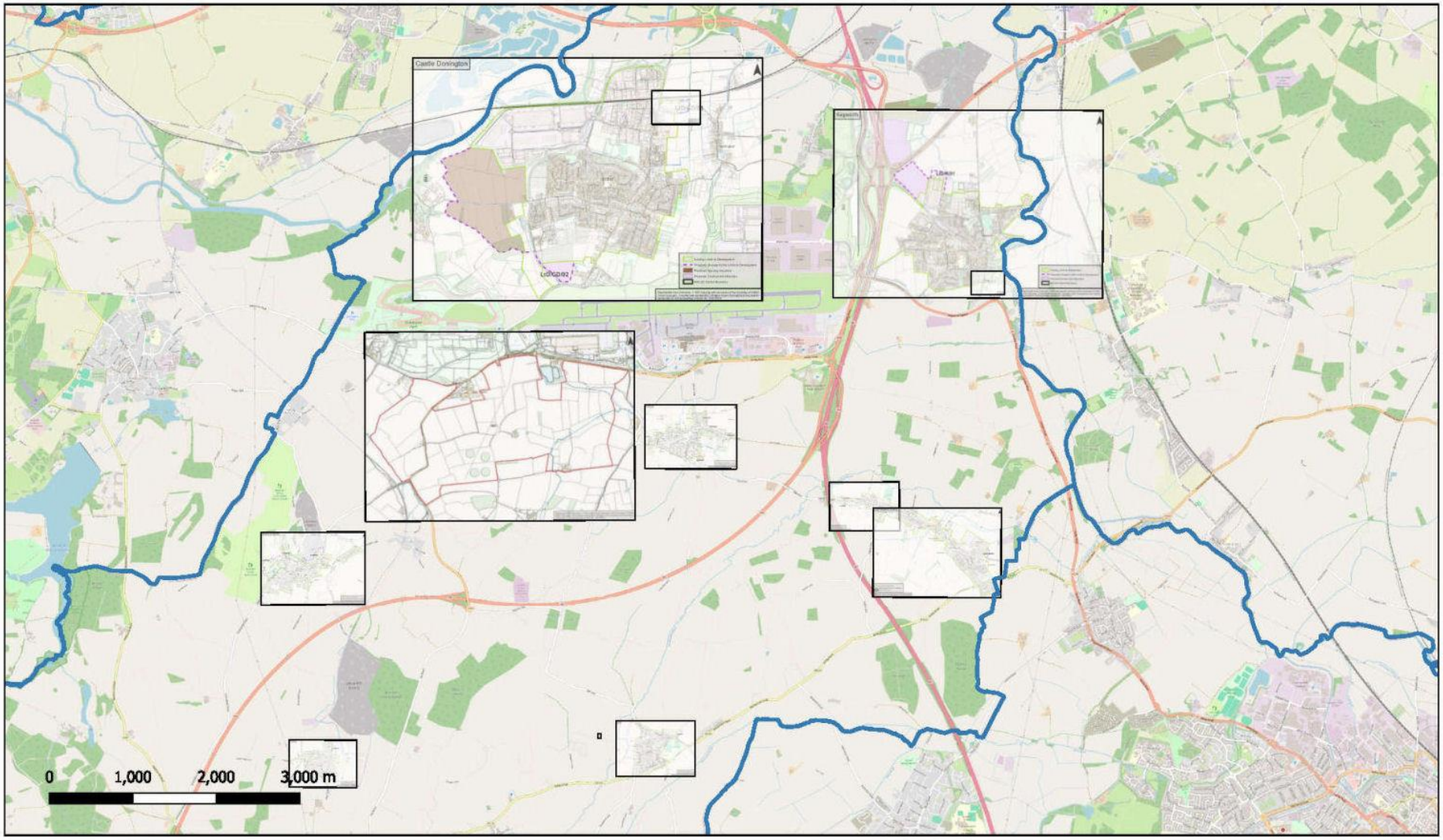
00-NWLDC-Area-Local-Plan-Proposals

Overview of the NWLDC District Area showing all proposed development sites



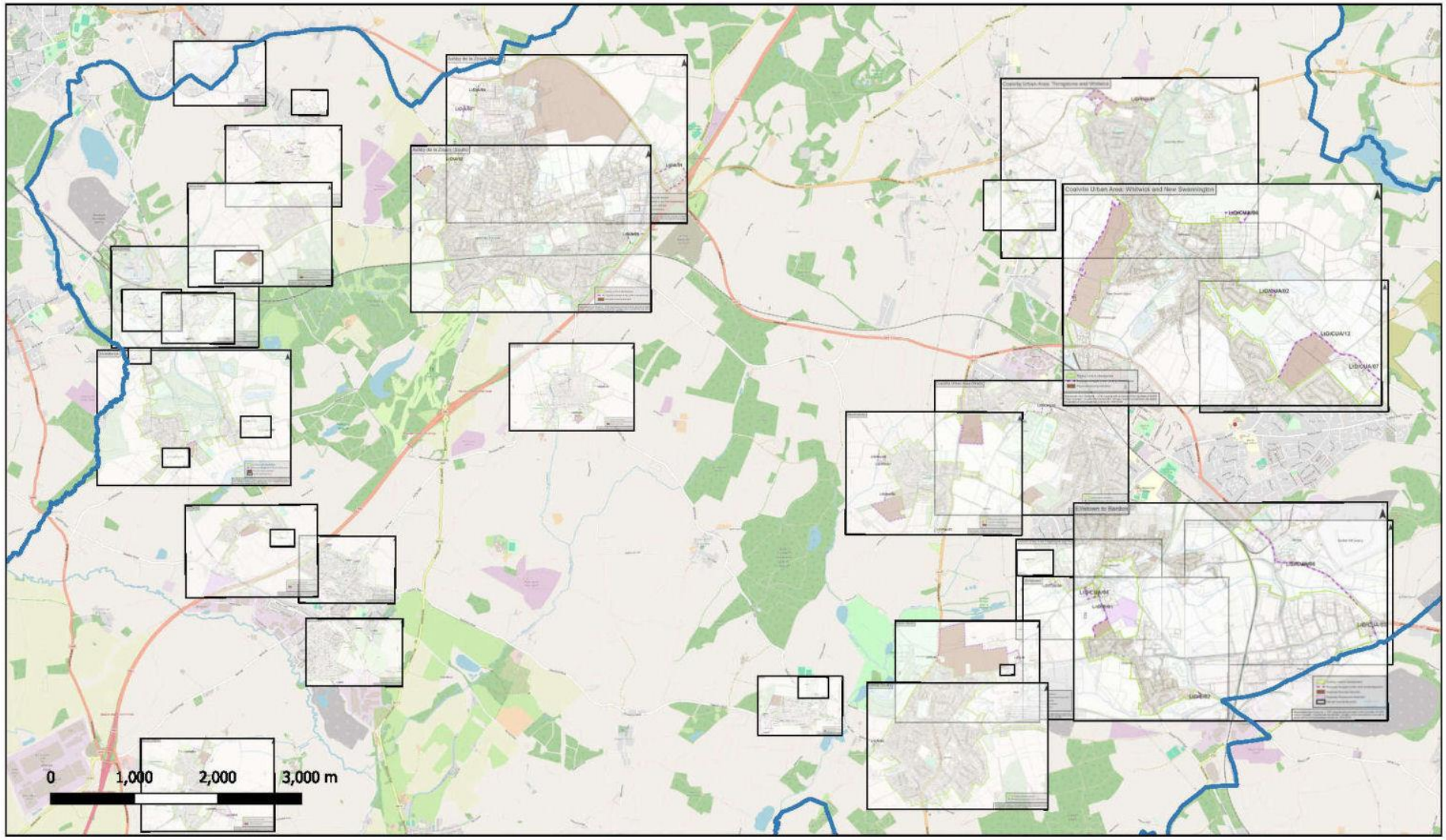
04-NWLDC-Area-Local-Plan-North-Area-Settlement-Groups

Overview of the NWLDC District Northern Area showing all proposed development sites



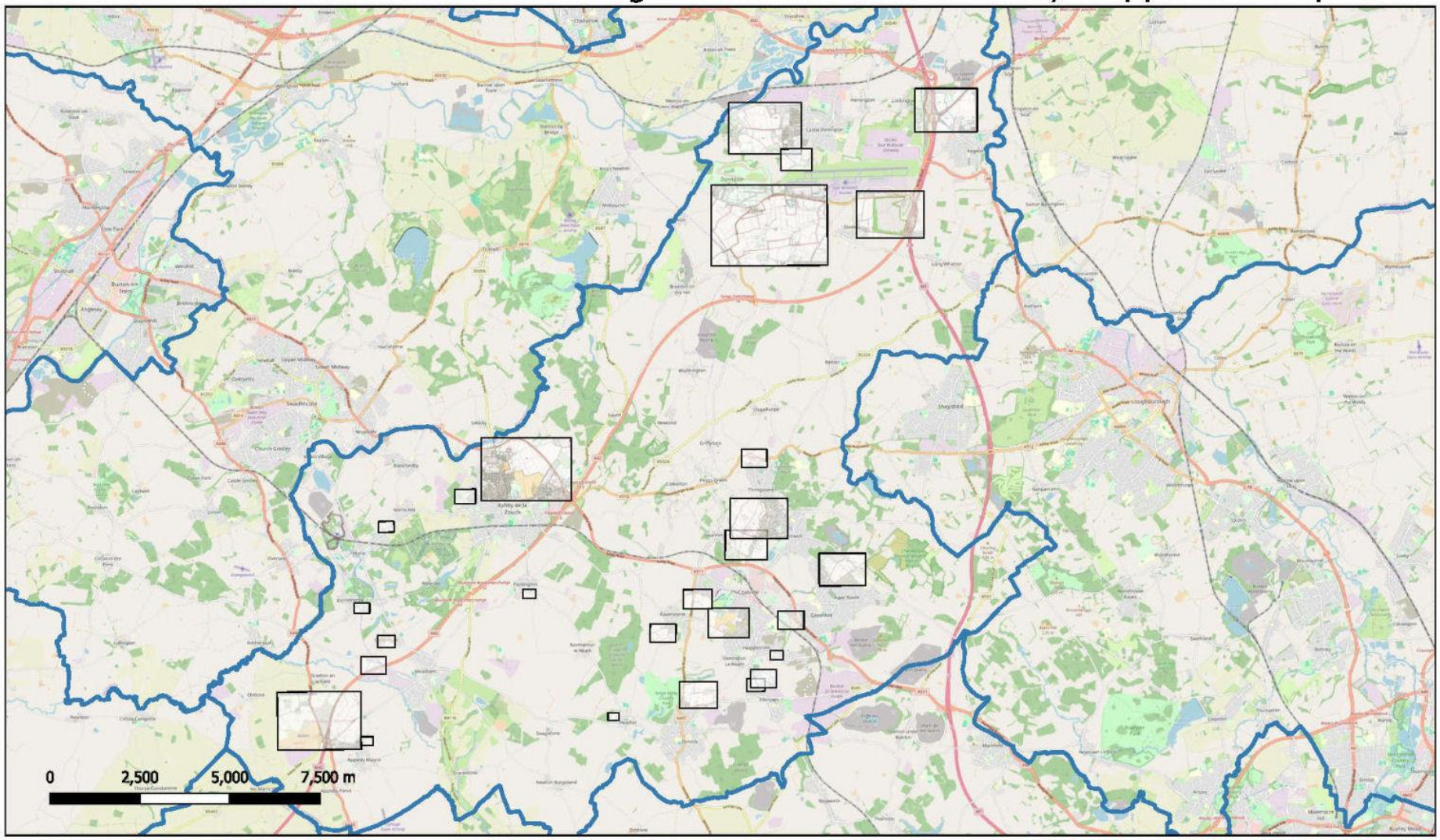
03-NWLDC-Area-Local-Plan-South-Area-Settlement-Groups

Overview of the NWLDC District Southern Area showing all proposed development sites



06-NWLDC-Area-Local-Plan-Distribution-of-Individual-Sites

Overview of the NWLDC District Area showing the location of individually mapped development sites

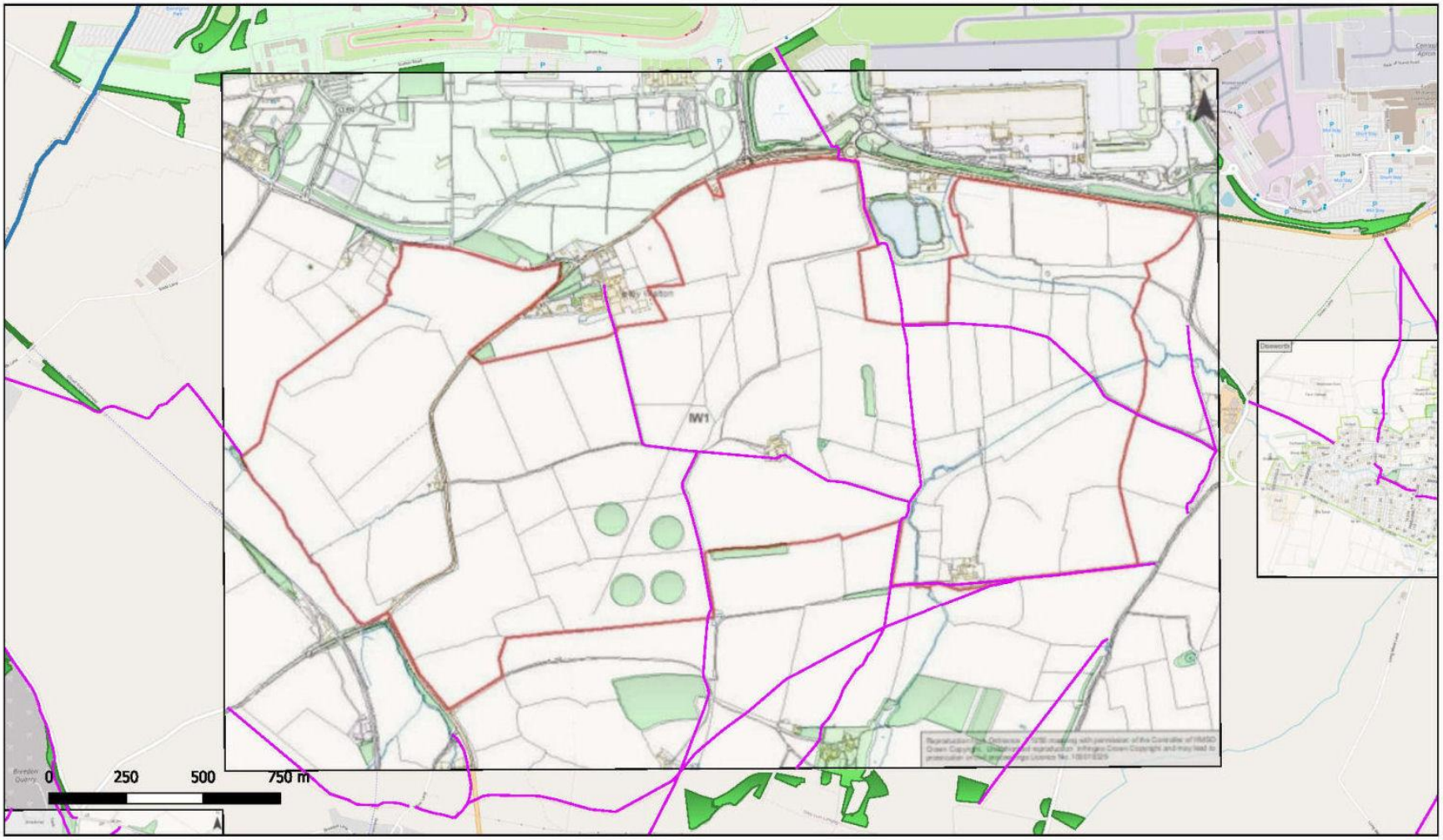


SECTION: 2

Northern NWLDC sites based around East Midlands Airport and the Isley Woodhouse New Settlement

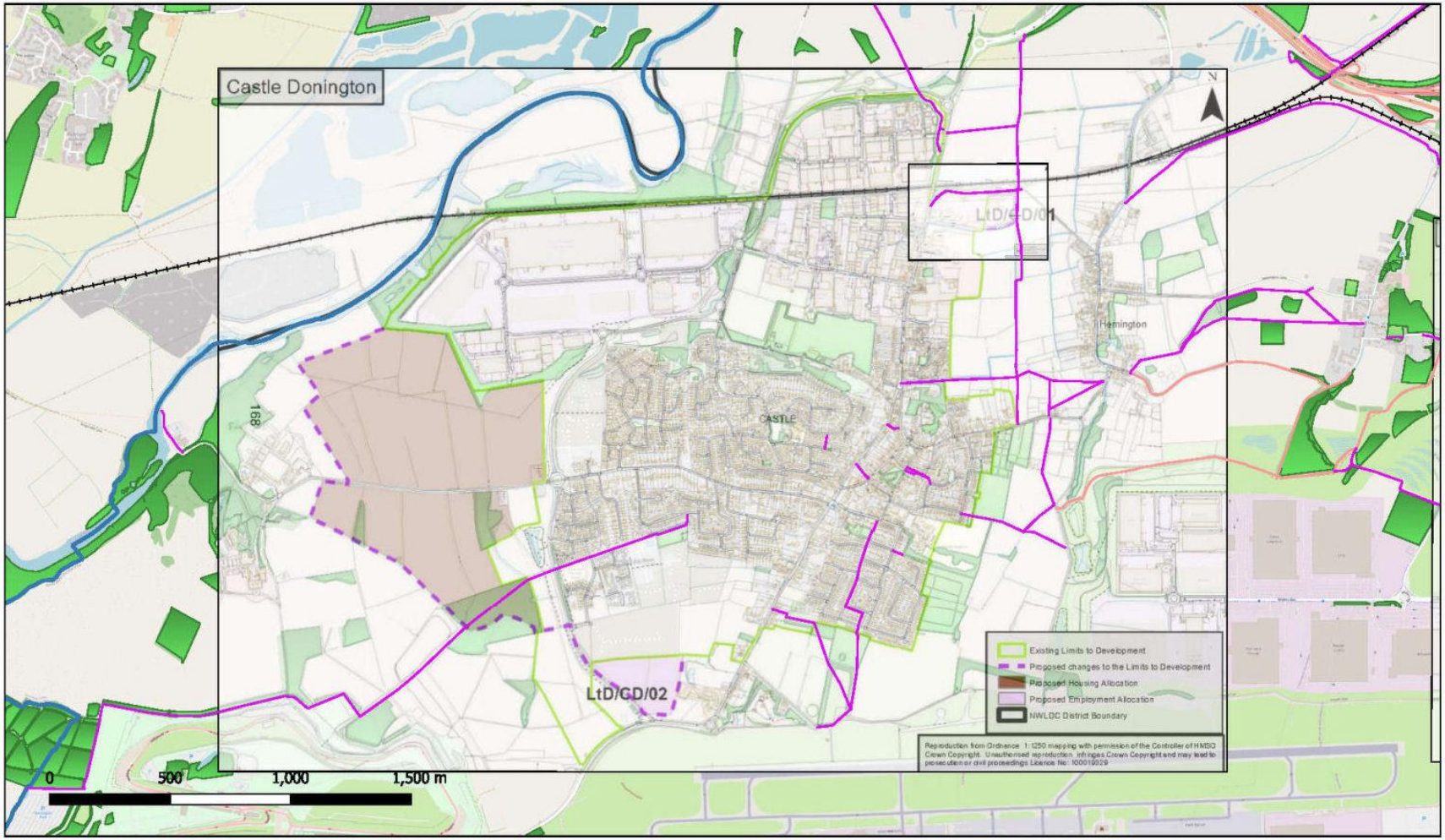
22A-NWLDC-Area-Local-Plan-Isley-Woodhouse-New-Town

NOTE: The red line shows the Limits of Development for the Isley Woodhouse Settlement



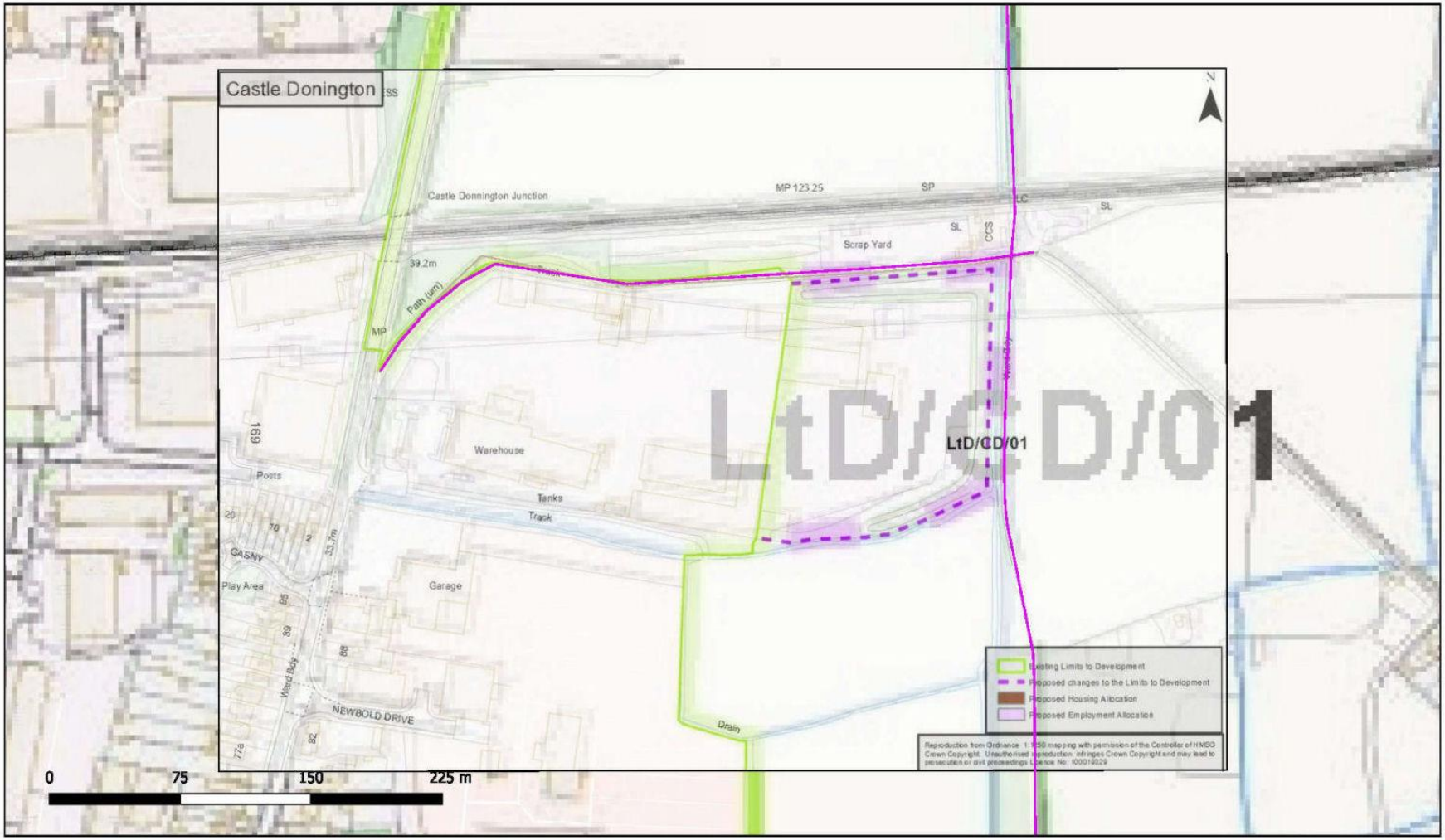
Potential·impact·on·PRoW:¤ **YES**¤

41-NWLDC-Area-Local-Plan-Castle-Donington



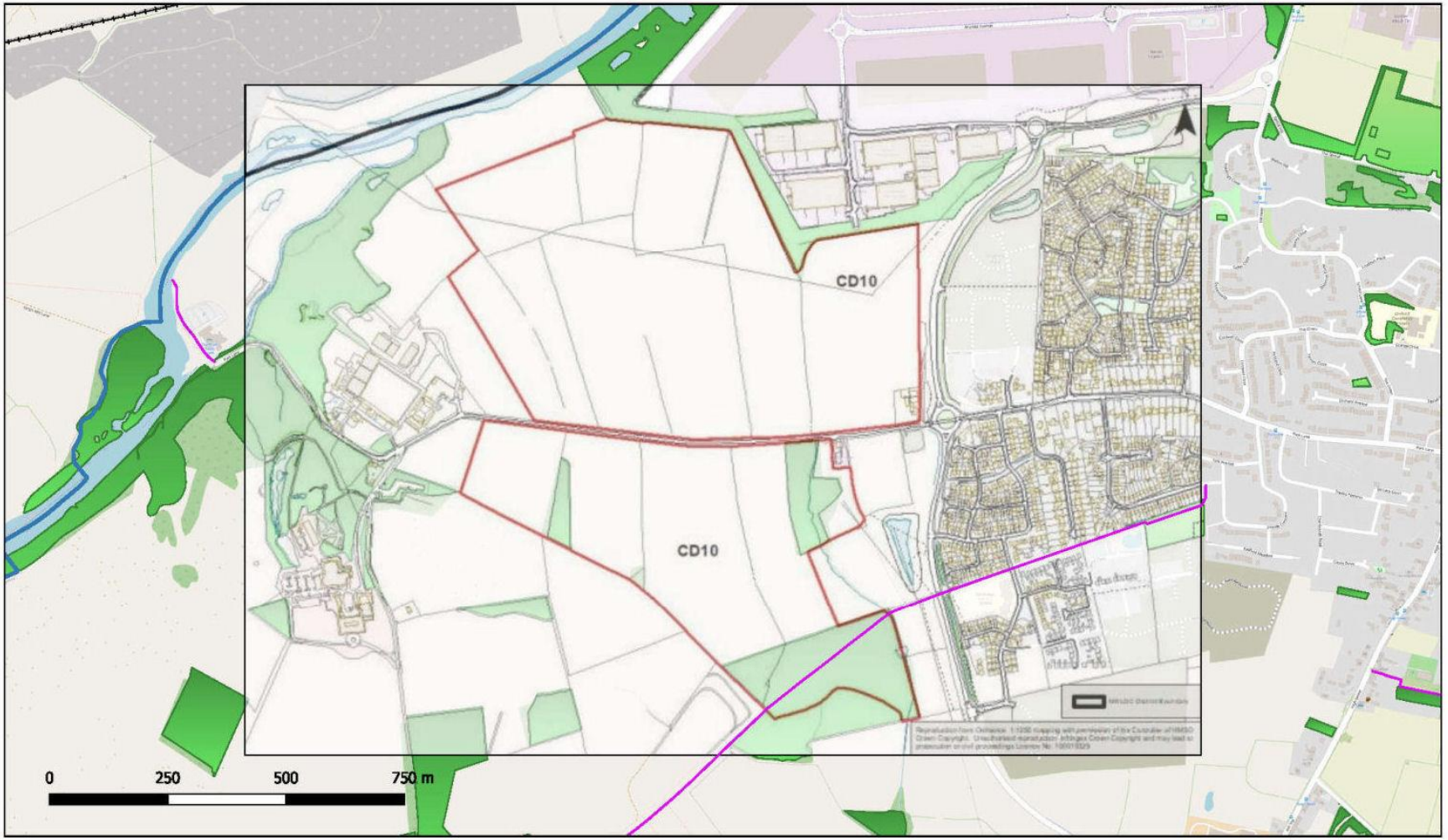
Potential impact on PRoW: YES

42-NWLDC-Area-Local-Plan-Castle-Donington-Detail



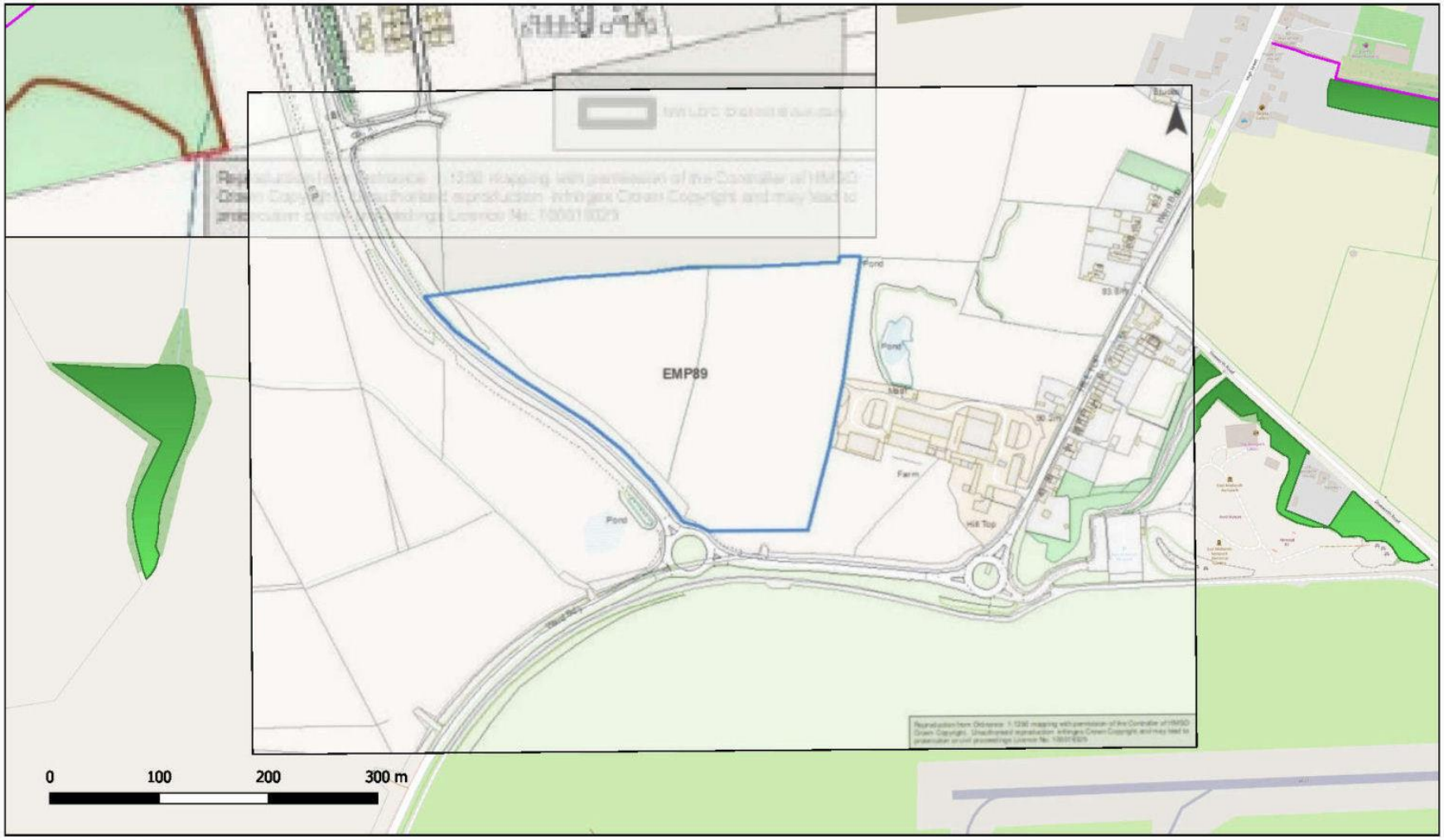
Potential·impact·on·PRoW:¤ YES¤

CD10-Castle-Donington-Park-Lane



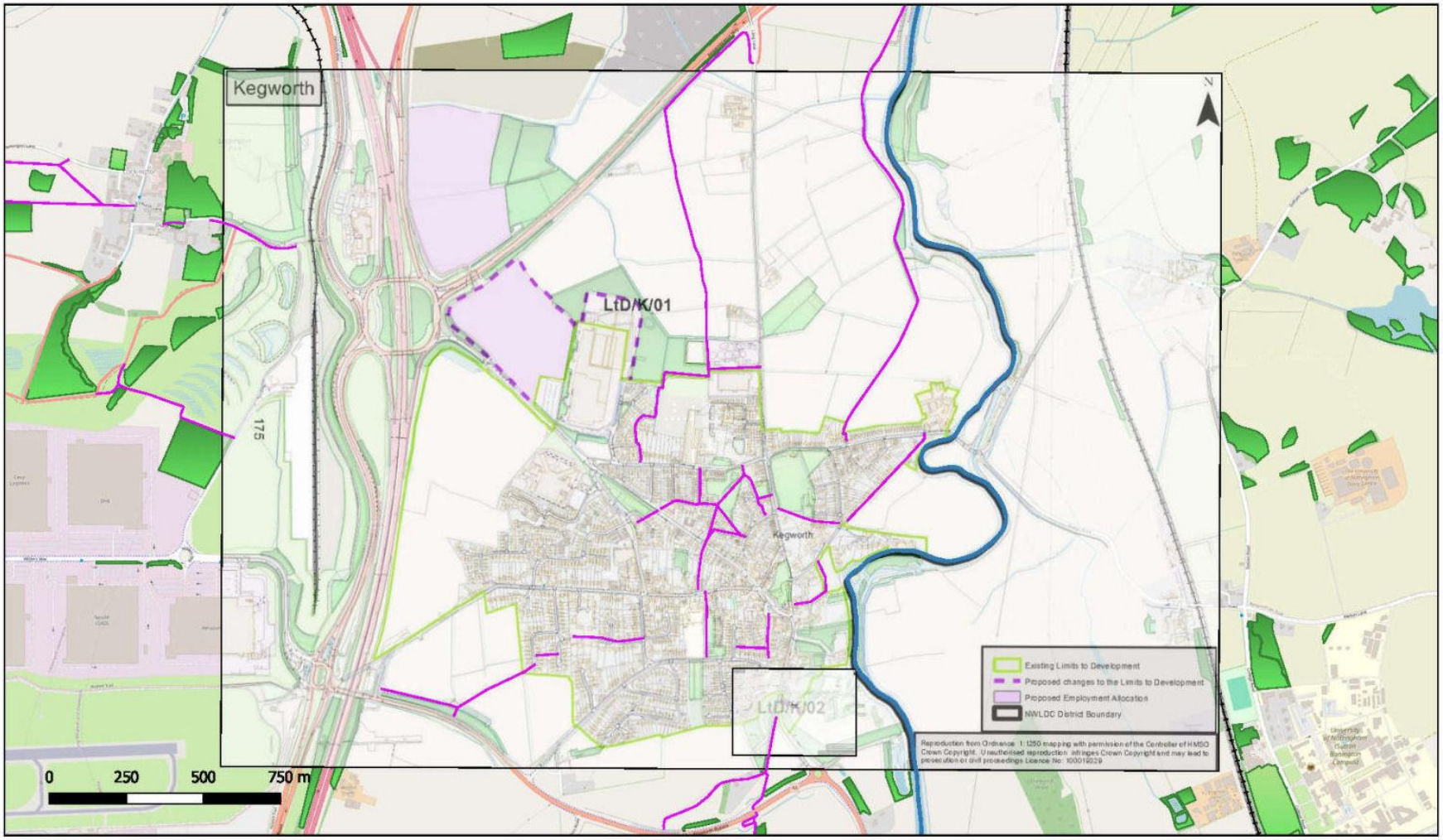
Potential impact on PRoW: YES

EMP89-Castle-Donington-Hilltop-Farm



Potential·impact·on·PRoW:¤ **NO¤**

46-NWLDC-Area-Local-Plan-Kegworth

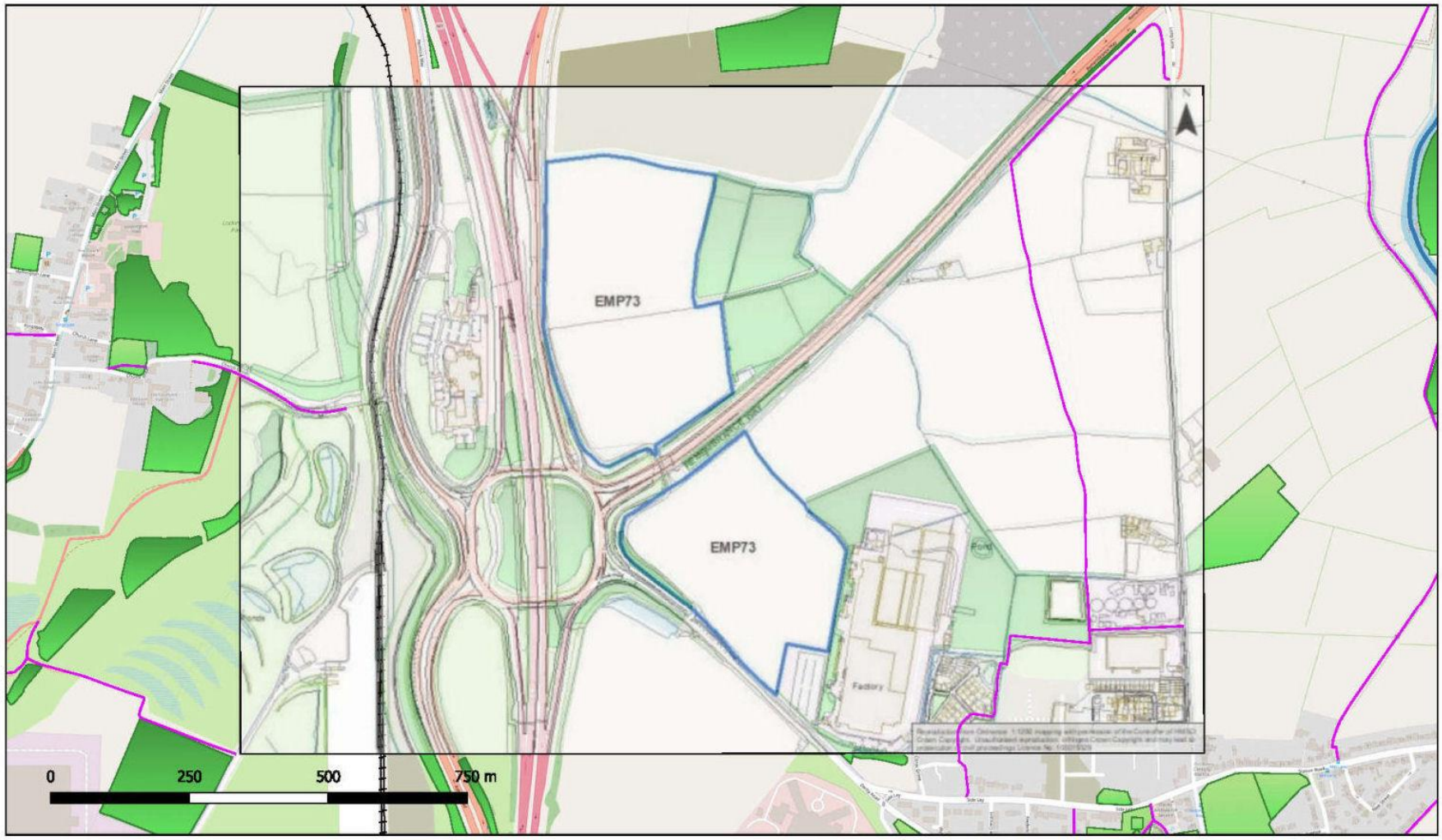


Potential·impact·on·PRoW:¤ NO¤

47-NWLDC-Area-Local-Plan-Kegworth-Detail

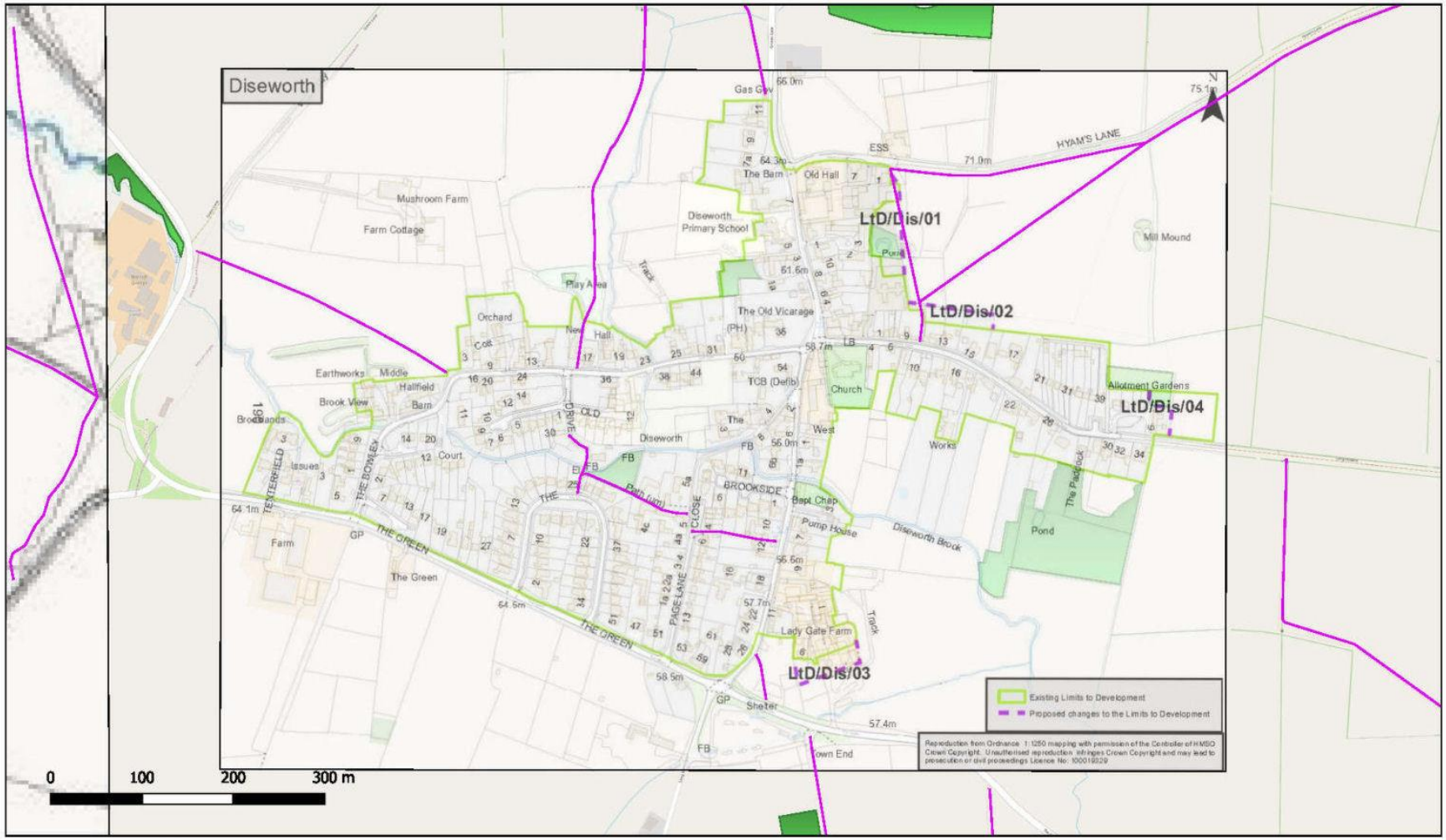
Potential·impact·on·PRoW:¤ **NO**¤

EMP73-Kegworth-Derby-Road



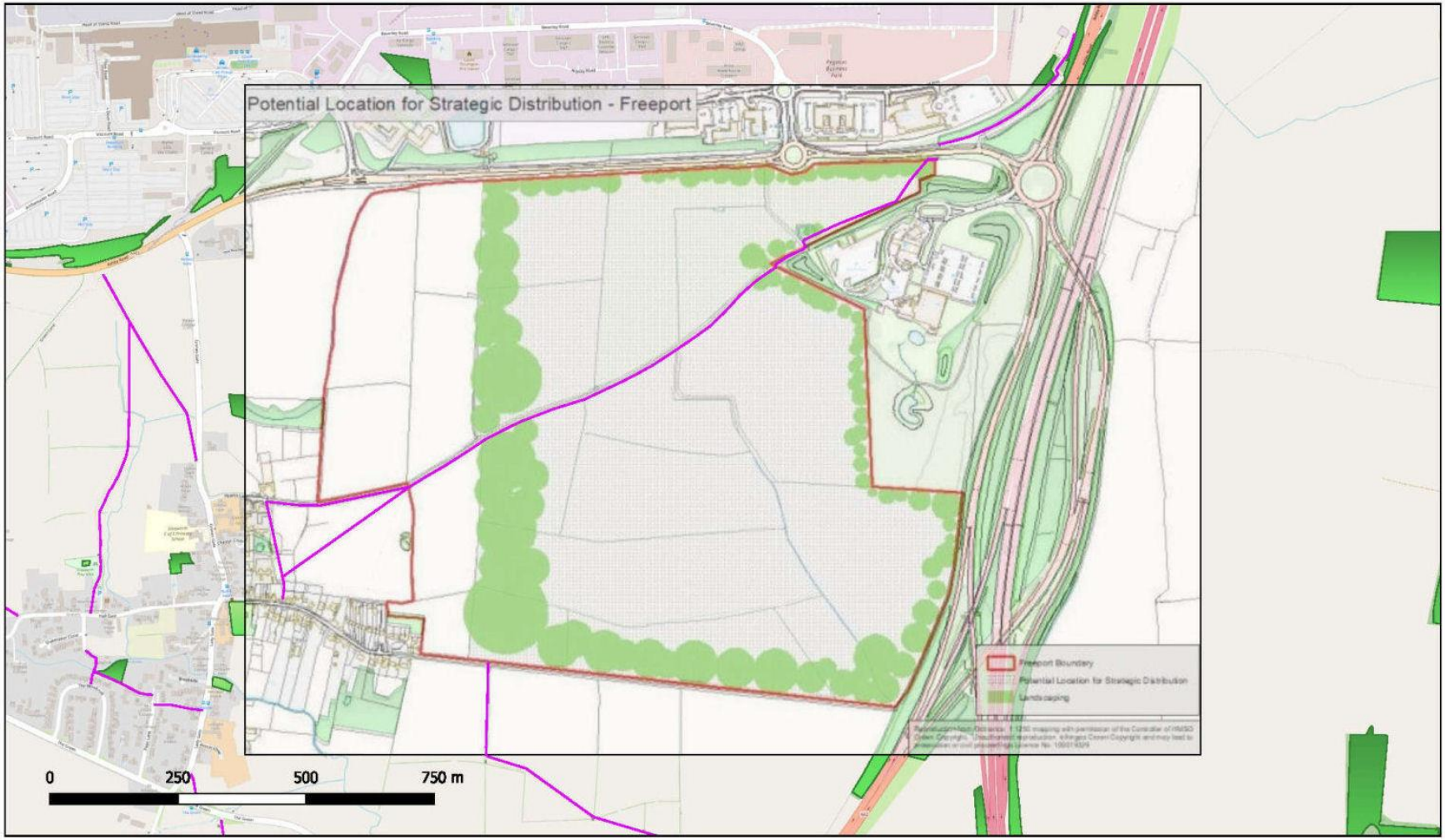
Potential·impact·on·PRoW:¤ NO¤

55-NWLDC-Area-Local-Plan-Diseworth



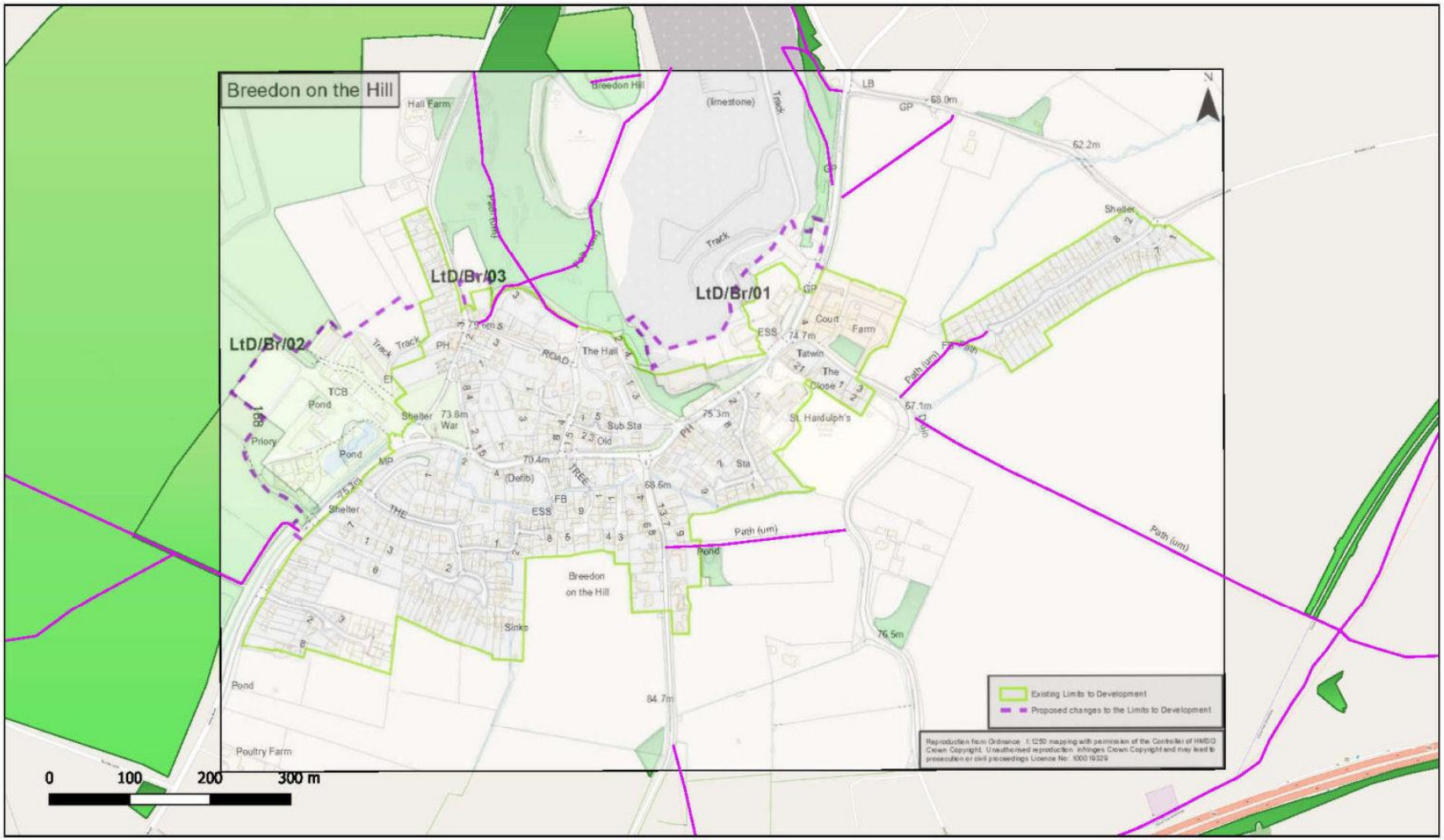
Potential·impact·on·PRoW:¤ YES¤

East-Midlands-Airport-Freeport-Distribution-Centre



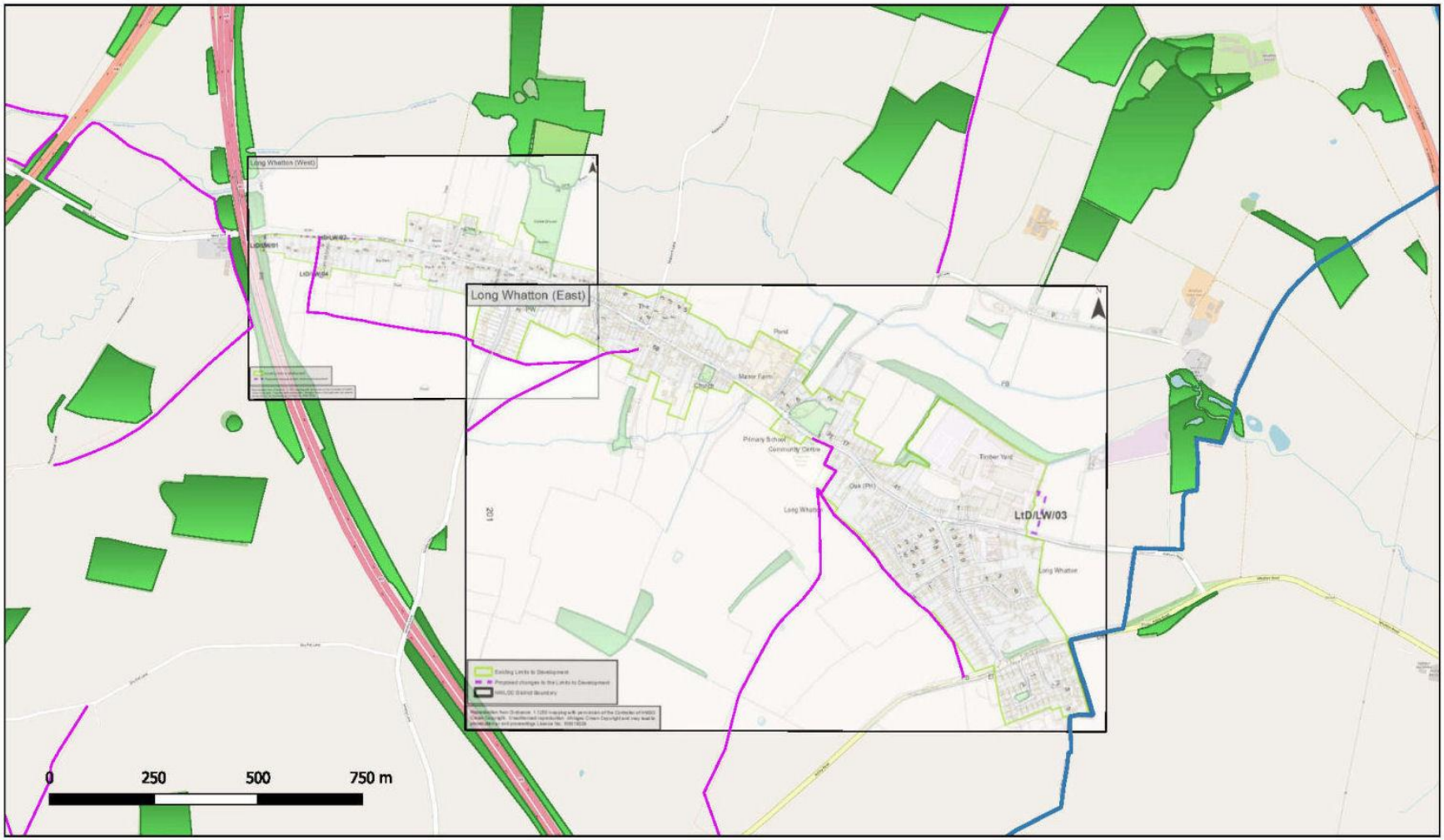
Potential impact on PRoW: YES

54-NWLDC-Area-Local-Plan-Breedon-on-the-Hill



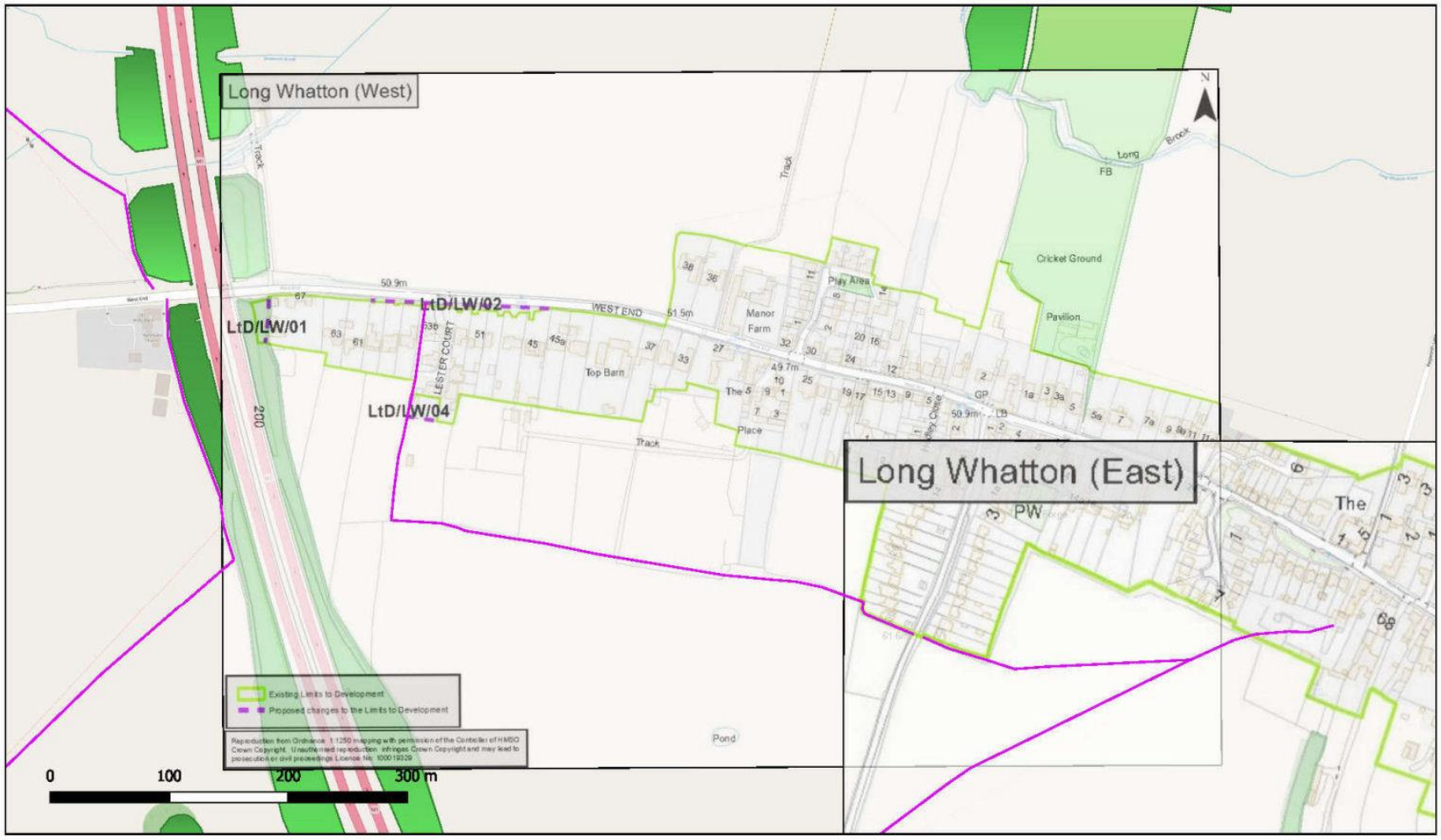
Potential impact on PRoW: **POSSIBLY**

62+63-NWLDC-Area-Local-Plan-Long-Whatton



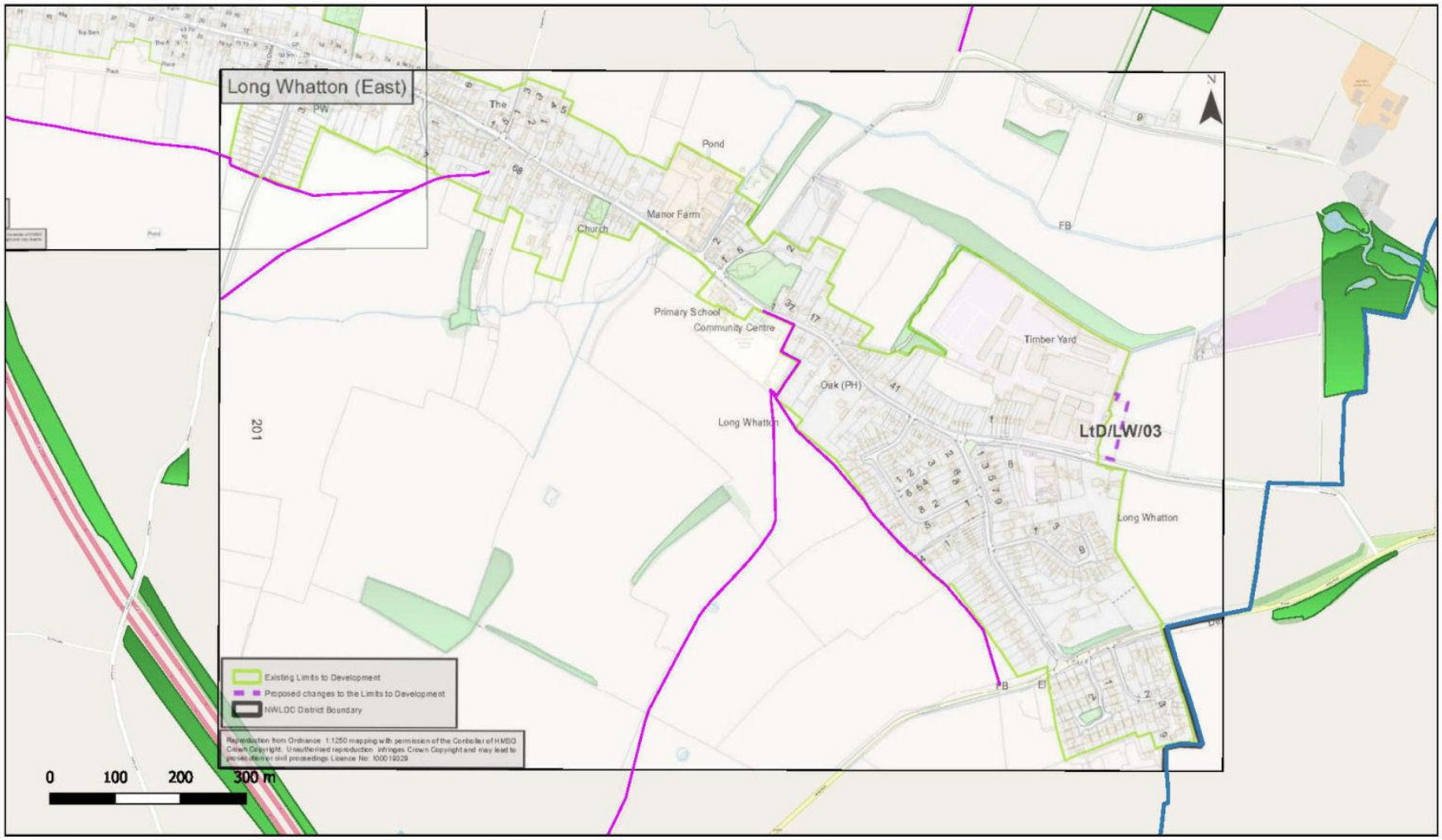
Potential impact on PRoW: NO

62-NWLDC-Area-Local-Plan-Long-Whatton-West



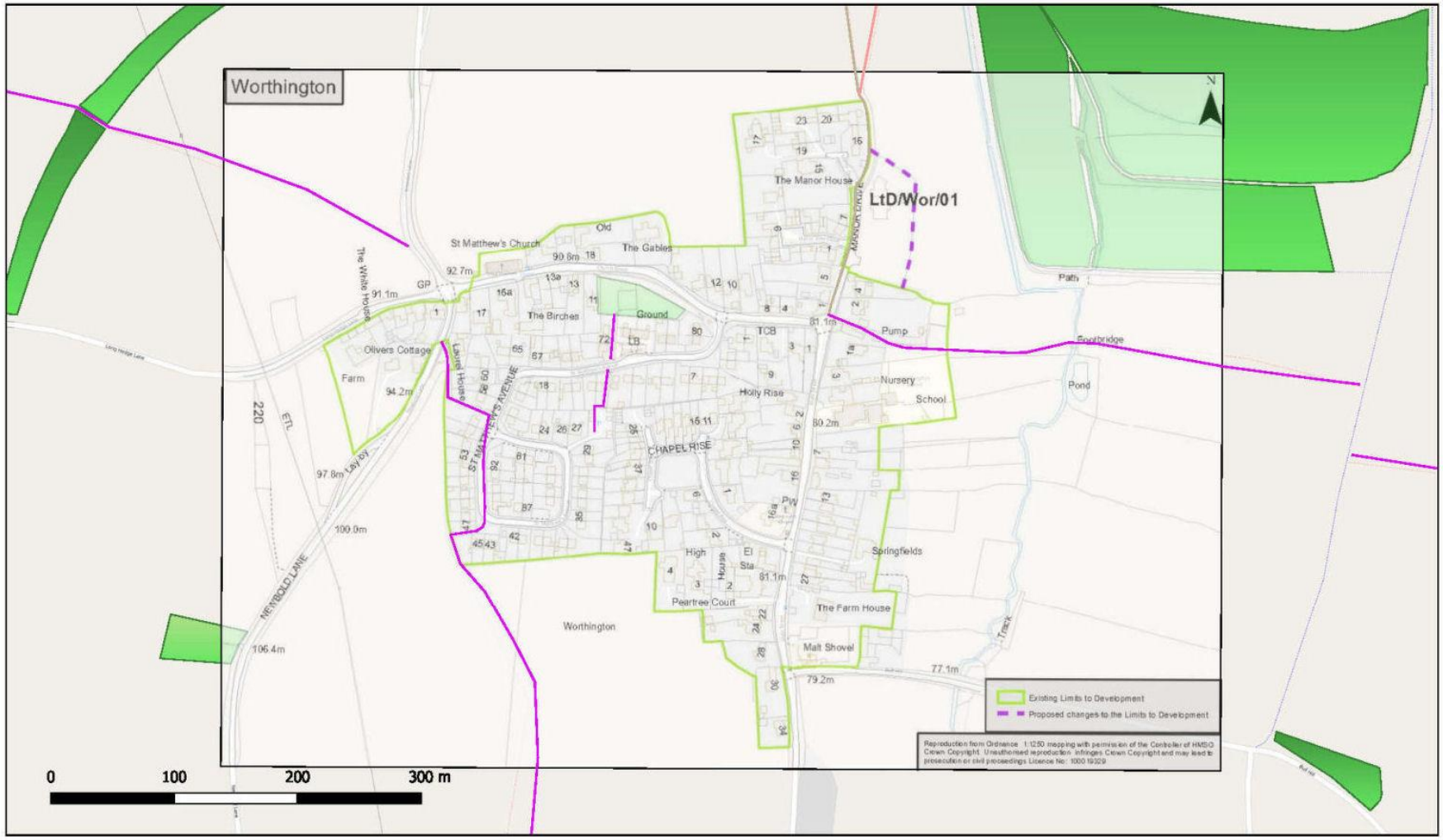
Potential impact on PRoW: **POSSIBLY**

63-NWLDC-Area-Local-Plan-Long-Whatton-East



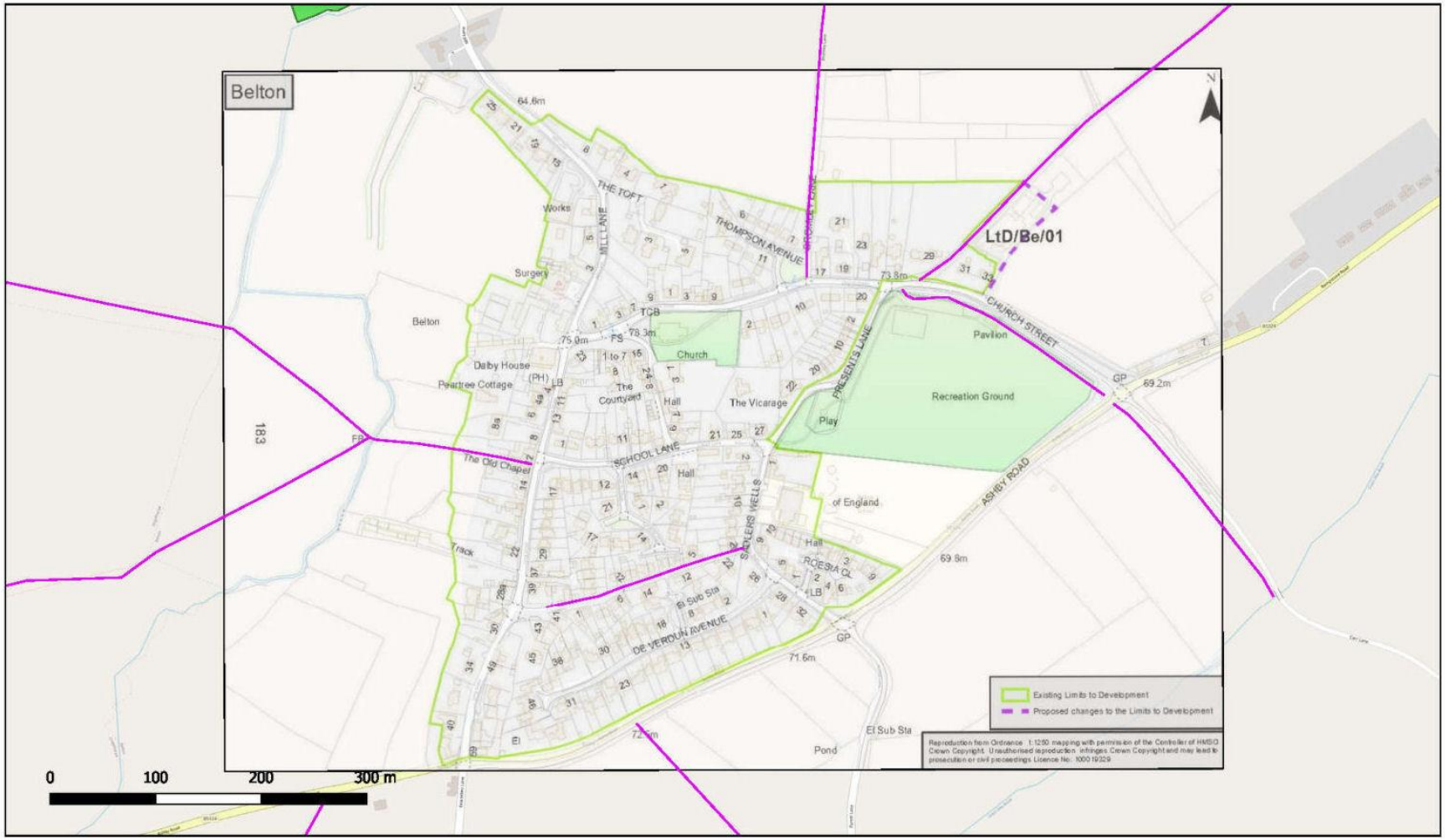
Potential·impact·on·PRoW:¤ **NO**¤

75-NWLDC-Area-Local-Plan-Worthington



Potential impact on PRoW: NO

51-NWLDC-Area-Local-Plan-Belton



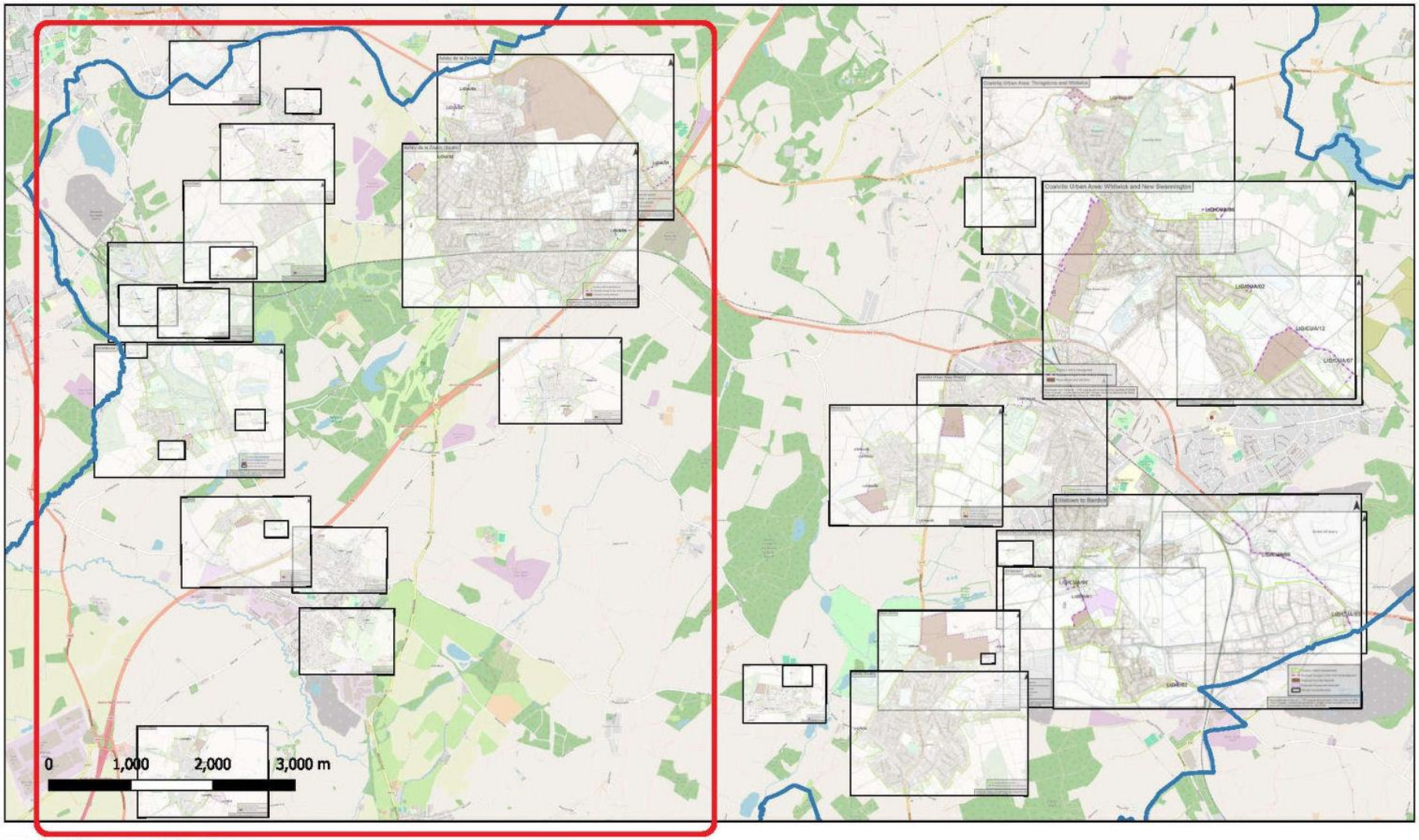
Potential impact on PRoW: YES

SECTION: 3

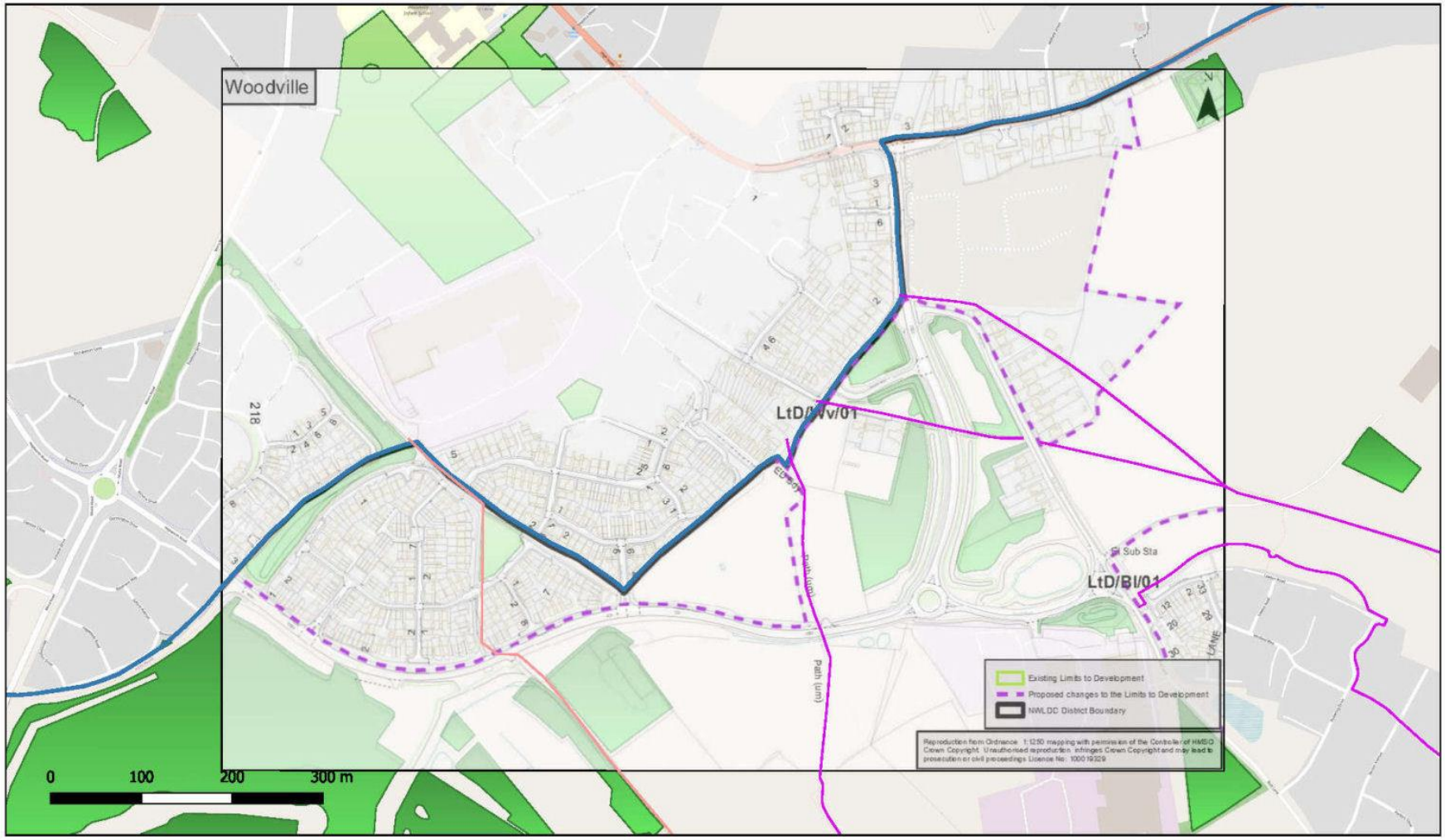
The South-West NWLDC Area

03-NWLDC-Area-Local-Plan-South-Area-Settlement-Groups

The proposed sites in the South-Western Area

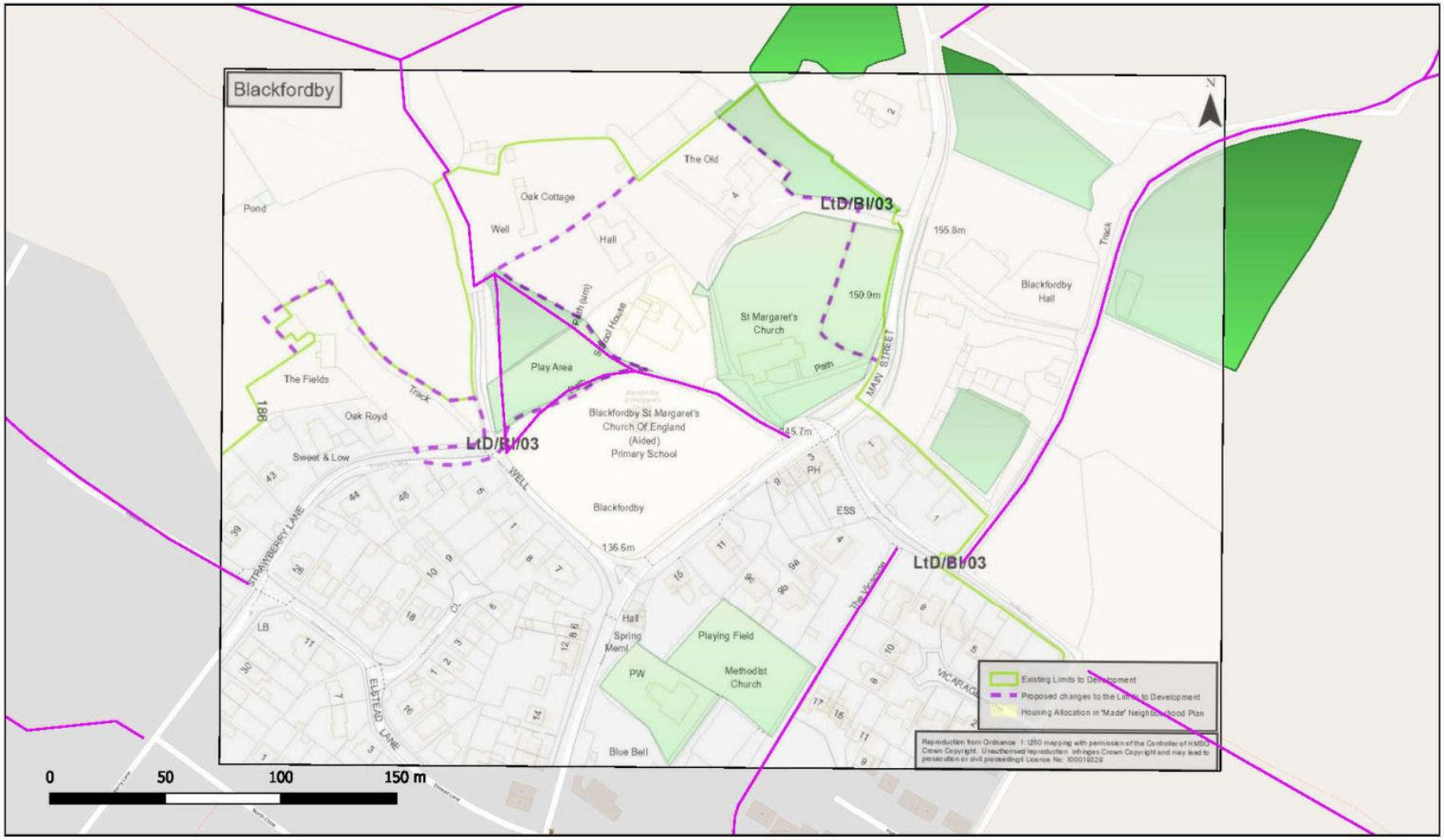


74-NWLDC-Area-Local-Plan-Woodville



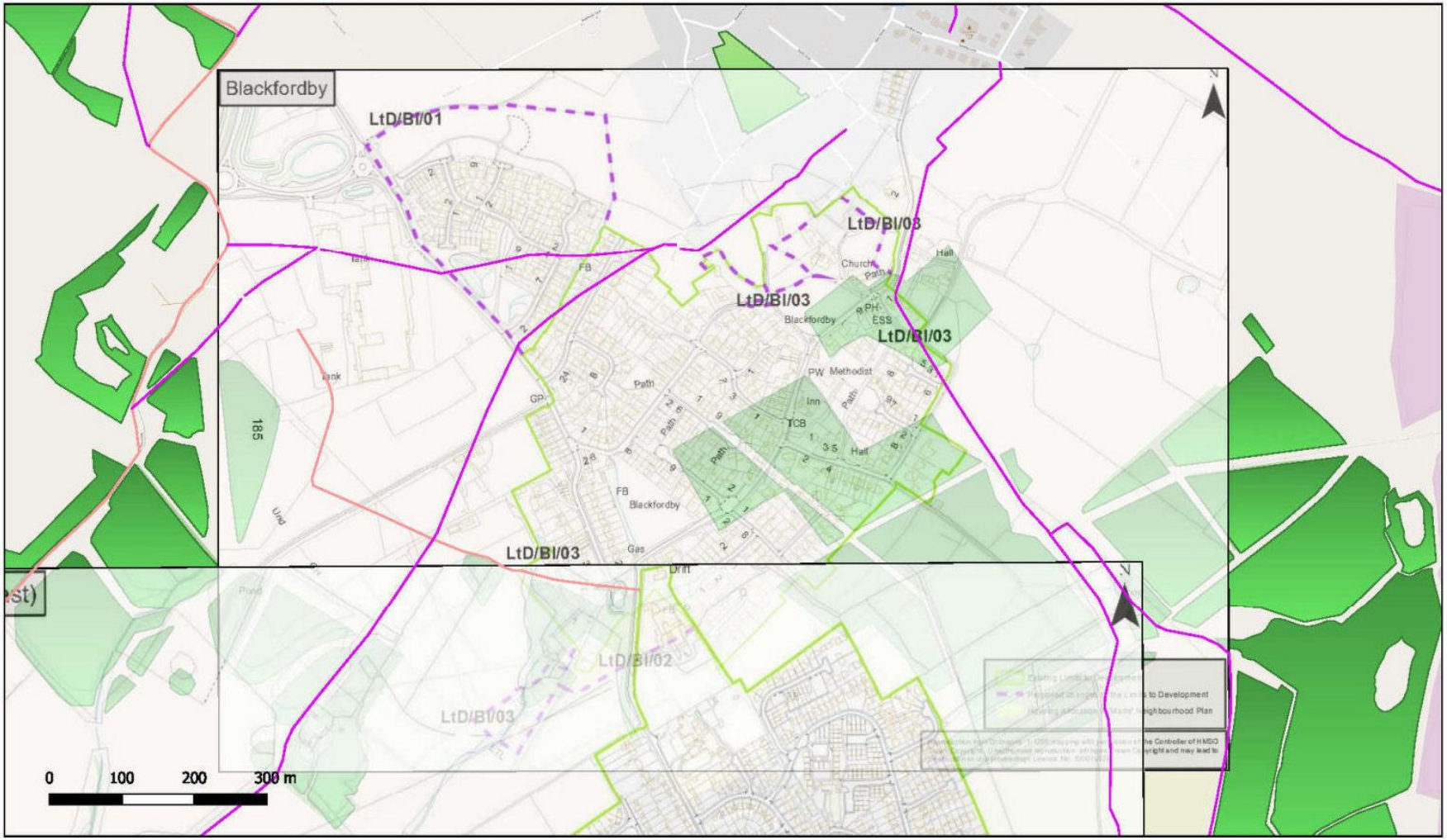
Potential·impact·on·PRoW:¤ **YES**¤

53-NWLDC-Area-Local-Plan-Blackfordby-North



Potential impact on PRoW: YES

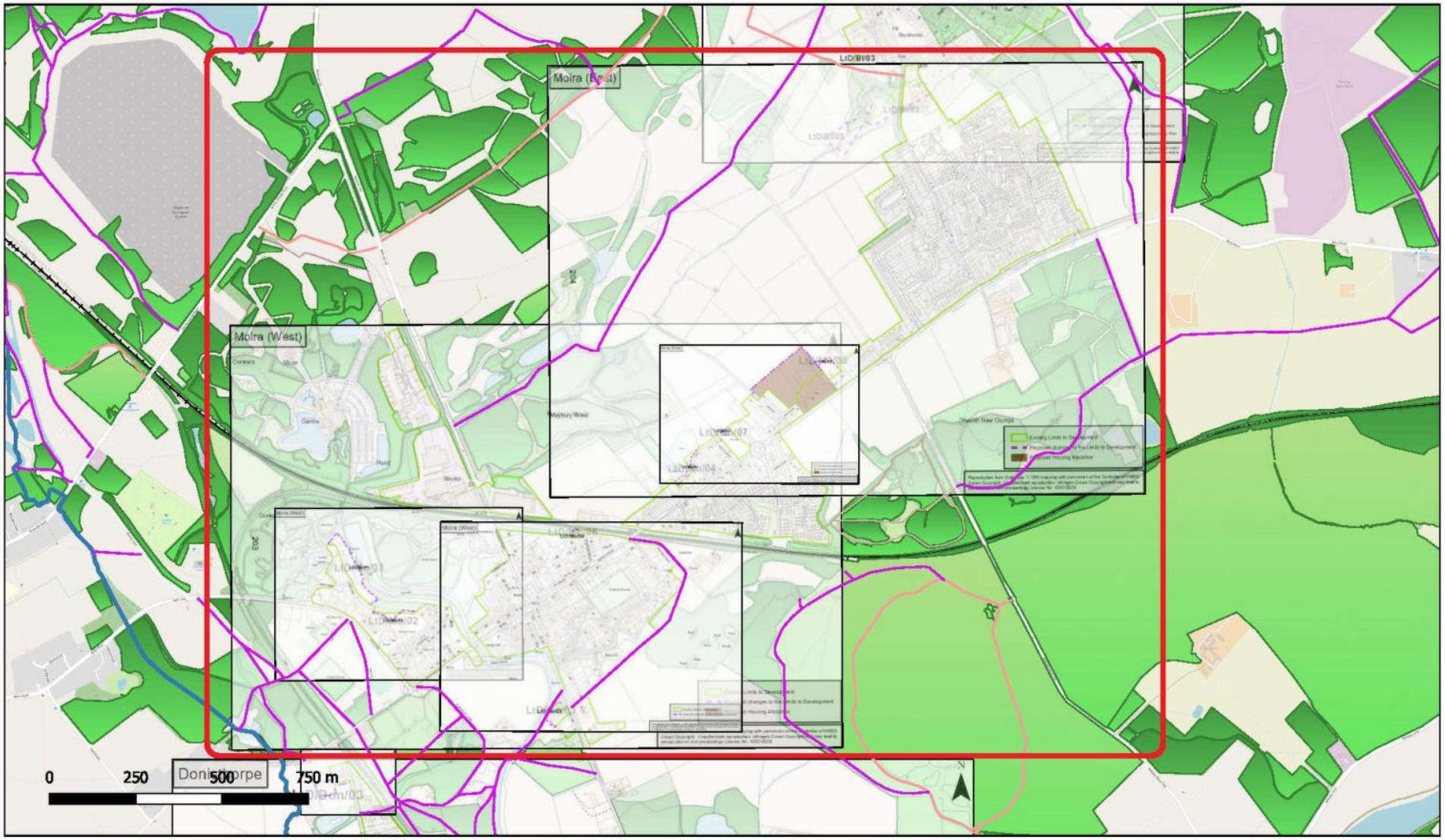
52-NWLDC-Area-Local-Plan-Blackfordby-South



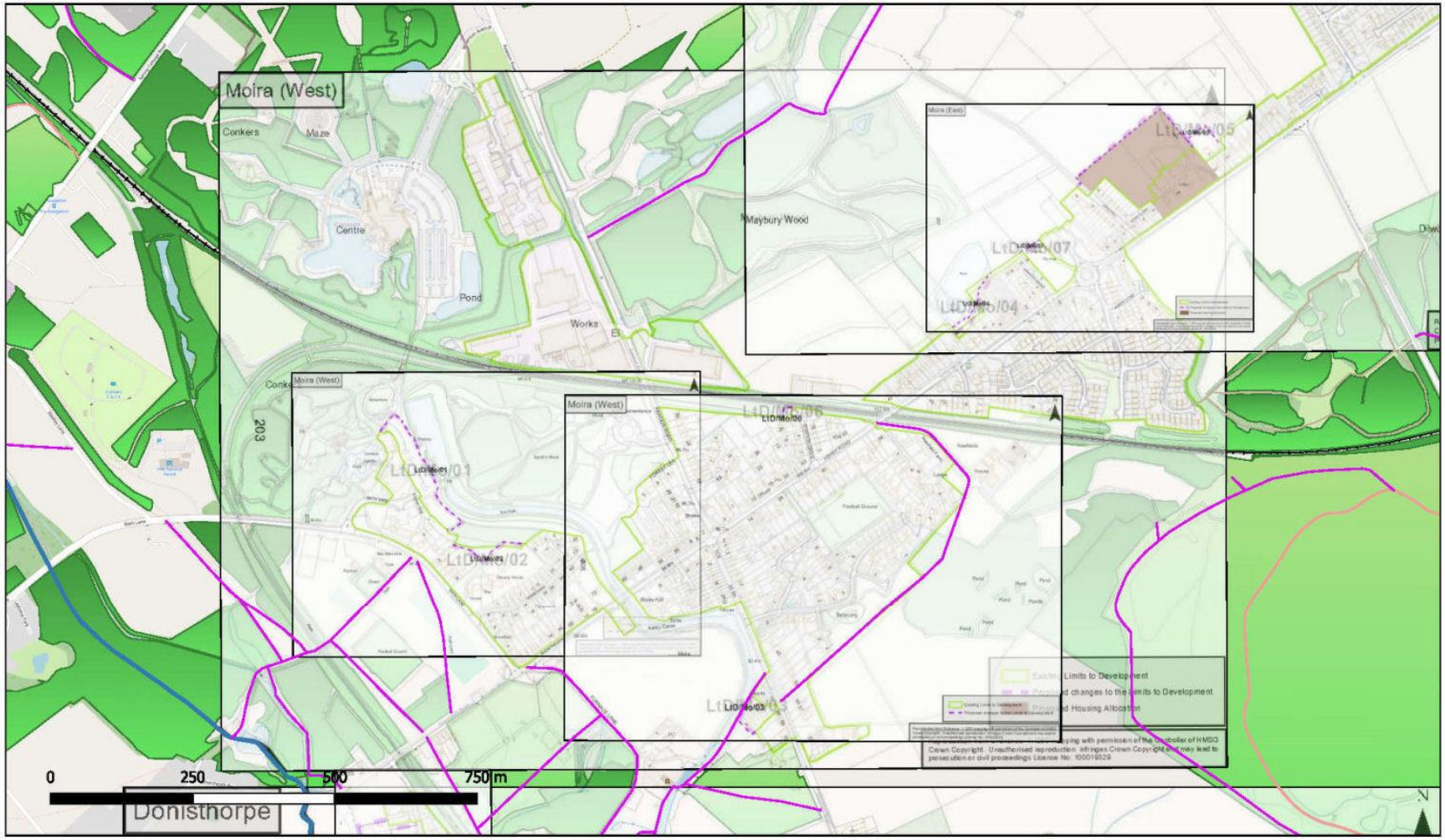
Potential·impact·on·PRoW:¤ YES¤

64-to-68-NWLDC-Area-Local-Plan-Moira-Group

Moira Group

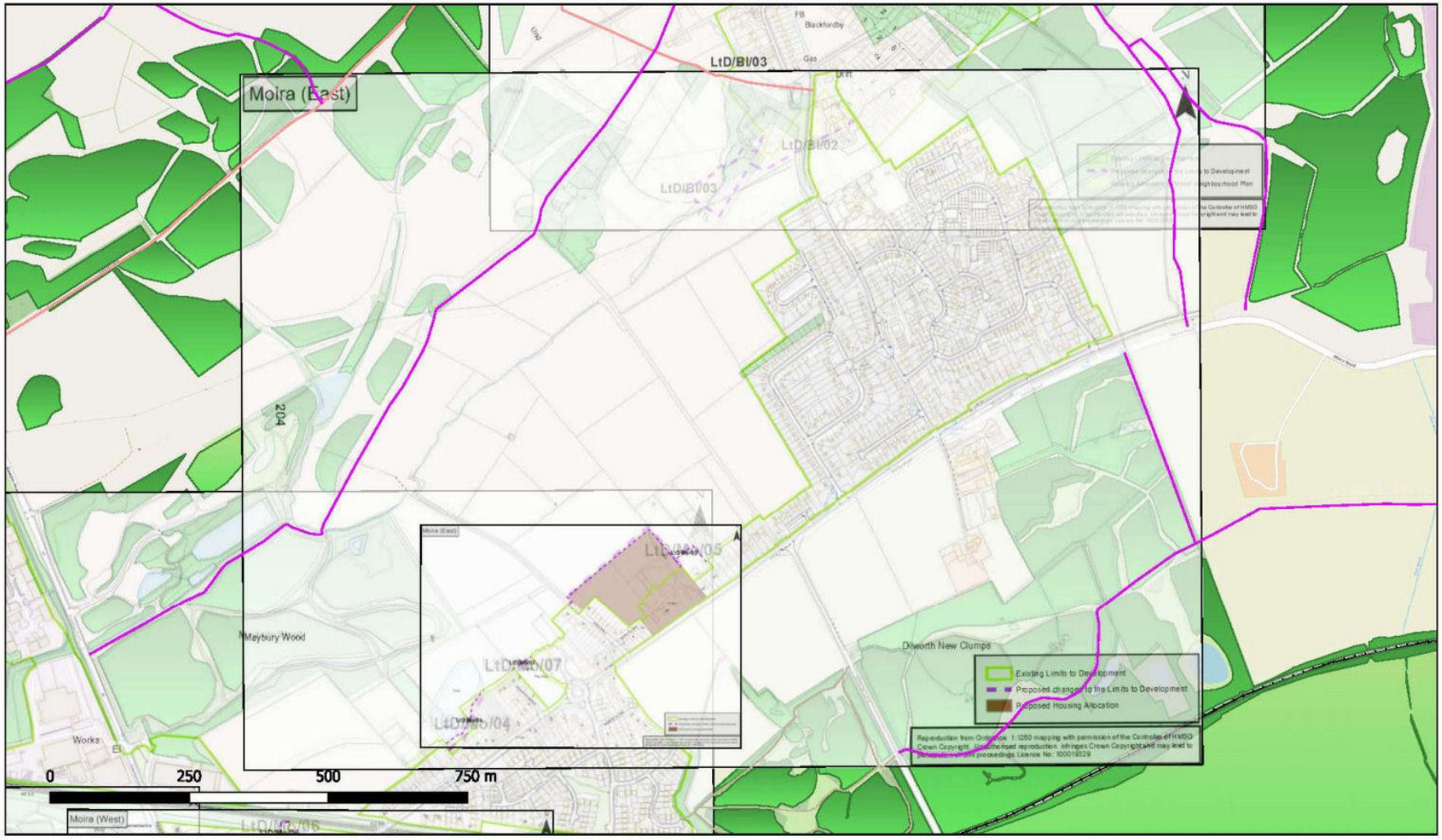


64-NWLDC-Area-Local-Plan-Moira-West



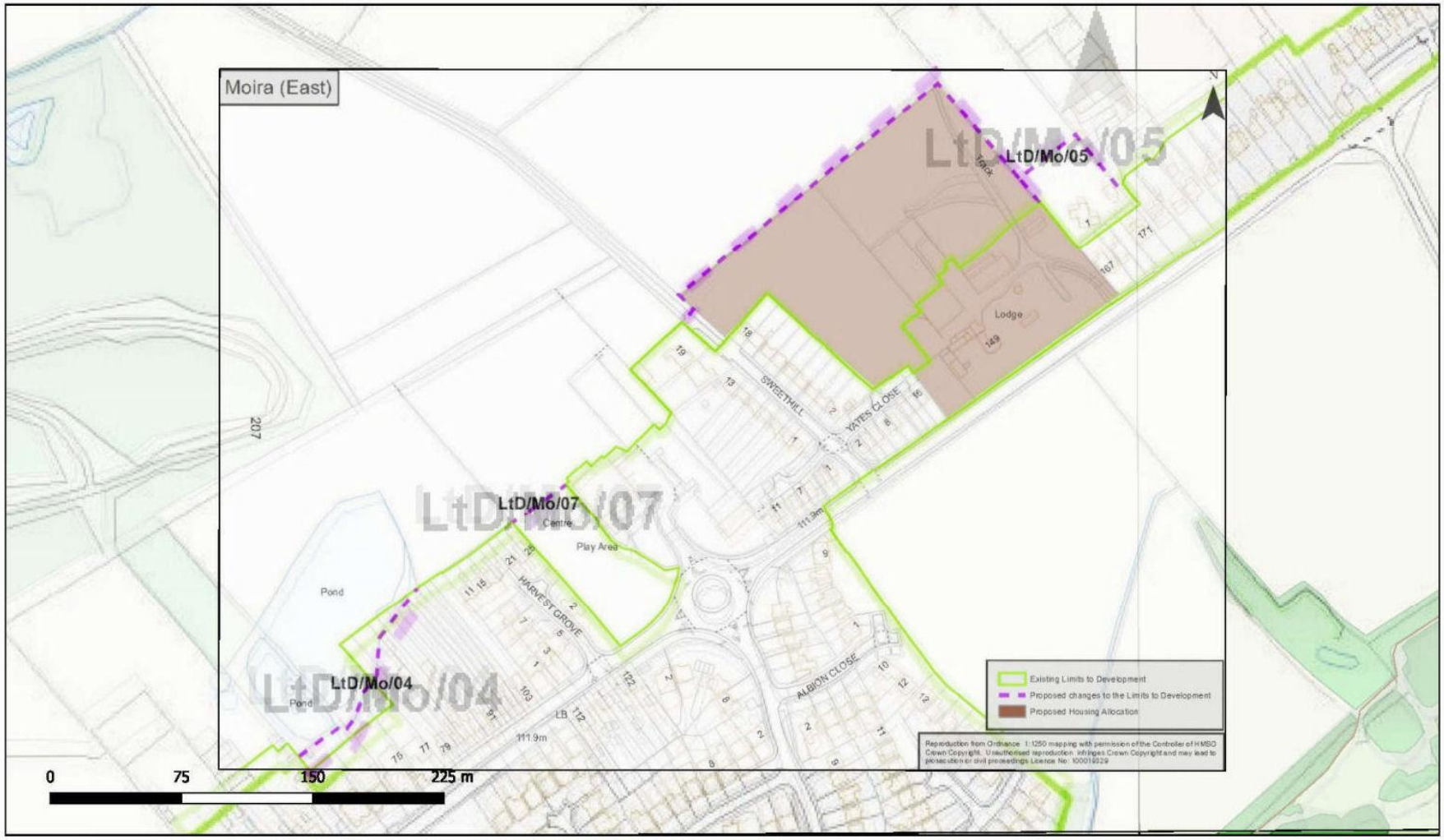
Potential·impact·on·PRoW:¤ NO¤

65-NWLDC-Area-Local-Plan-Moira-East



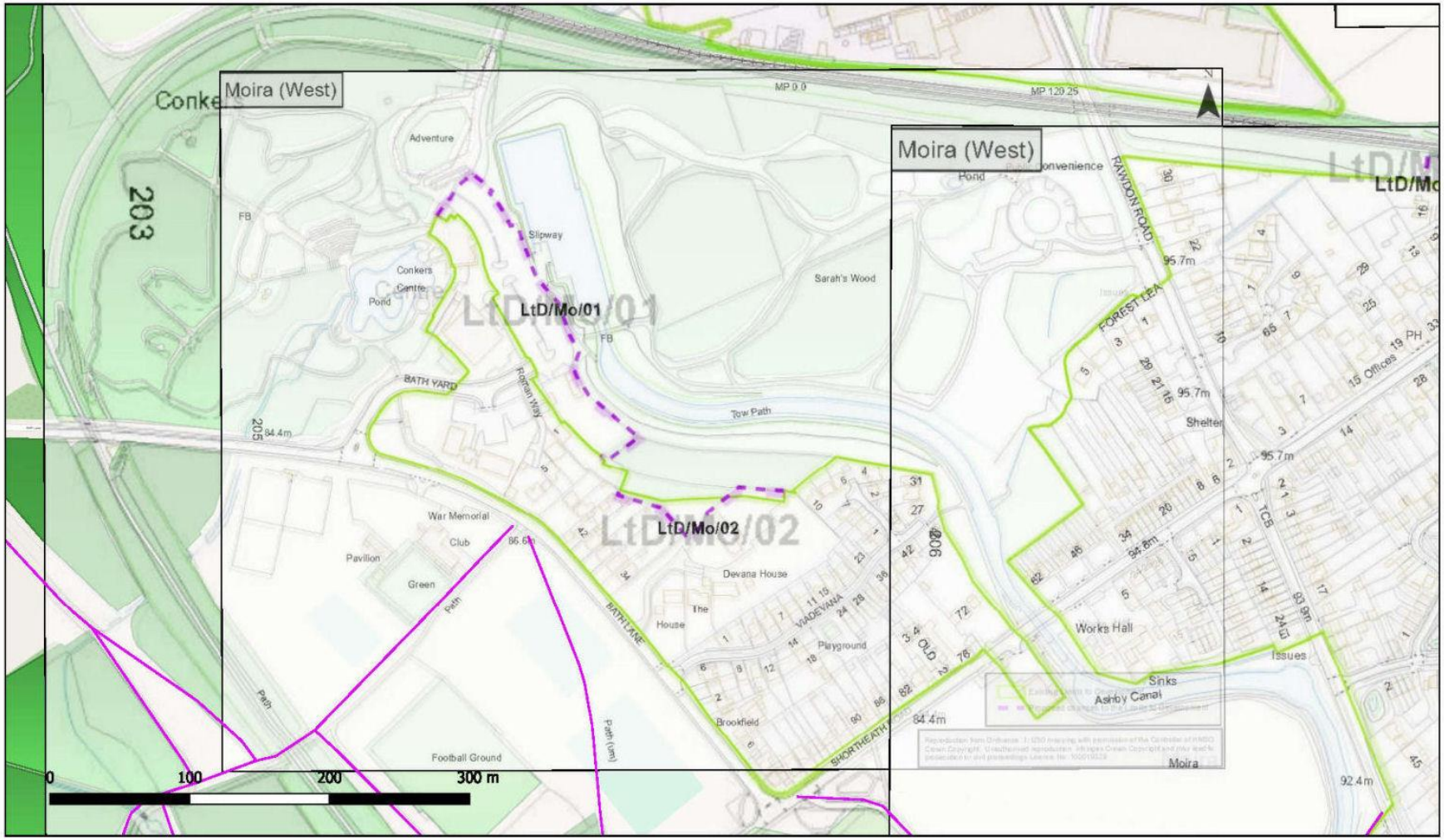
Potential impact on PRoW: NO

68-NWLDC-Area-Local-Plan-Moira-East-4+5+7



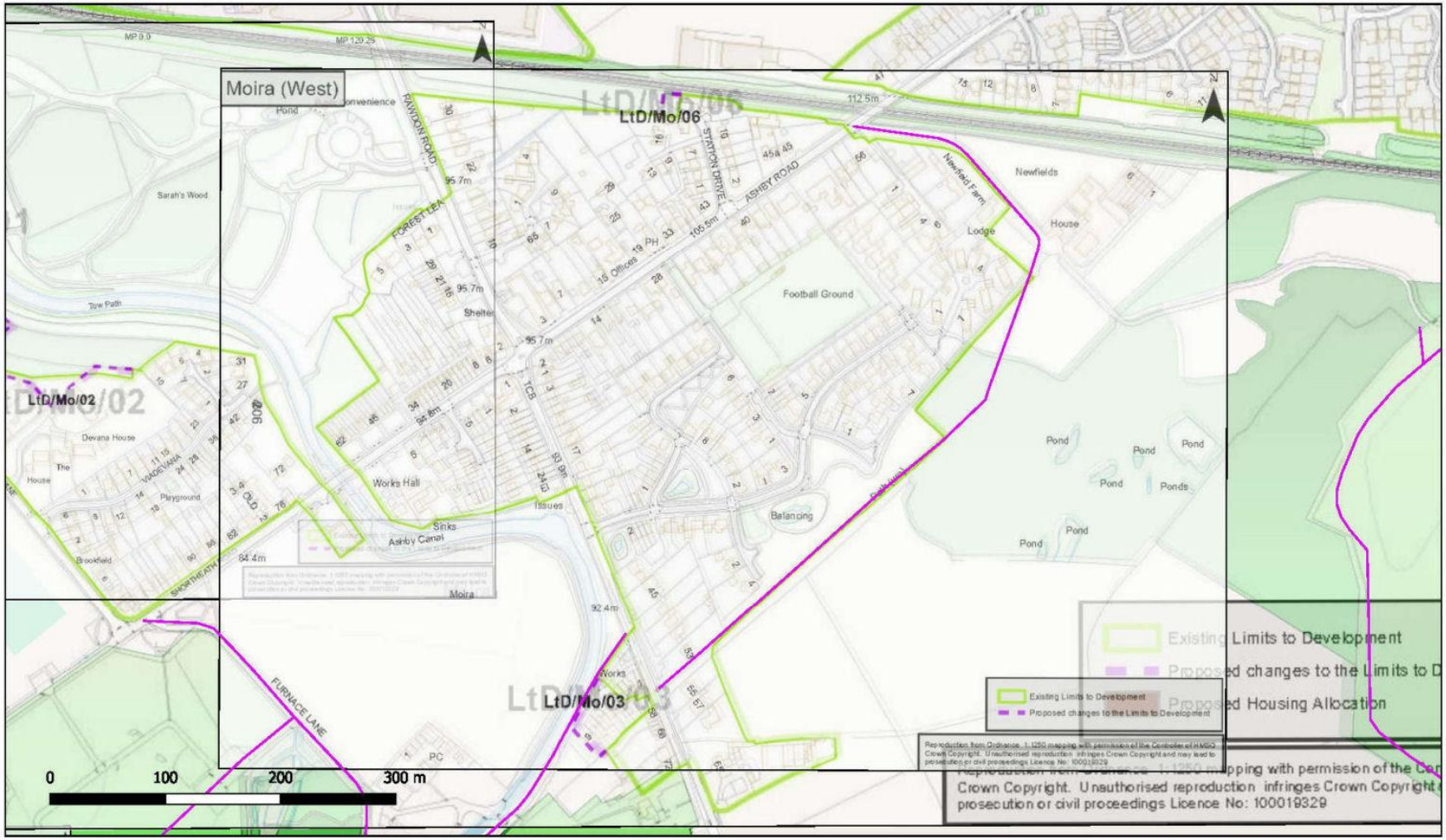
Potential·impact·on·PRoW:¤ **NO**¤

66-NWLDC-Area-Local-Plan-Moira-West-1+2



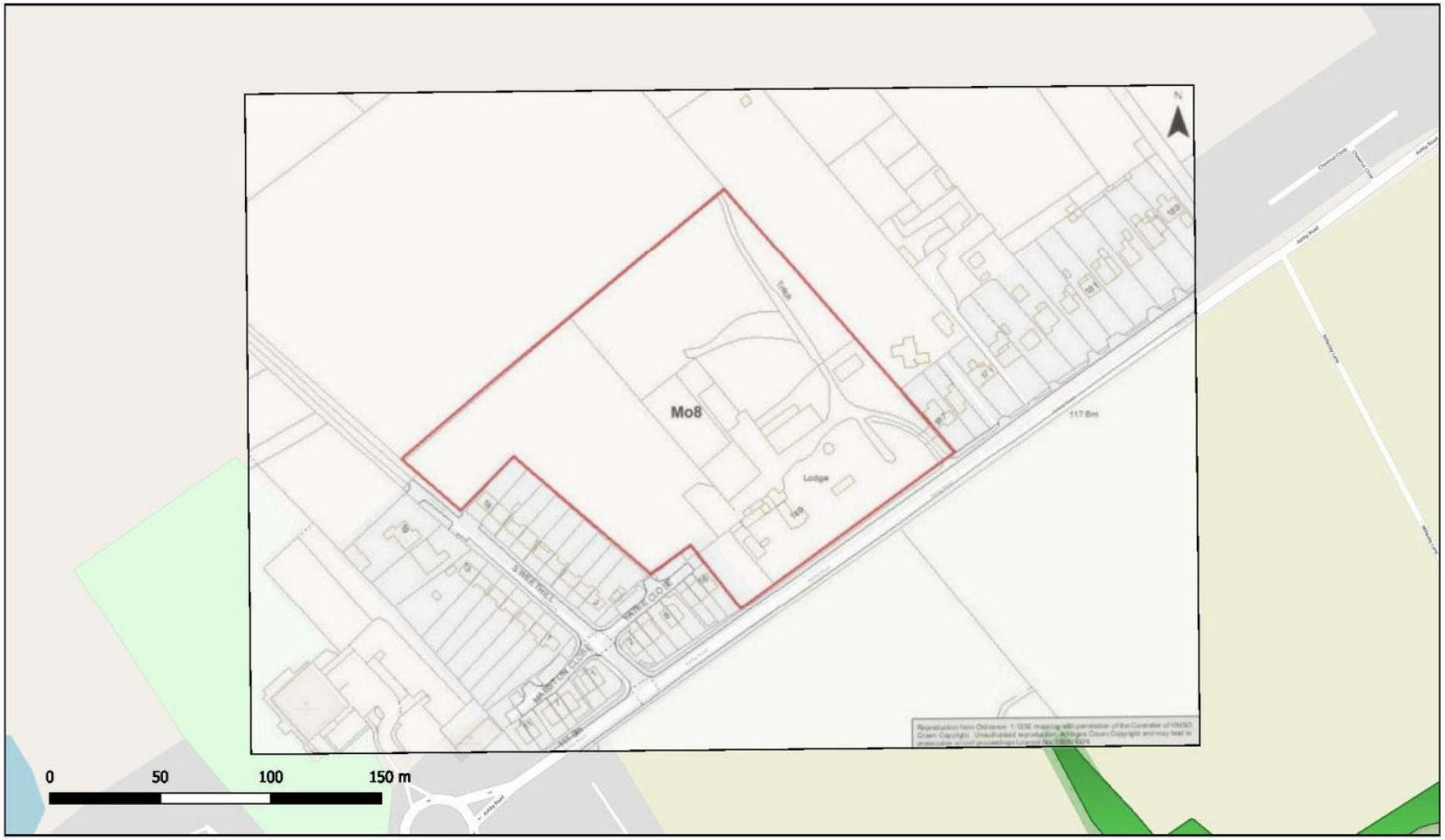
Potential·impact·on·PRoW:¤ NO¤

67-NWLDC-Area-Local-Plan-Moira-West-3



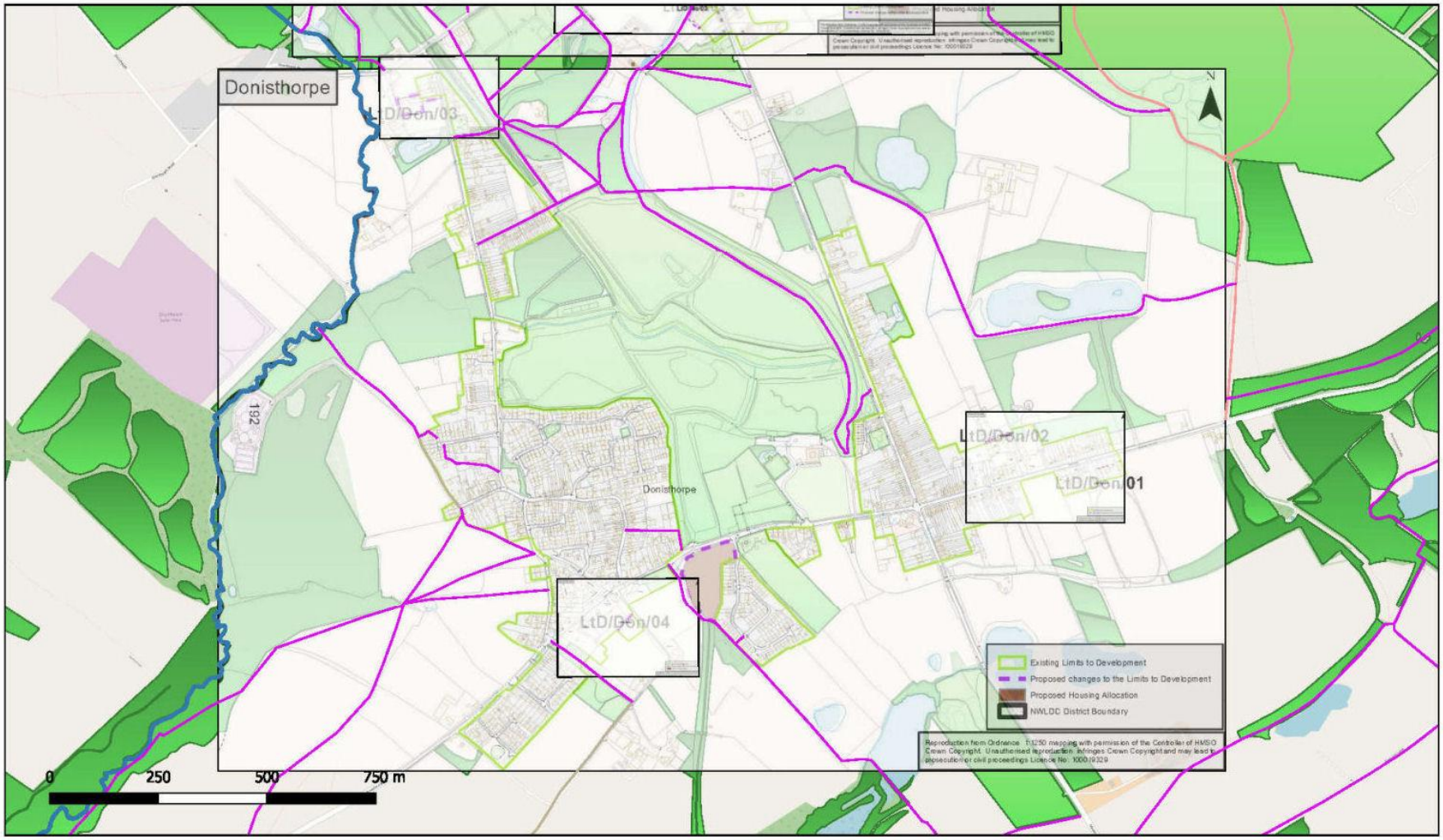
Potential·impact·on·PRoW:¤ **YES**¤

Mo8-Moira-Ashby-Road



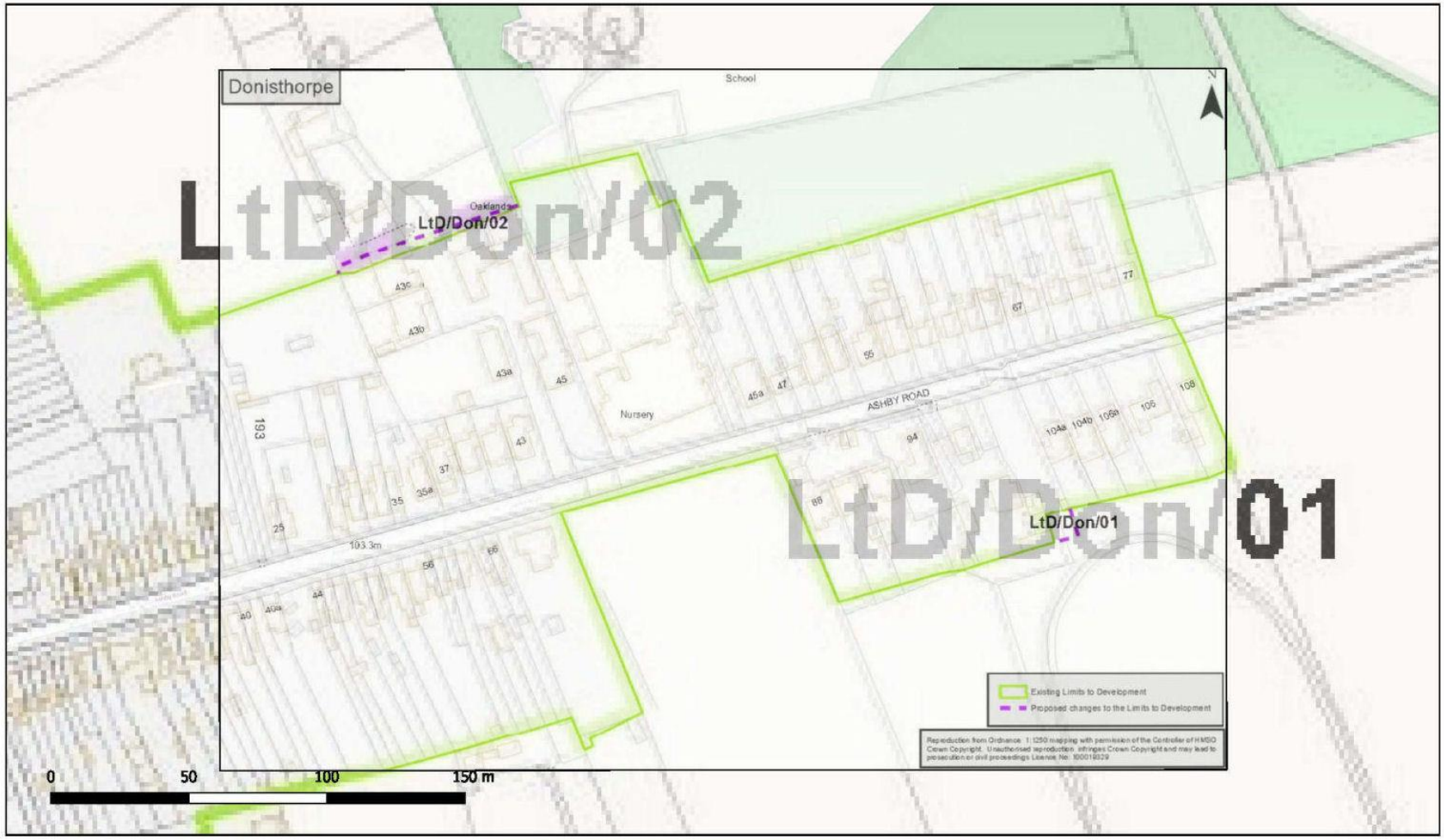
Potential impact on PRoW: NO

56+57+58+59-NWLDC-Area-Local-Plan-Donisthorpe-Group



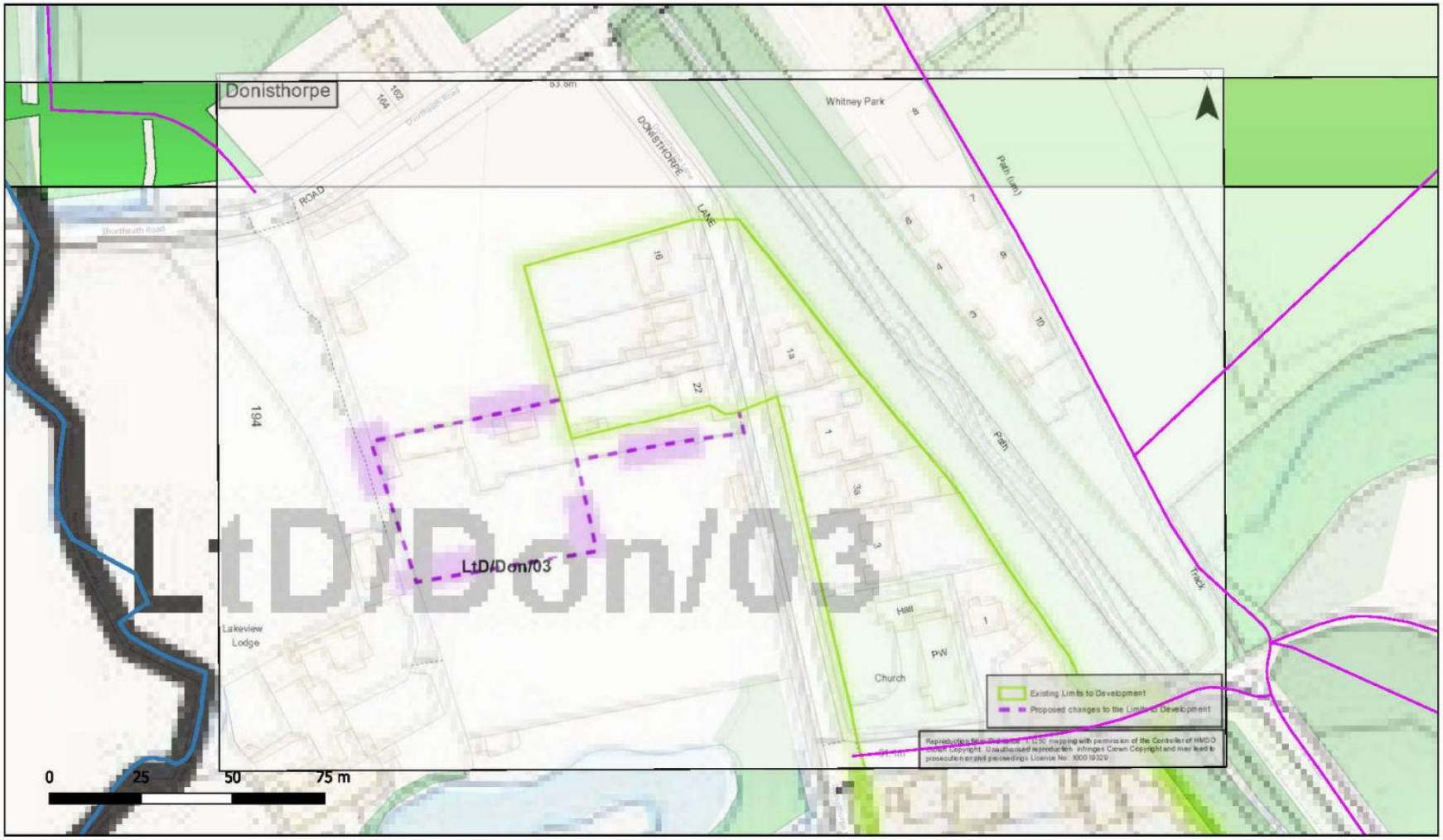
Potential·impact·on·PRoW:¤ **YES**¤

57-NWLDC-Area-Local-Plan-Donisthorpe-Detail-1+2



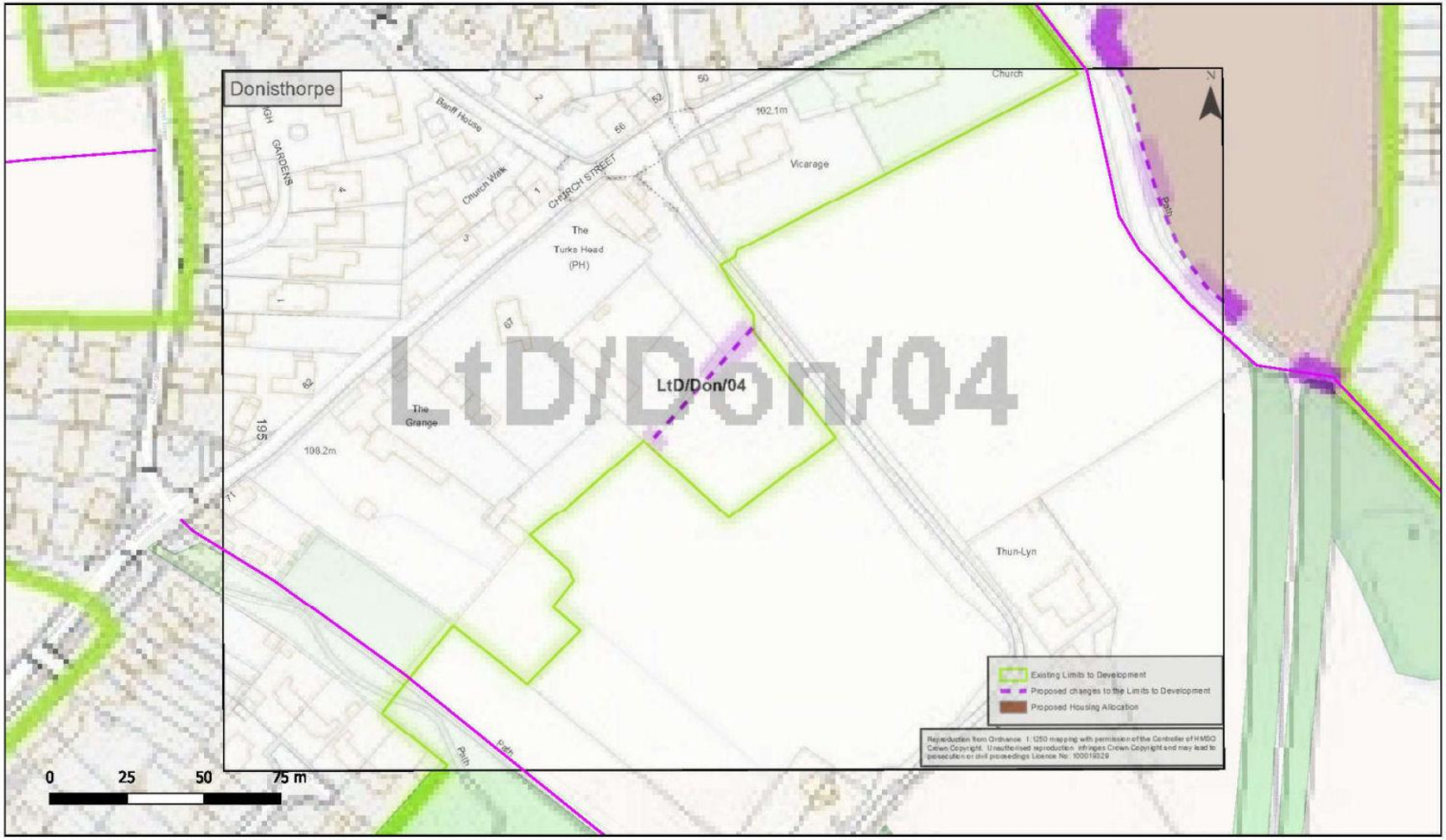
Potential·impact·on·PRoW:¤ NO¤

58-NWLDC-Area-Local-Plan-Donisthorpe-Detail-3



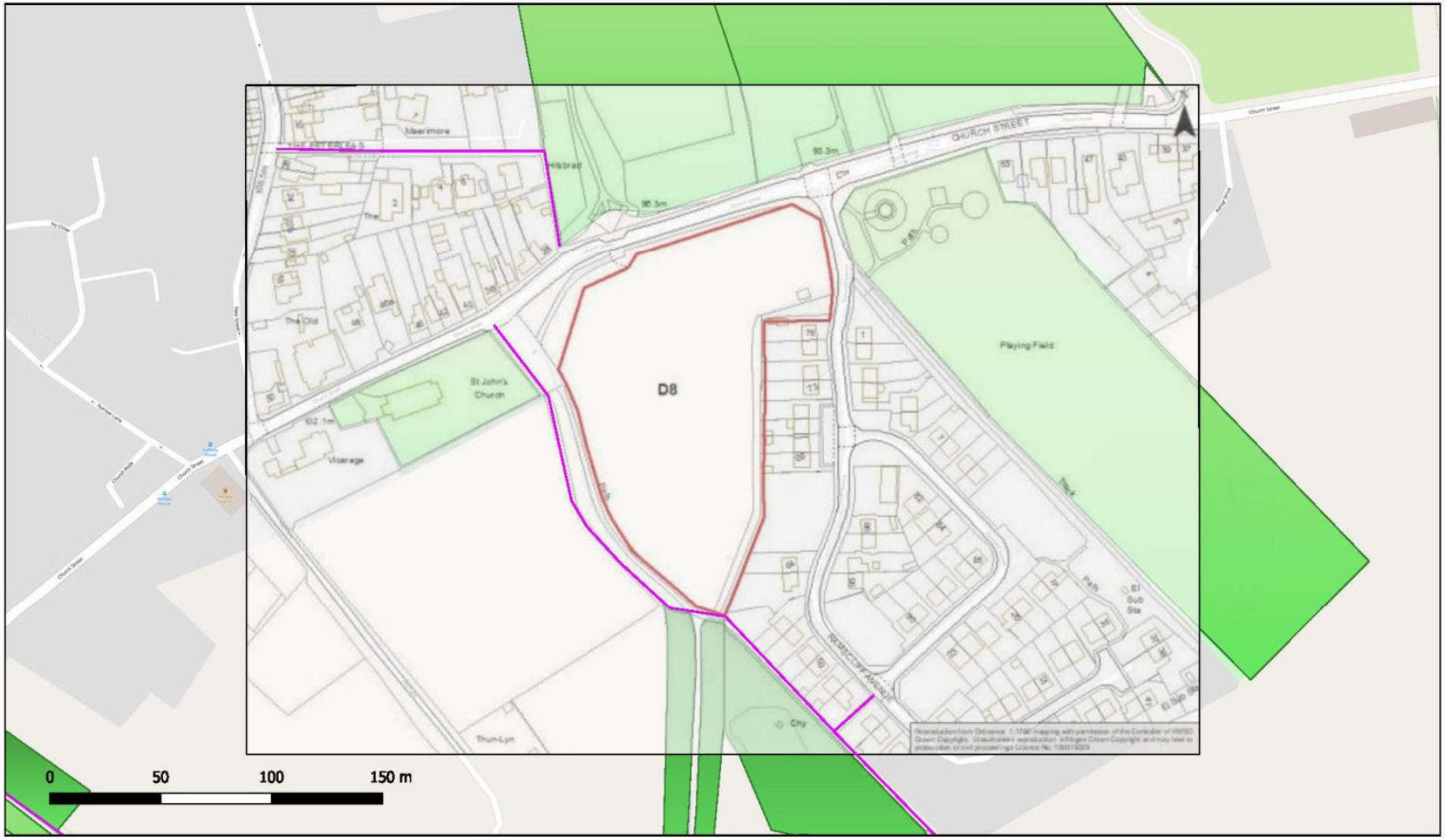
Potential impact on PRoW: NO

59-NWLDC-Area-Local-Plan-Donisthorpe-Detail-4



Potential impact on PRoW: **POSSIBLY**

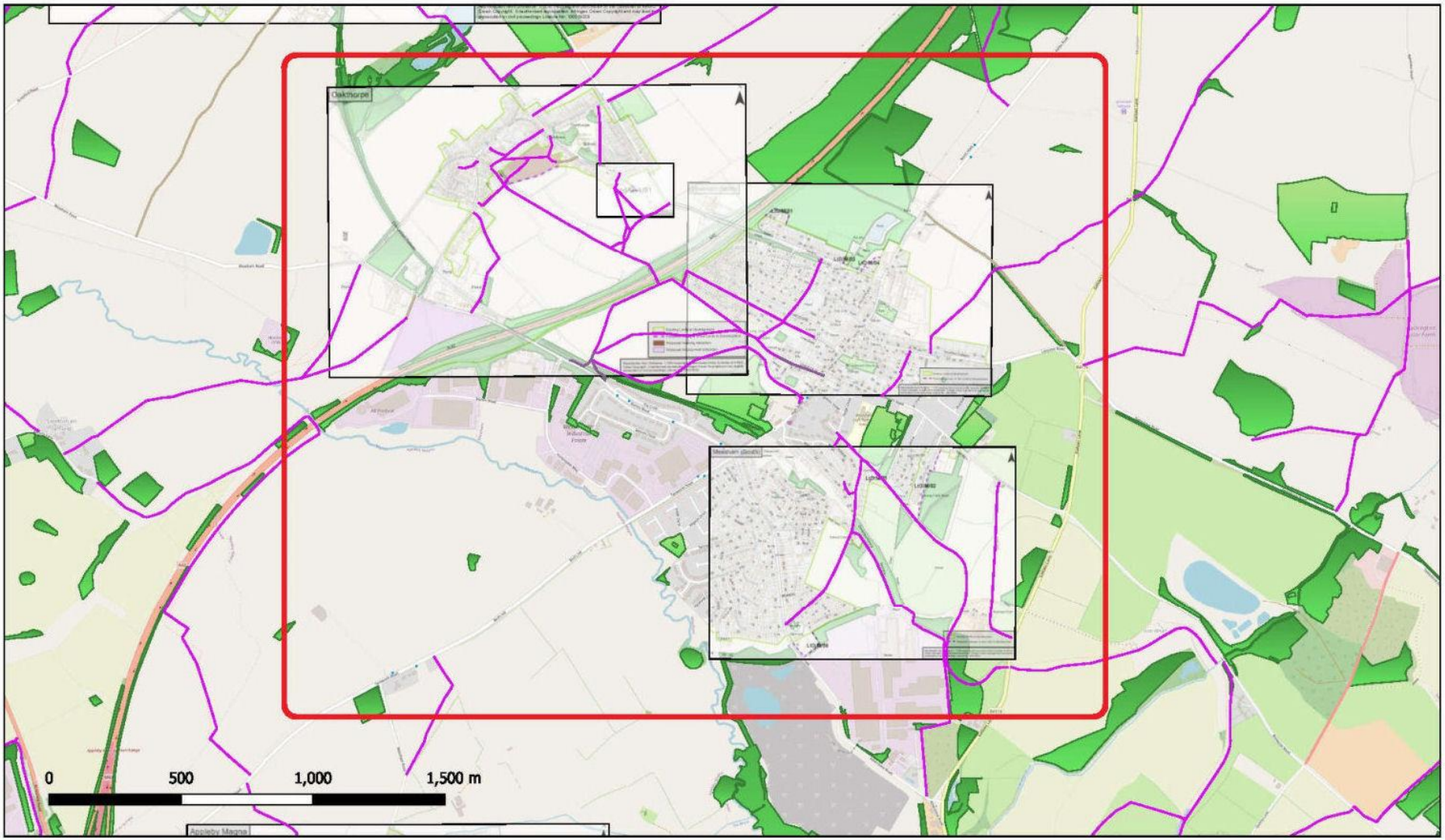
D8-Donisthorpe-Ramscliffe-Avenue



Potential impact on PRoW: **POSSIBLY**

48+49+69+70-NWLDC-Area-Local-Plan-Measham-Oakthorpe-Group

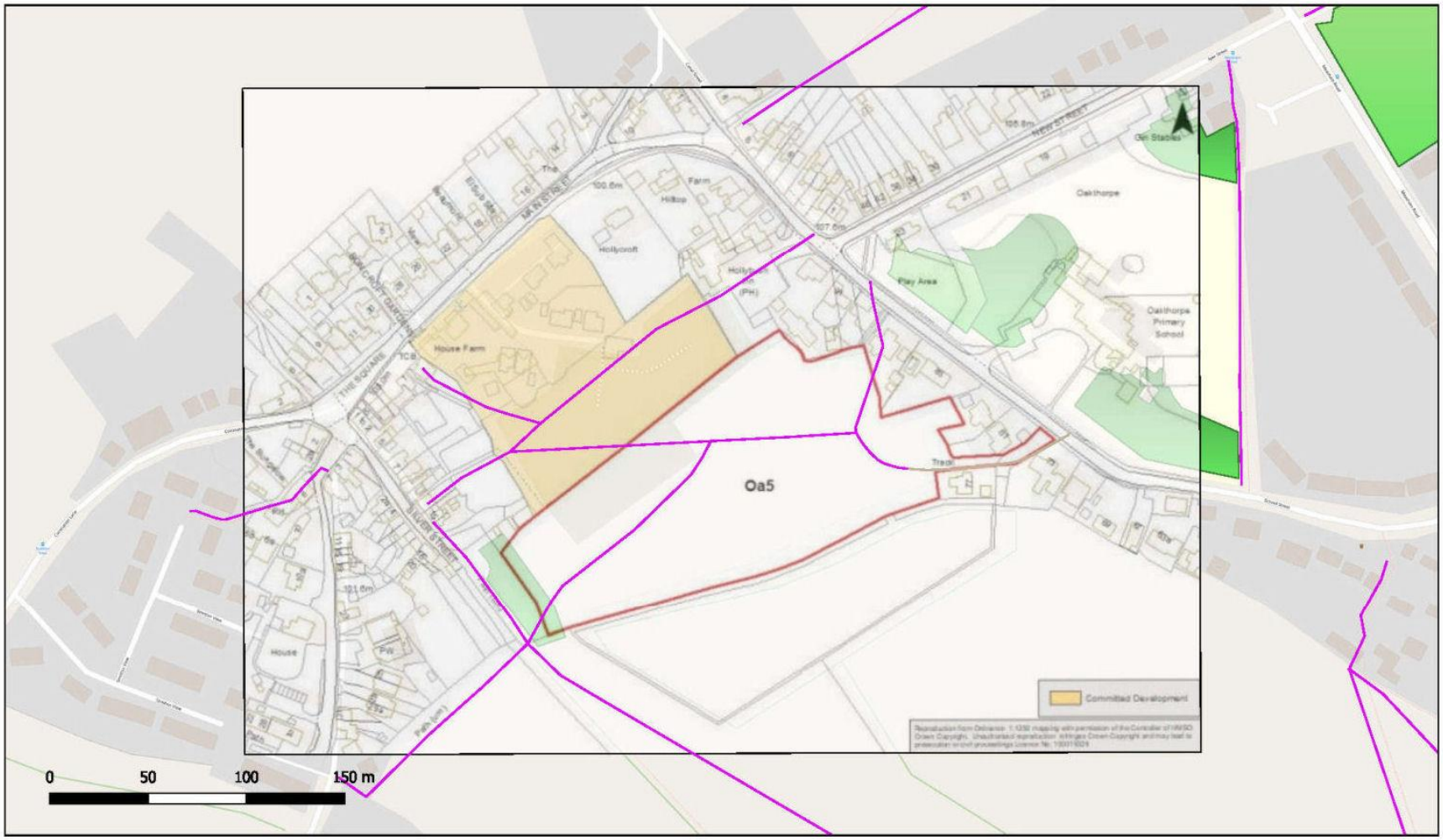
Measham – Oakthorpe Group



69-NWLDC-Area-Local-Plan-Oakthorpe

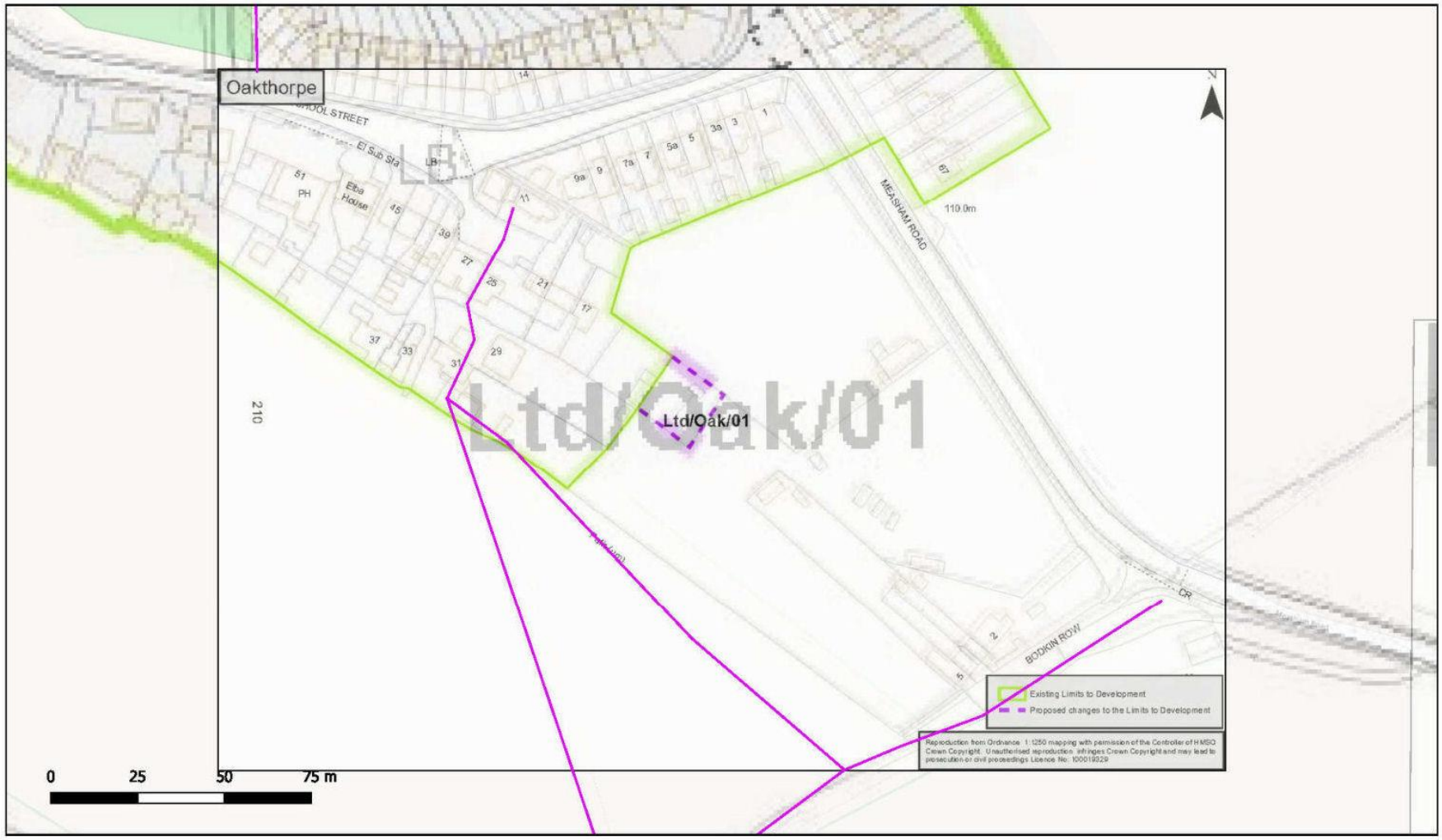
Potential impact on PRoW: YES

OA5-Oakthorpe-School-Lane



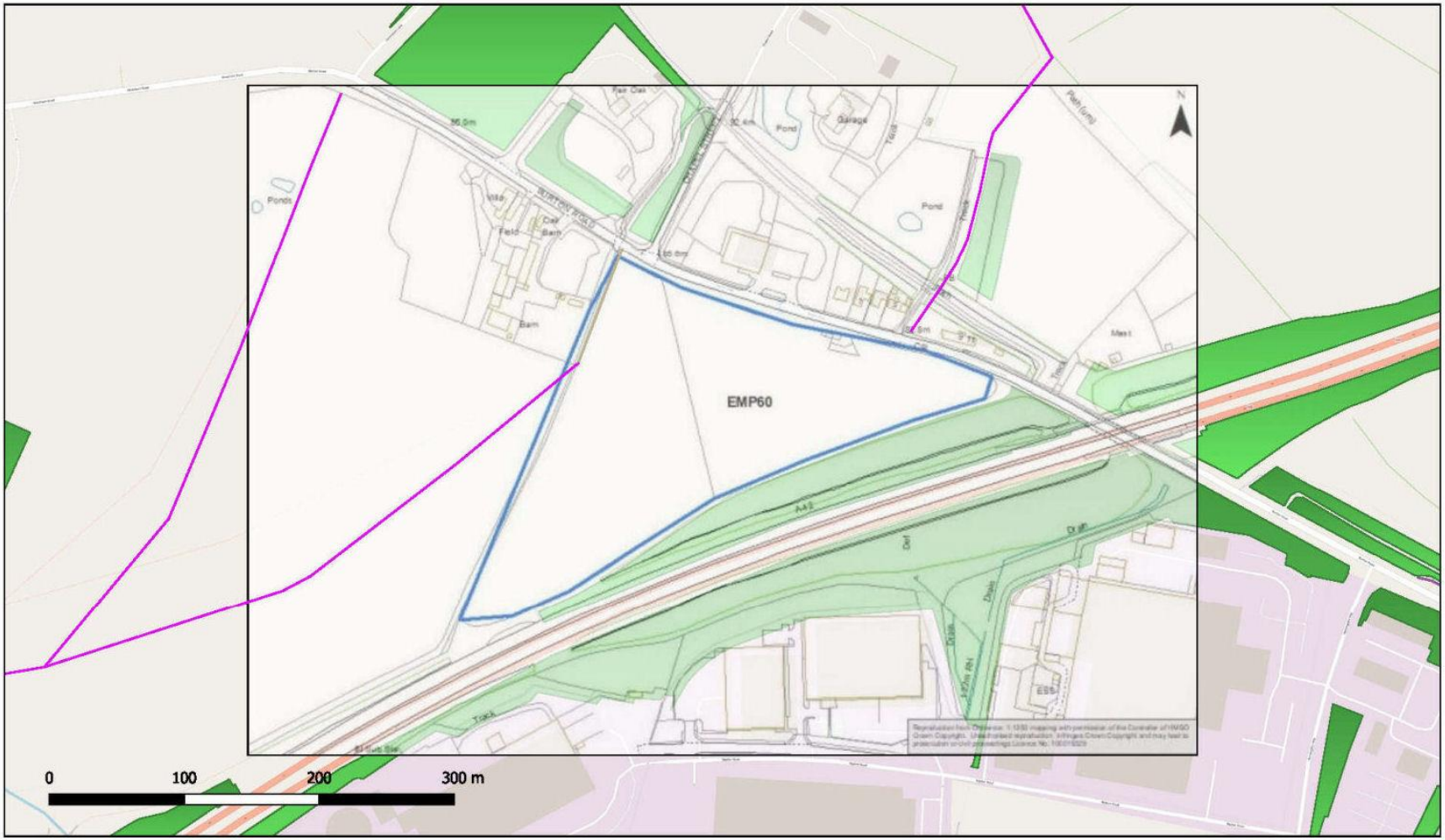
Potential impact on PRoW: YES

70-NWLDC-Area-Local-Plan-Oakthorpe-Detail



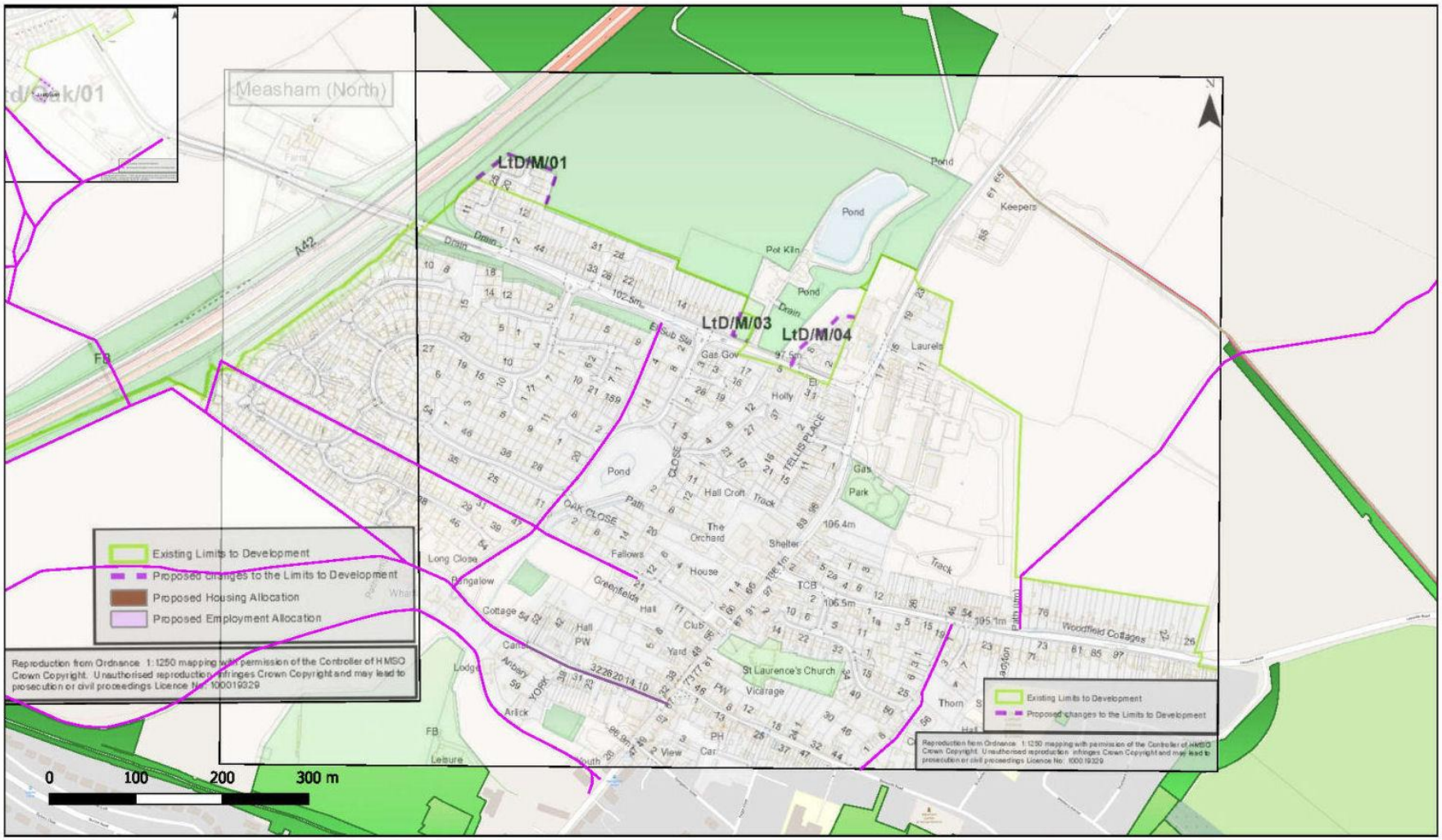
Potential·impact·on·PRoW:¤ NO¤

EMP60-Oakthorpe-Burton-Road



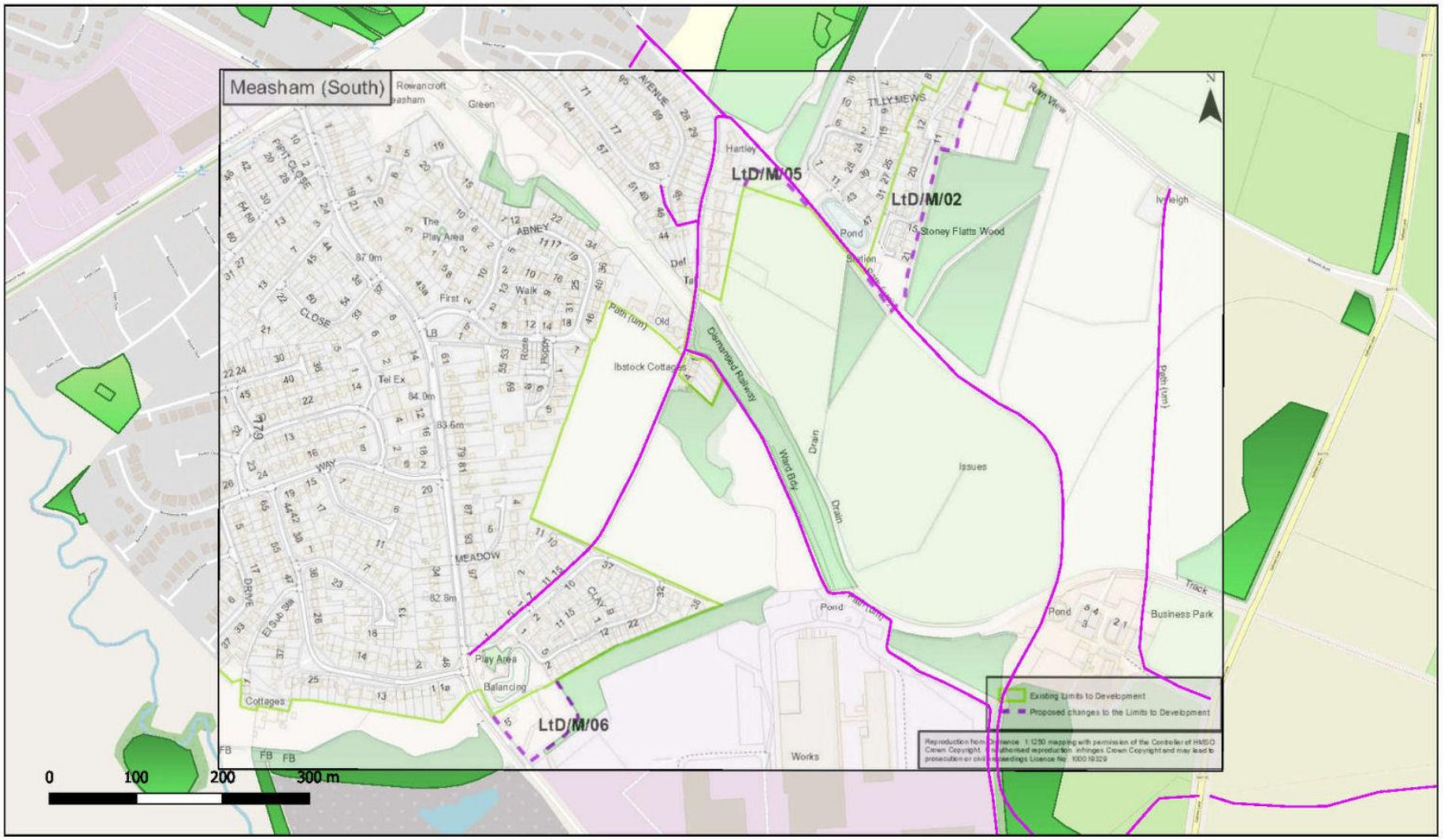
Potential impact on PRoW: **POSSIBLY**

48-NWLDC-Area-Local-Plan-Measham-North



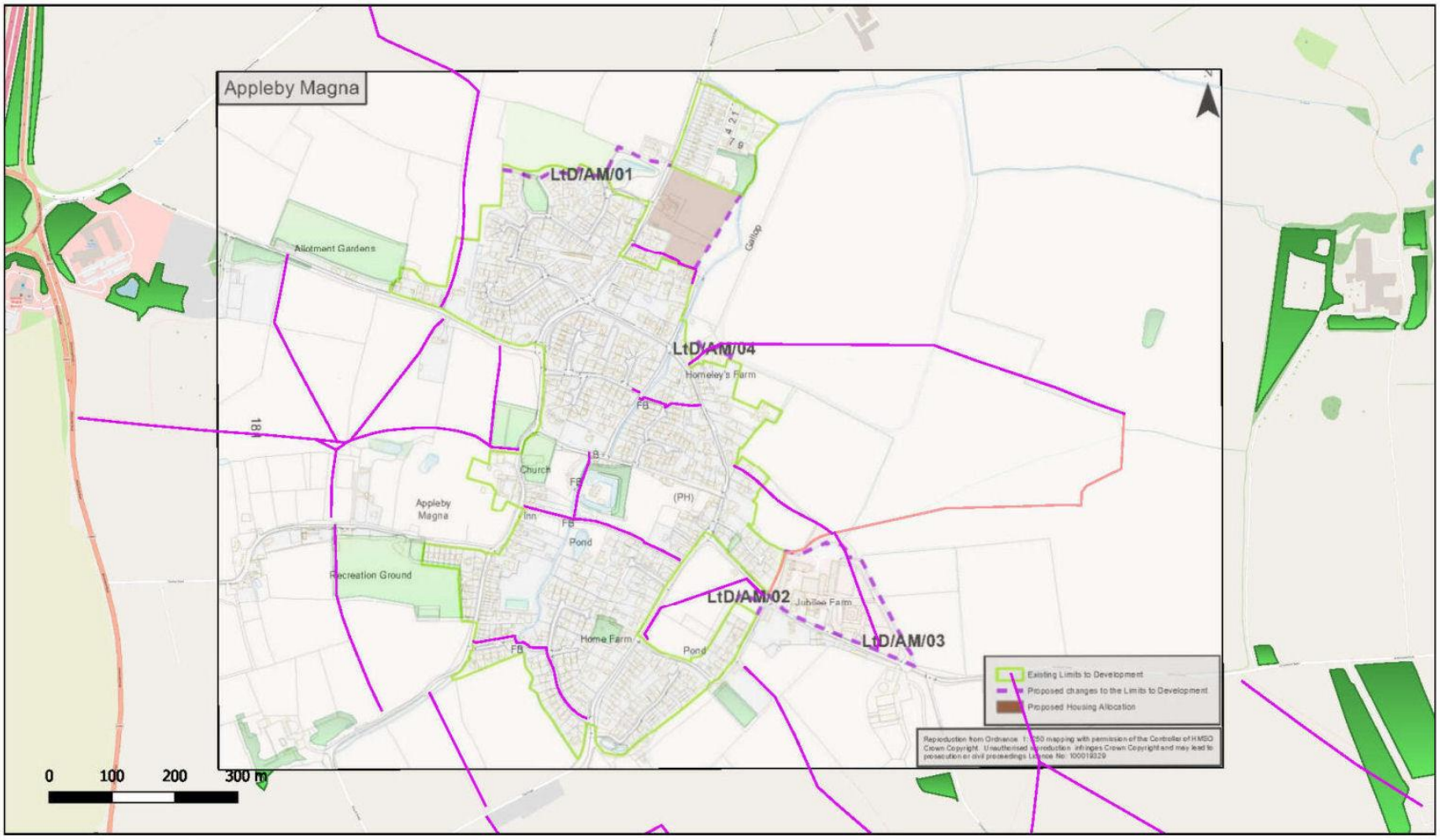
Potential impact on PRoW: NO

49-NWLDC-Area-Local-Plan-Measham-South



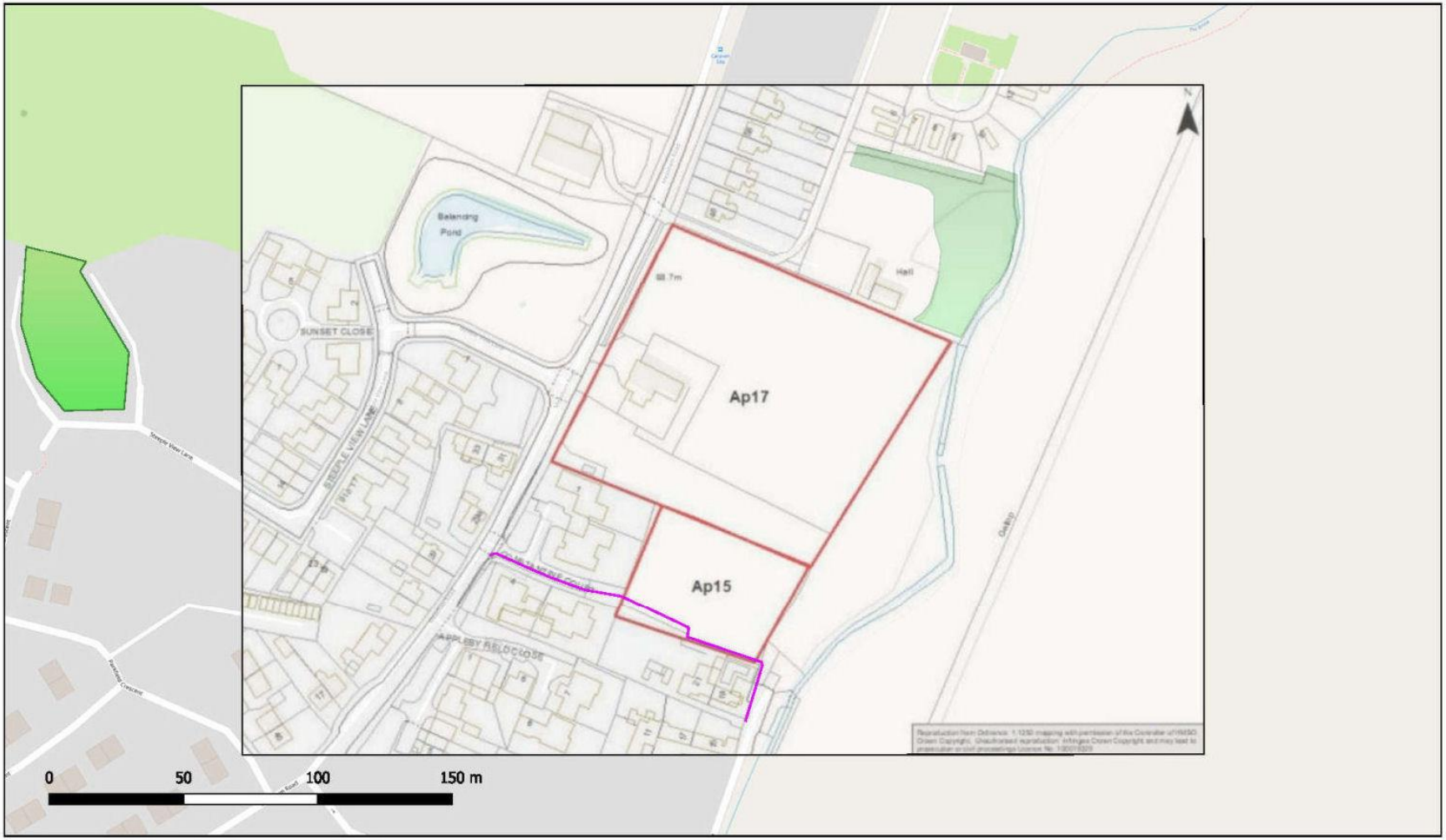
Potential·impact·on·PRoW:¤ **YES**¤

50-NWLDC-Area-Local-Plan-Appleby-Magna



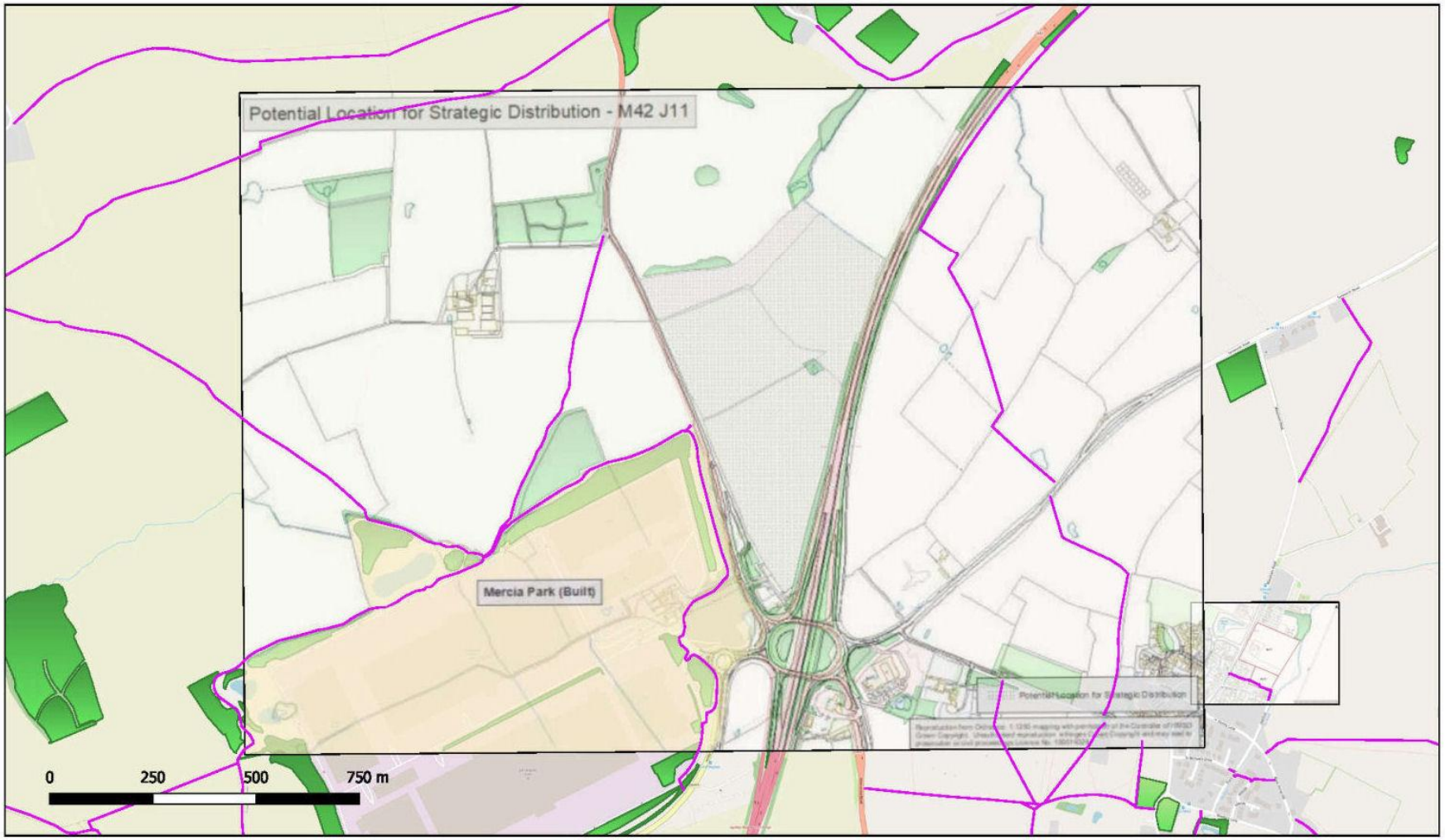
Potential·impact·on·PRoW:¤ **YES**¤

AP15+AP17-Appleby-Magna-Measham-Road



Potential·impact·on·PRoW:¤ YES¤

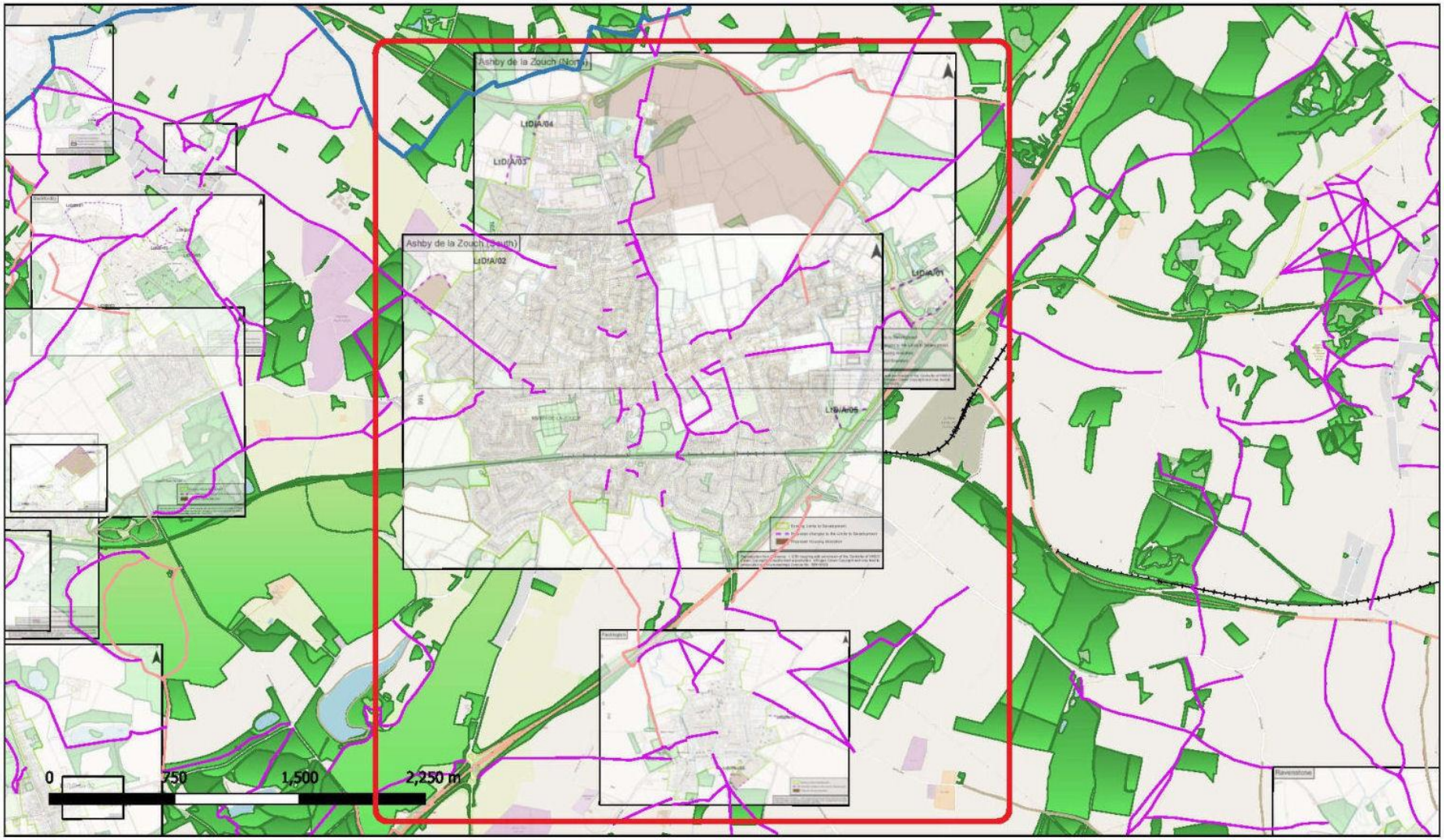
M42-J11-Appleby-Magna-Strategic-Distribution



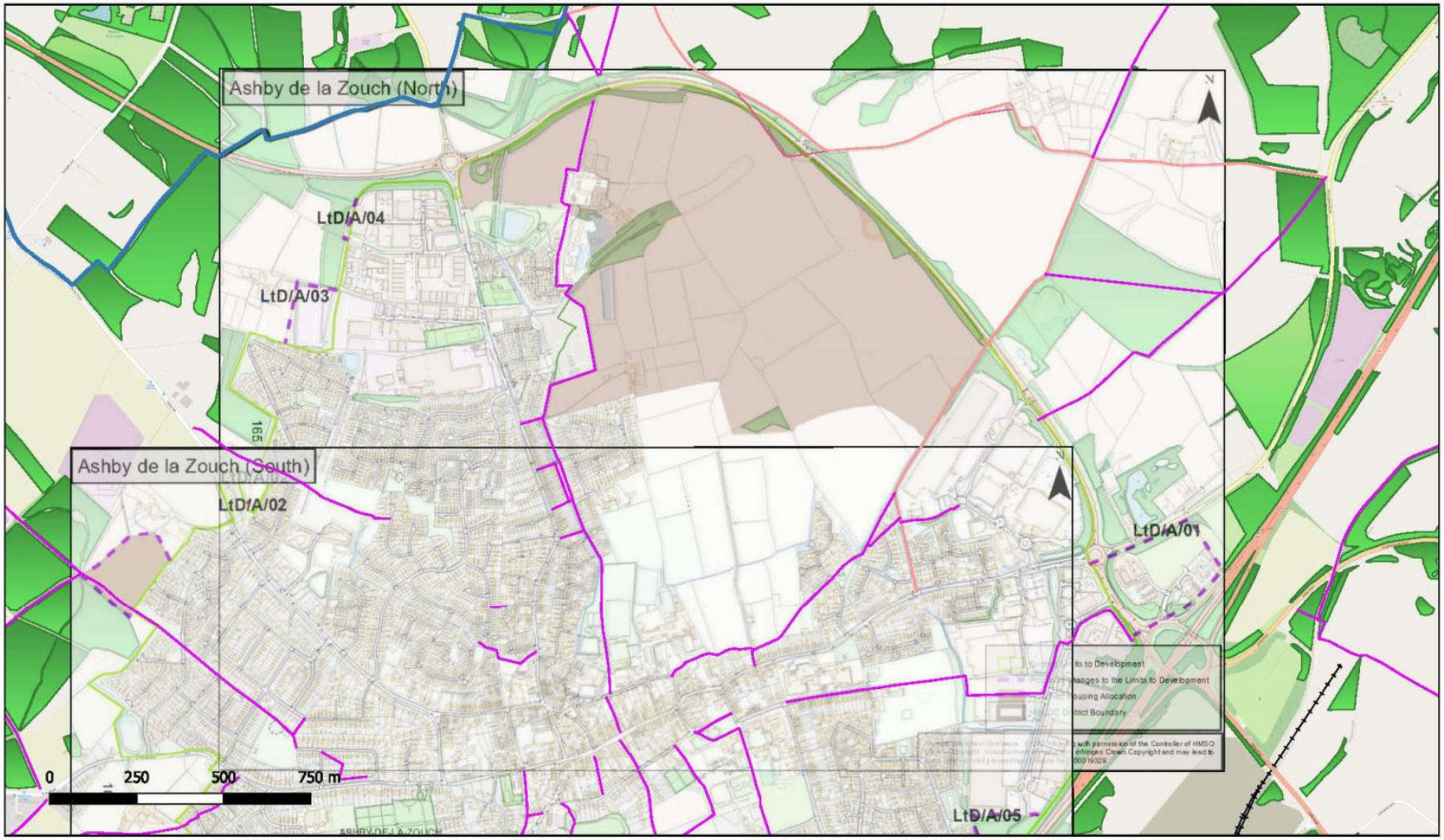
Potential impact on PRoW: **POSSIBLY**

39+40+71-NWLDC-Area-Local-Plan-Ashby+Packington-Area

The Ashby-de-la-Zouch & Packington Area

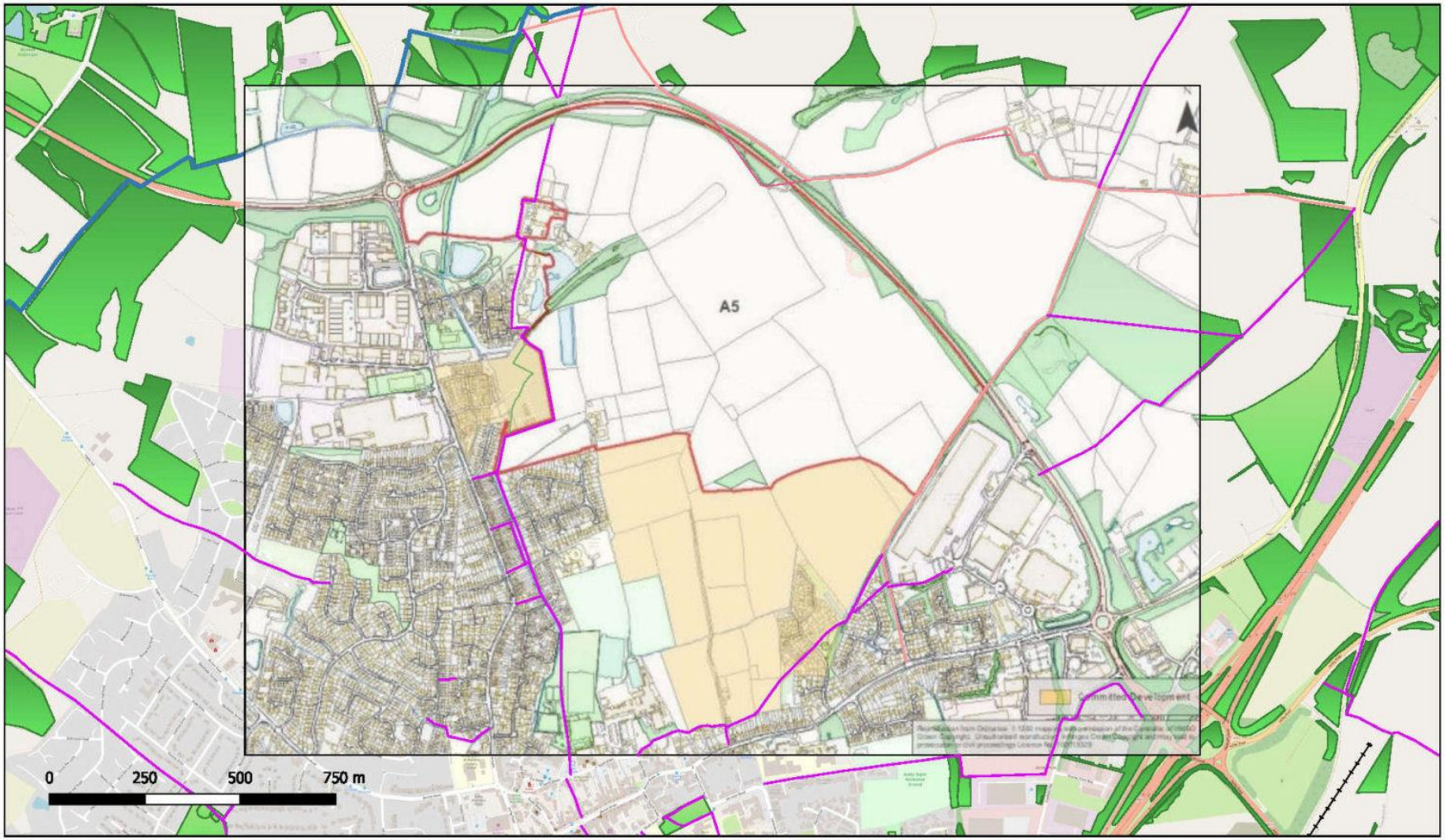


39-NWLDC-Area-Local-Plan-Ashby-North



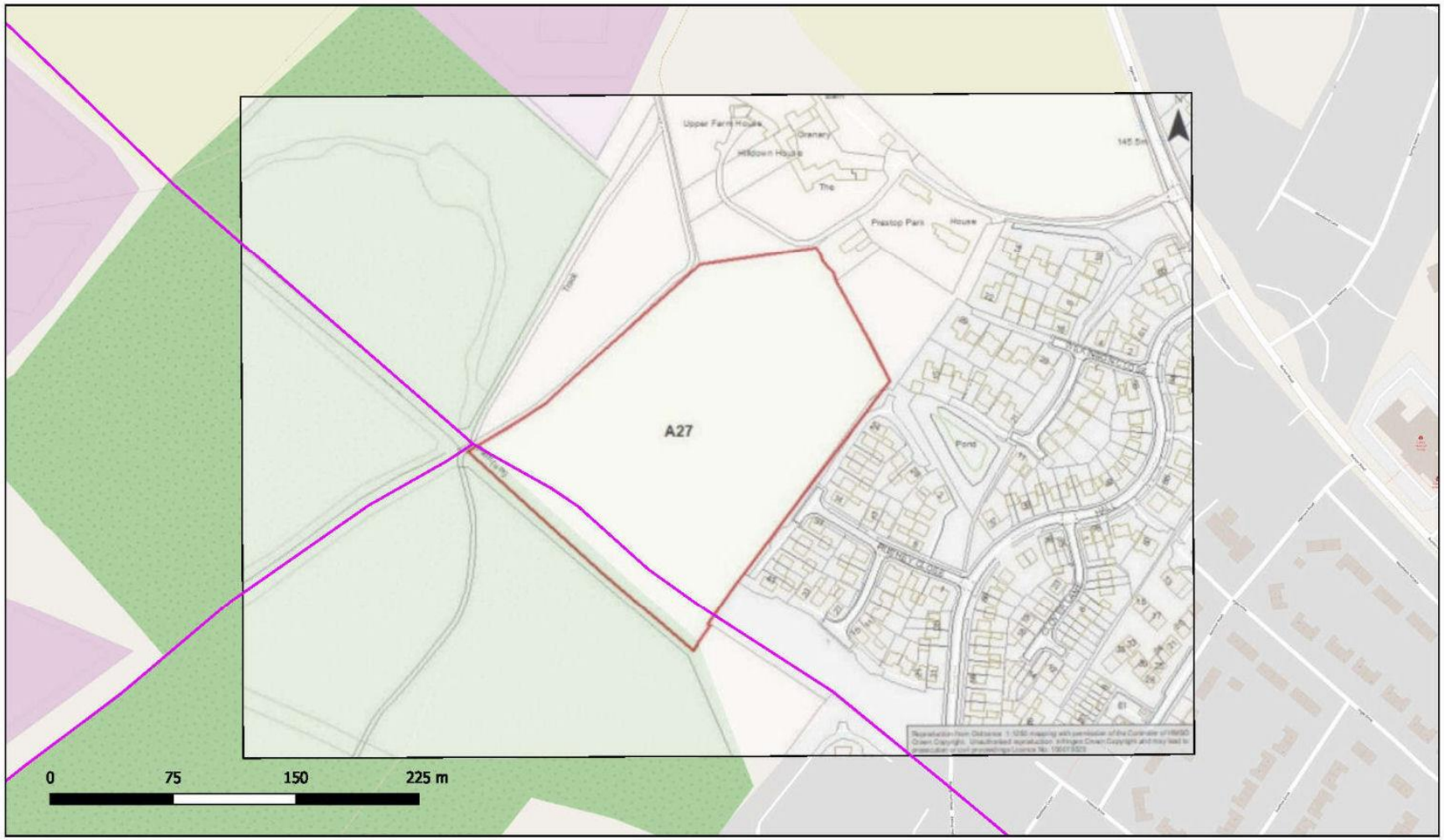
Potential·impact·on·PRoW:¤ **YES**¤

A5-Ashby-de-la-Zouch-Money-Hill



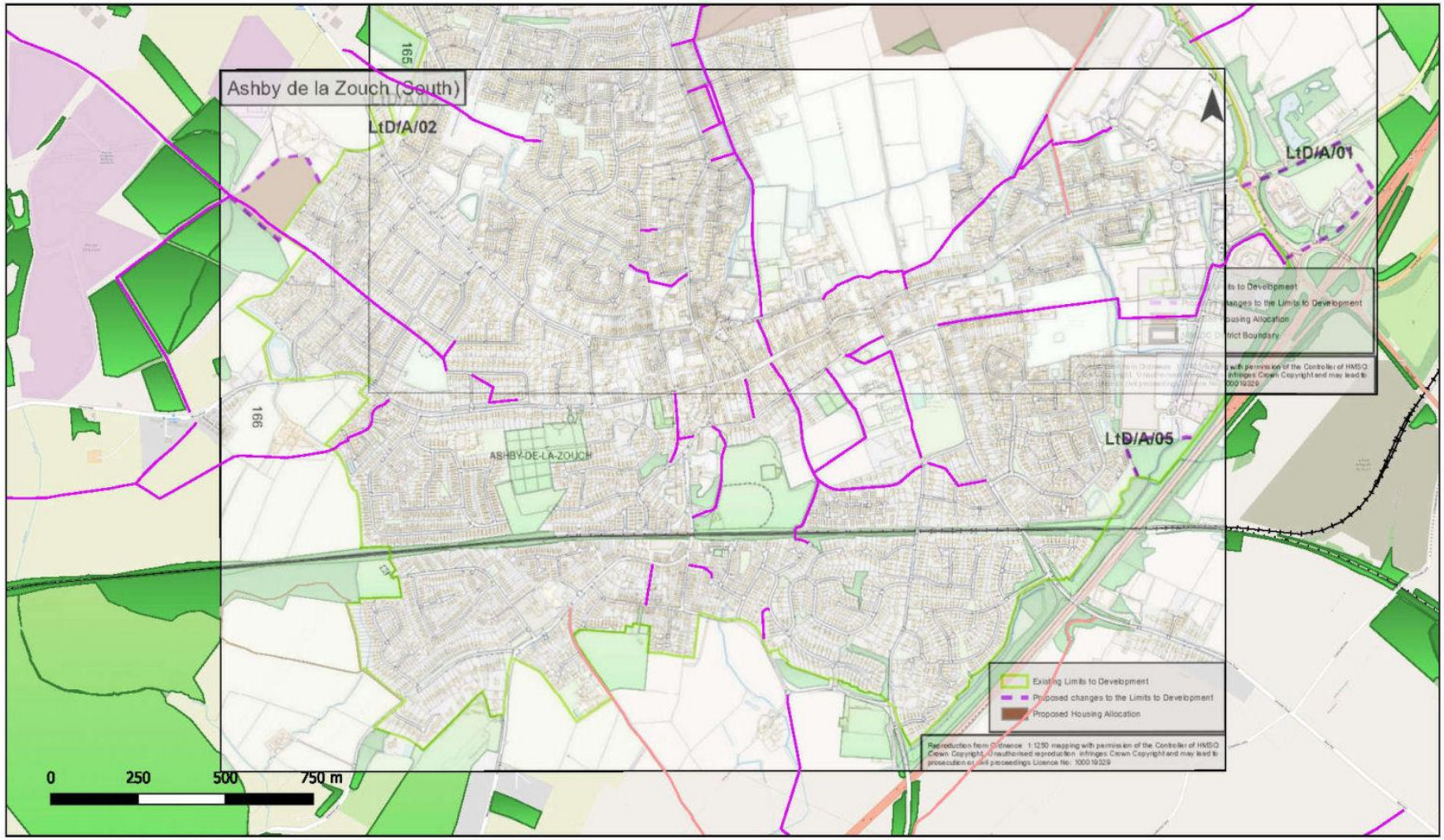
Potential·impact·on·PRoW:¤ **YES**¤

A27-Ashby-de-la-Zouch-Burton-Road



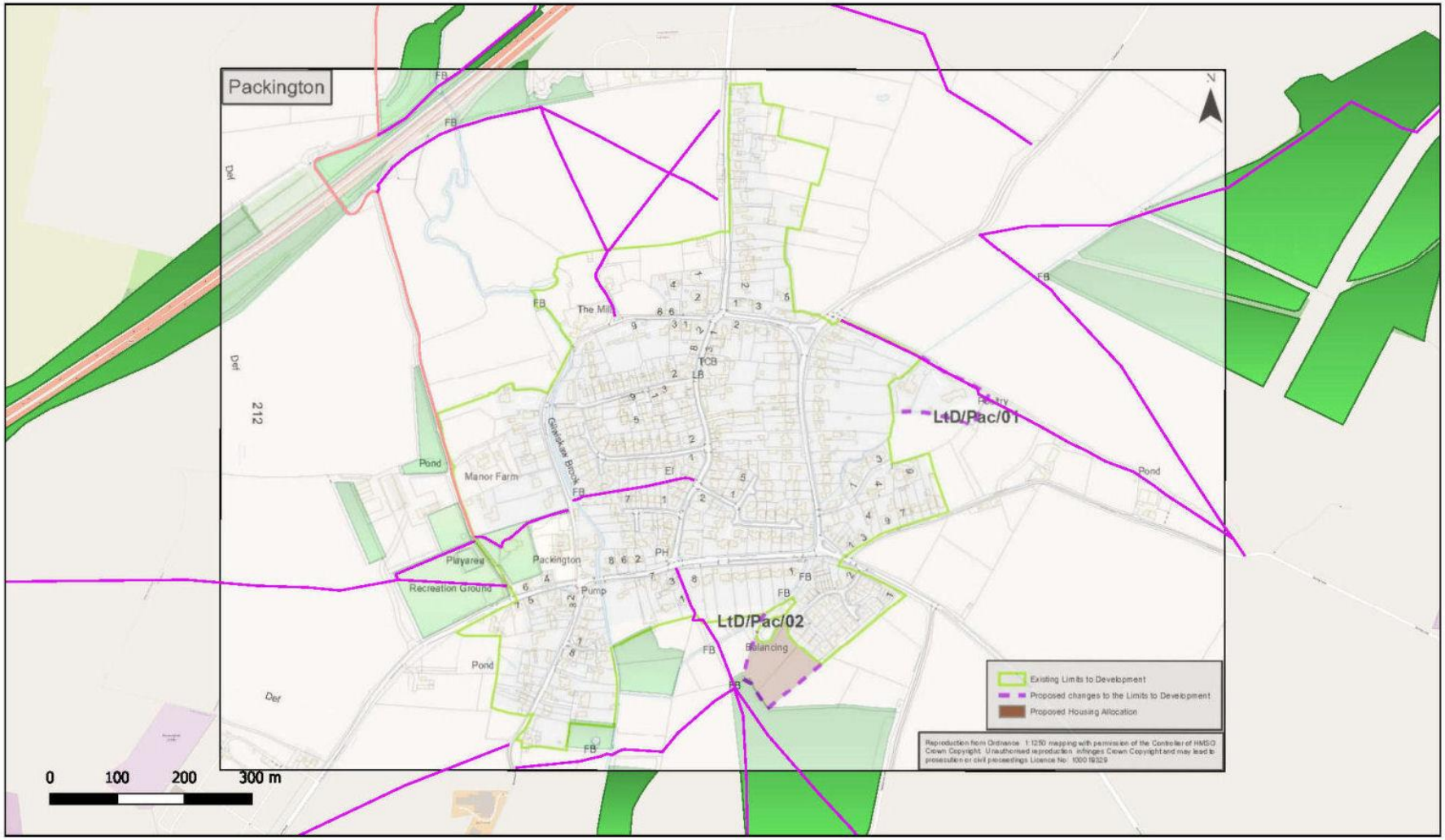
Potential·impact·on·PRoW:¤ **YES**¤

40-NWLDC-Area-Local-Plan-Ashby-South



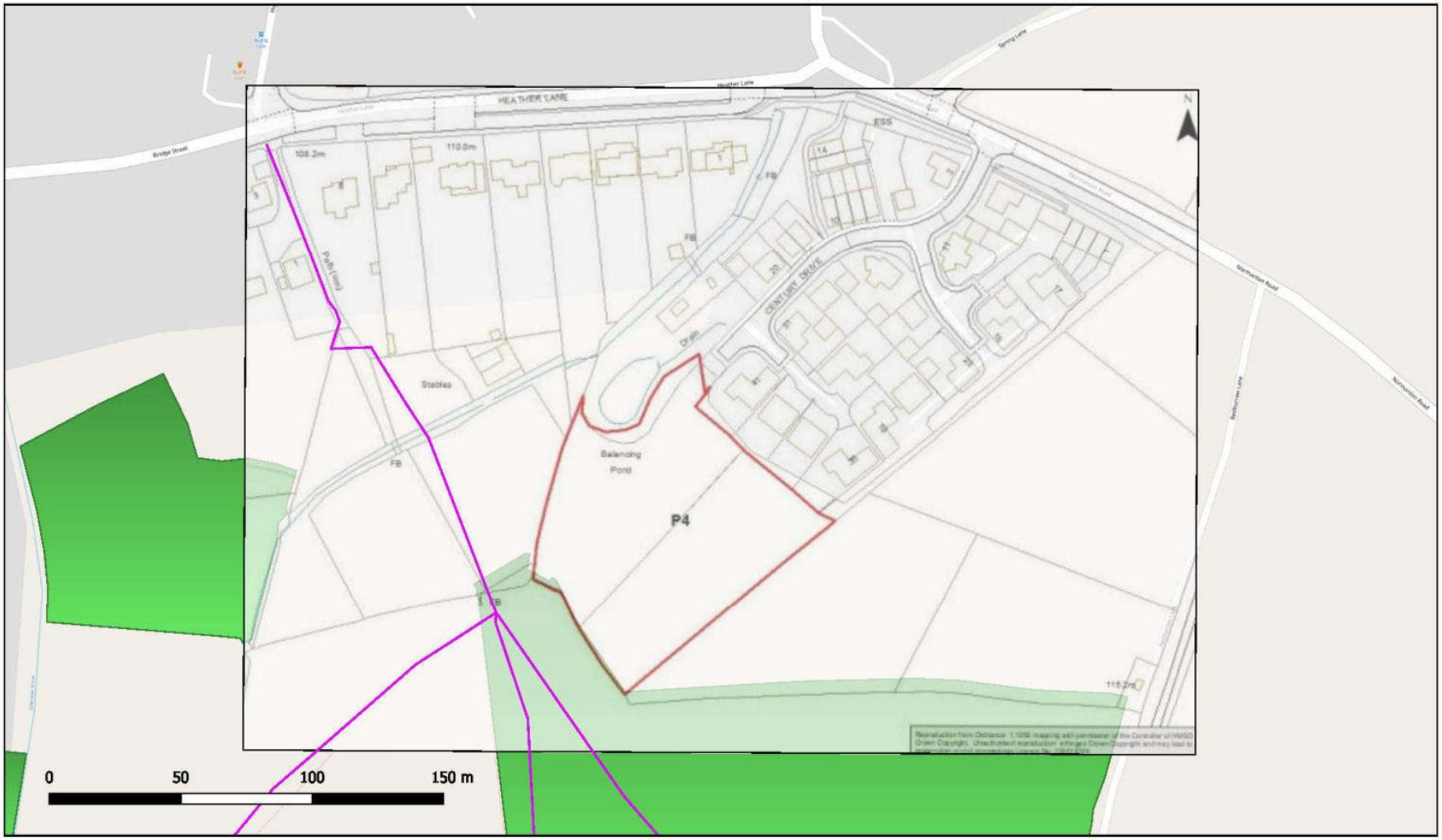
Potential·impact·on·PRoW:¤ **YES**¤

71-NWLDC-Area-Local-Plan-Packington



Potential·impact·on·PRoW:¤ NO¤

P4-Packington-Normanton-Road



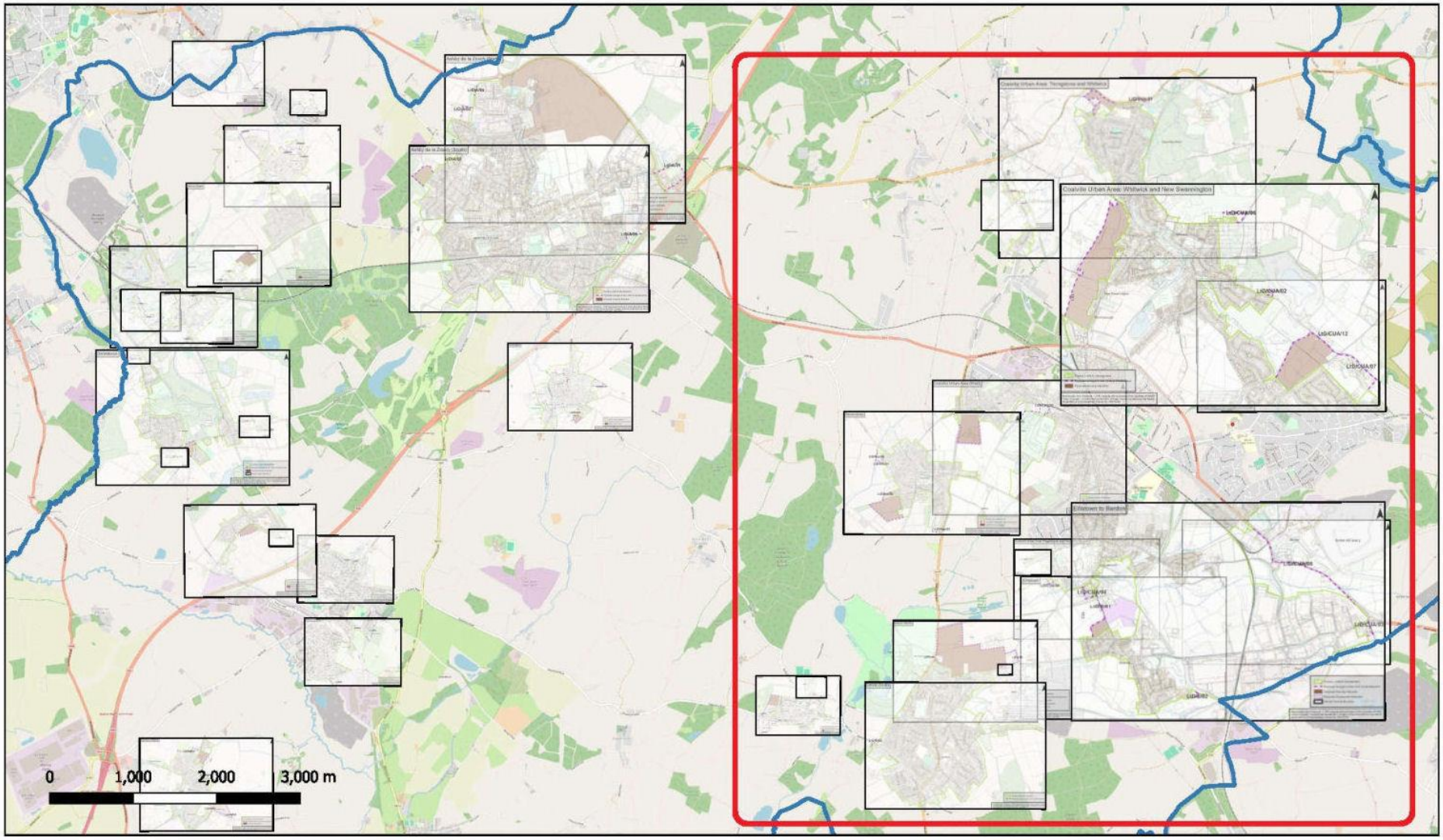
Potential·impact·on·PRoW:¤ **NO¤**

SECTION: 4

The South-East NWLDC Area

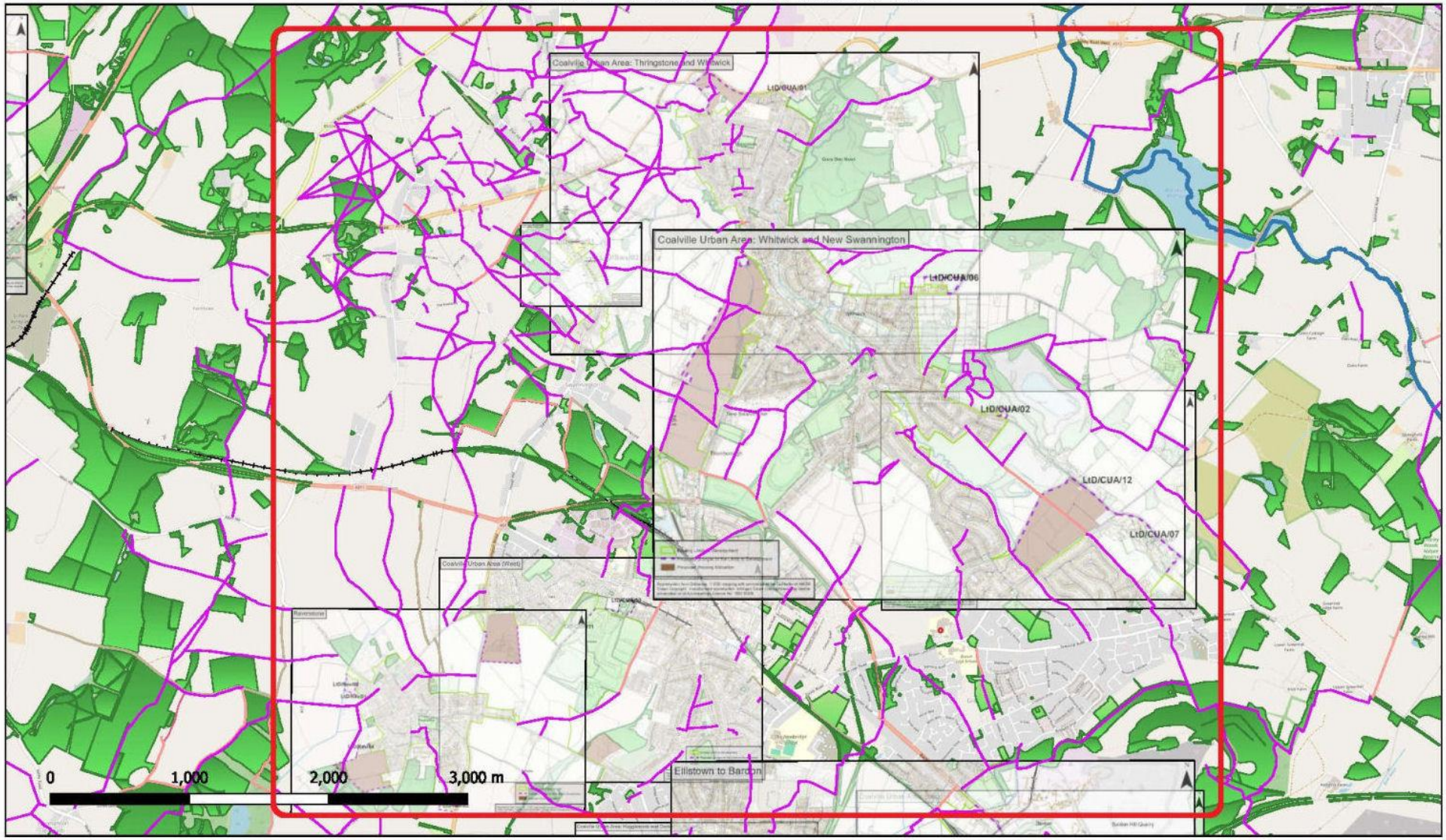
03-NWLDC-Area-Local-Plan-South-Area-Settlement-Groups

The proposed sites in the South-Eastern Area

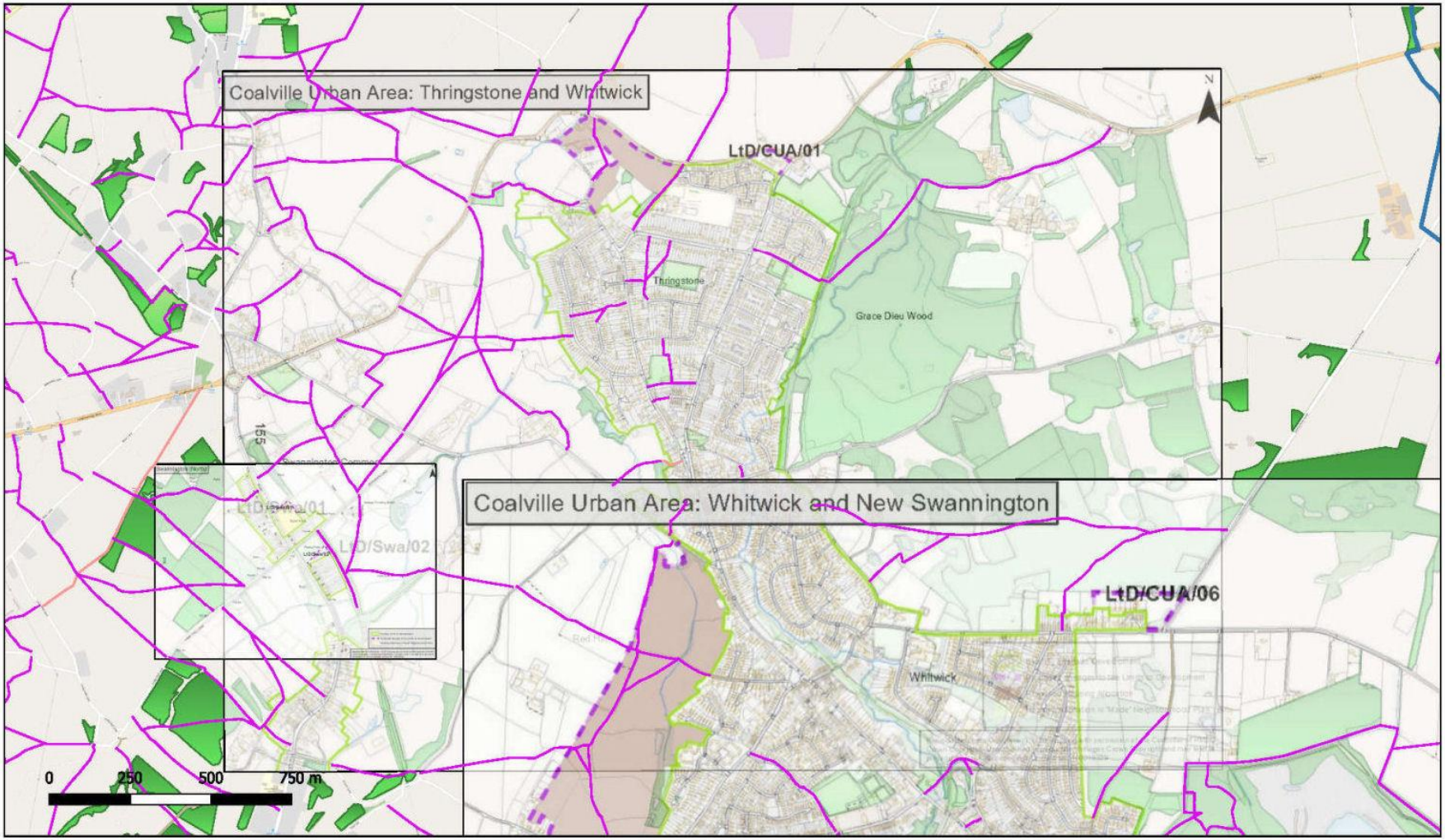


04-NWLDC-Area-Local-Plan-Coalville-North+West

Coalville – North & West Areas

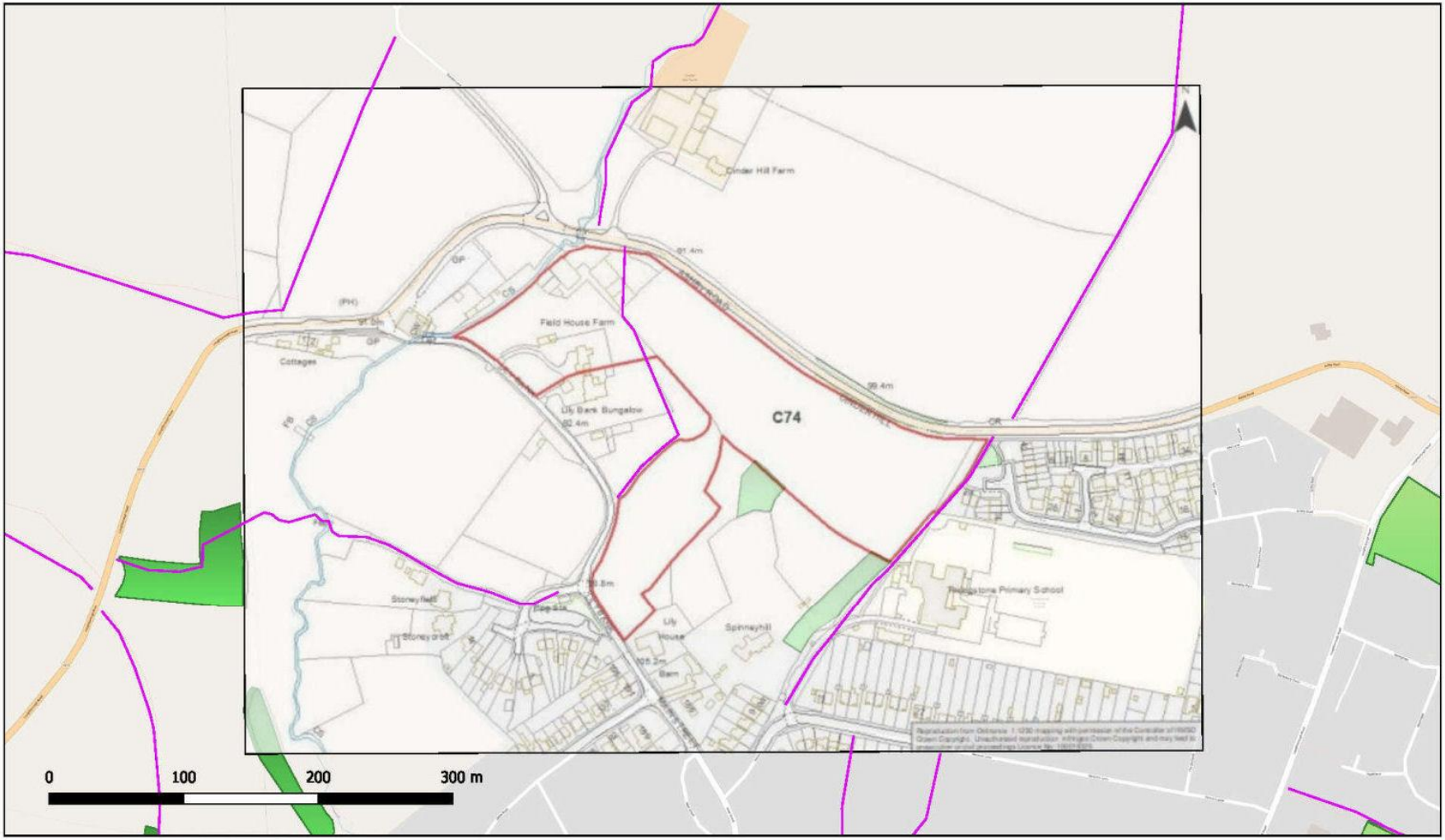


30-NWLDC-Area-Local-Plan-Coalville-Thringstone+Whitwick



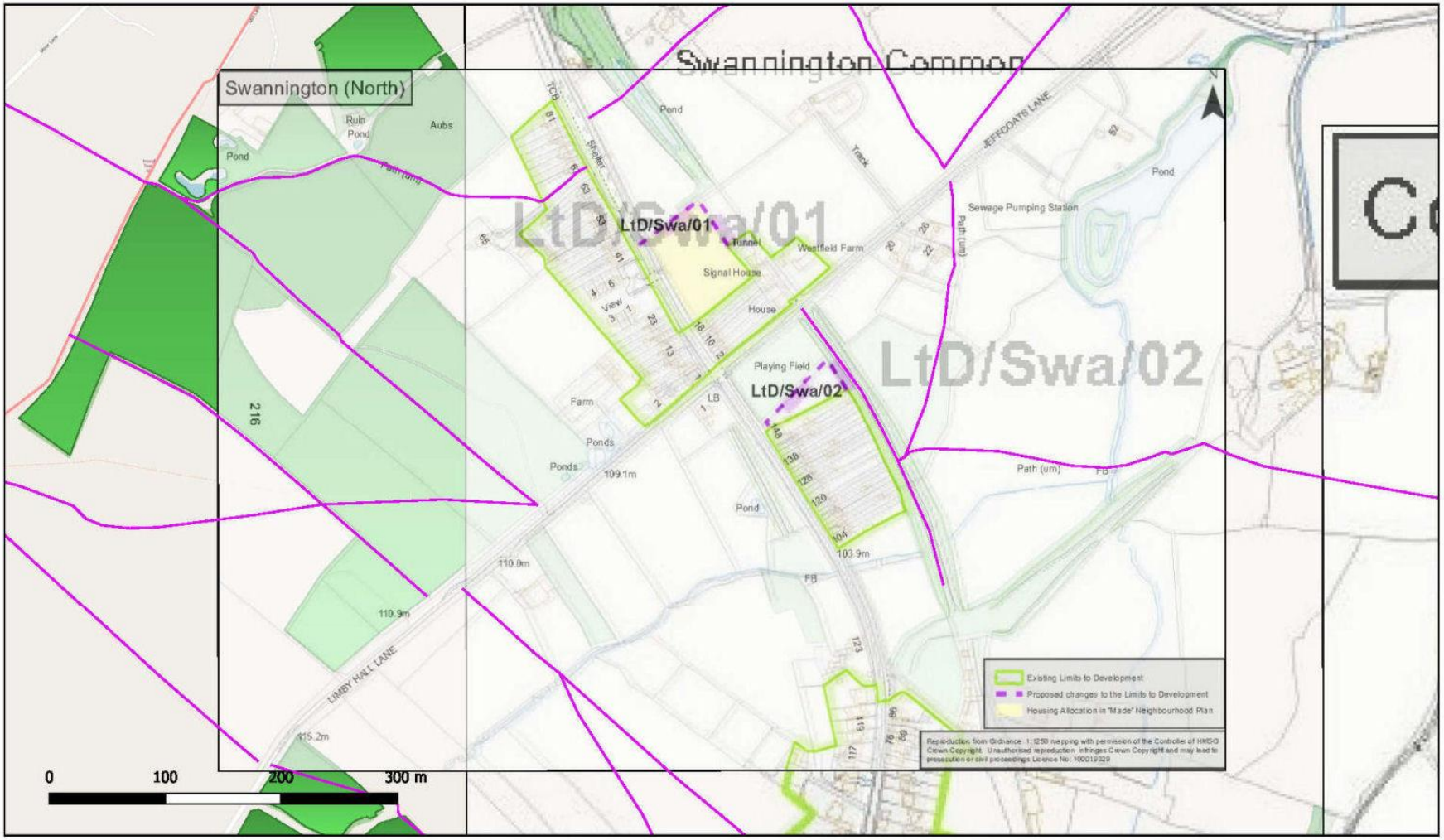
Potential·impact·on·PRoW:¤ YES¤

C74-Thringstone-Lily-Bank



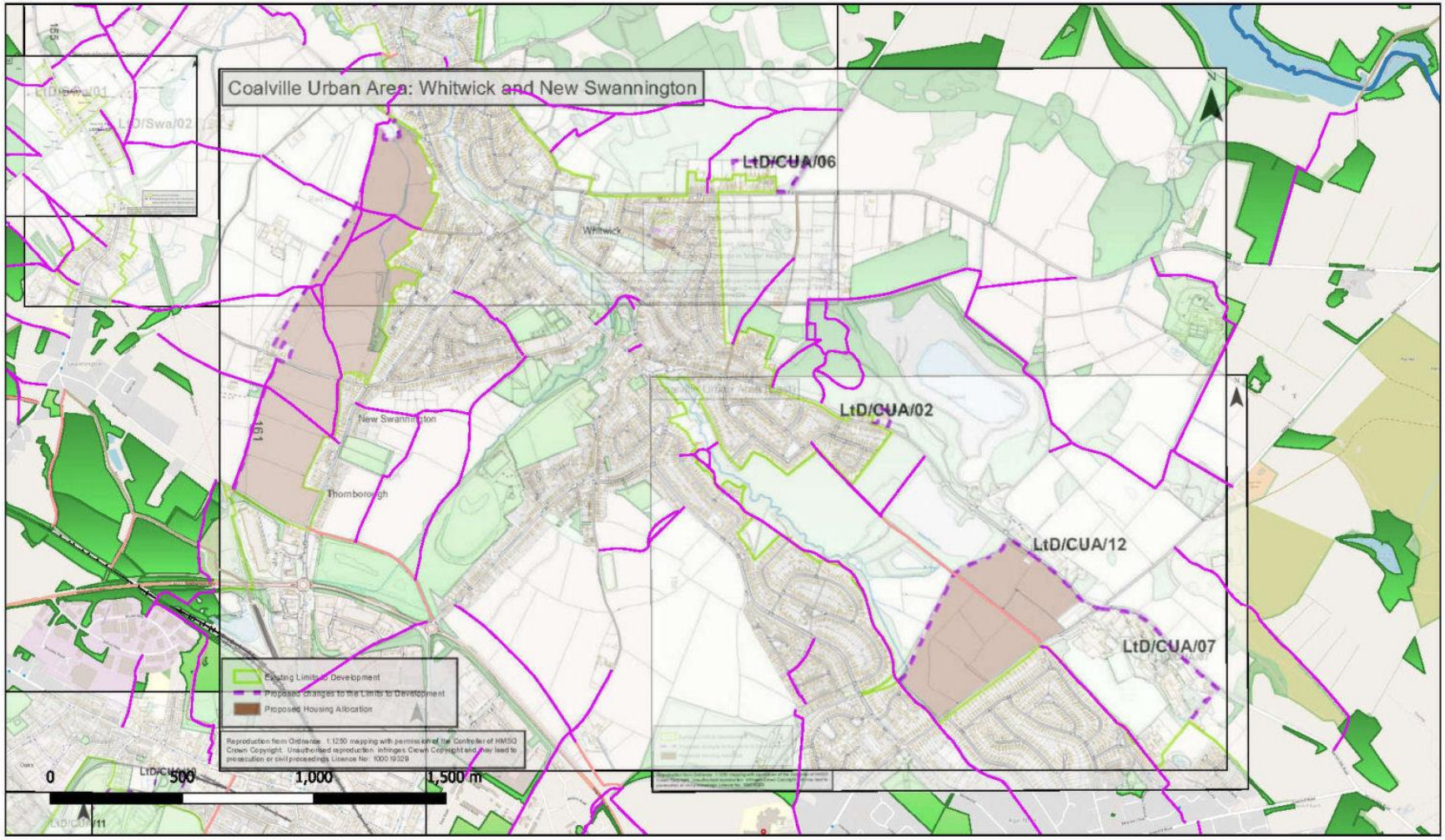
Potential·impact·on·PRoW:¤ YES¤

73-NWLDC-Area-Local-Plan-Swannington-North



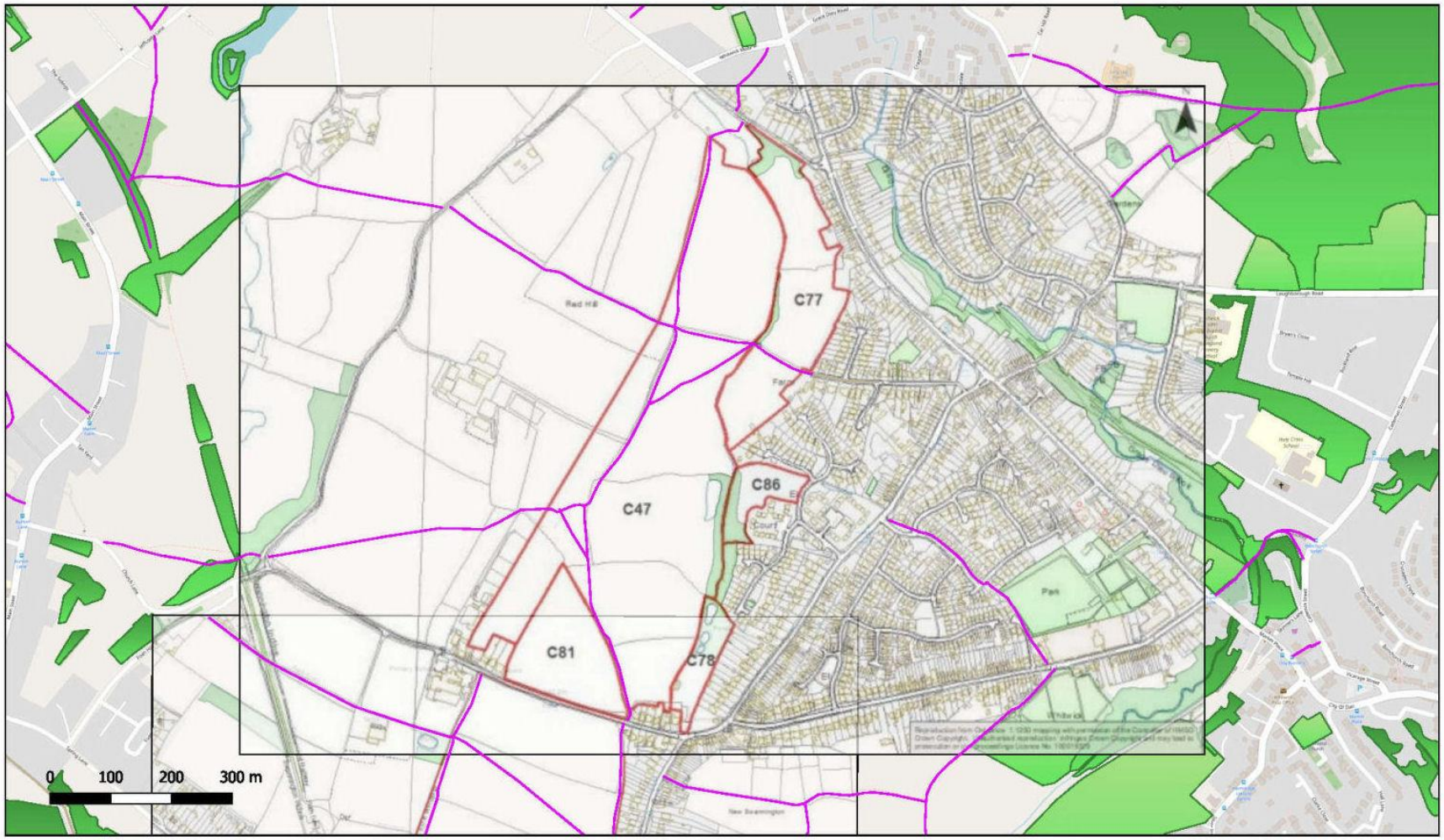
Potential impact on PRoW: **POSSIBLY**

36-NWLDC-Area-Local-Plan-Coalville-Whitwick+New-Swannington



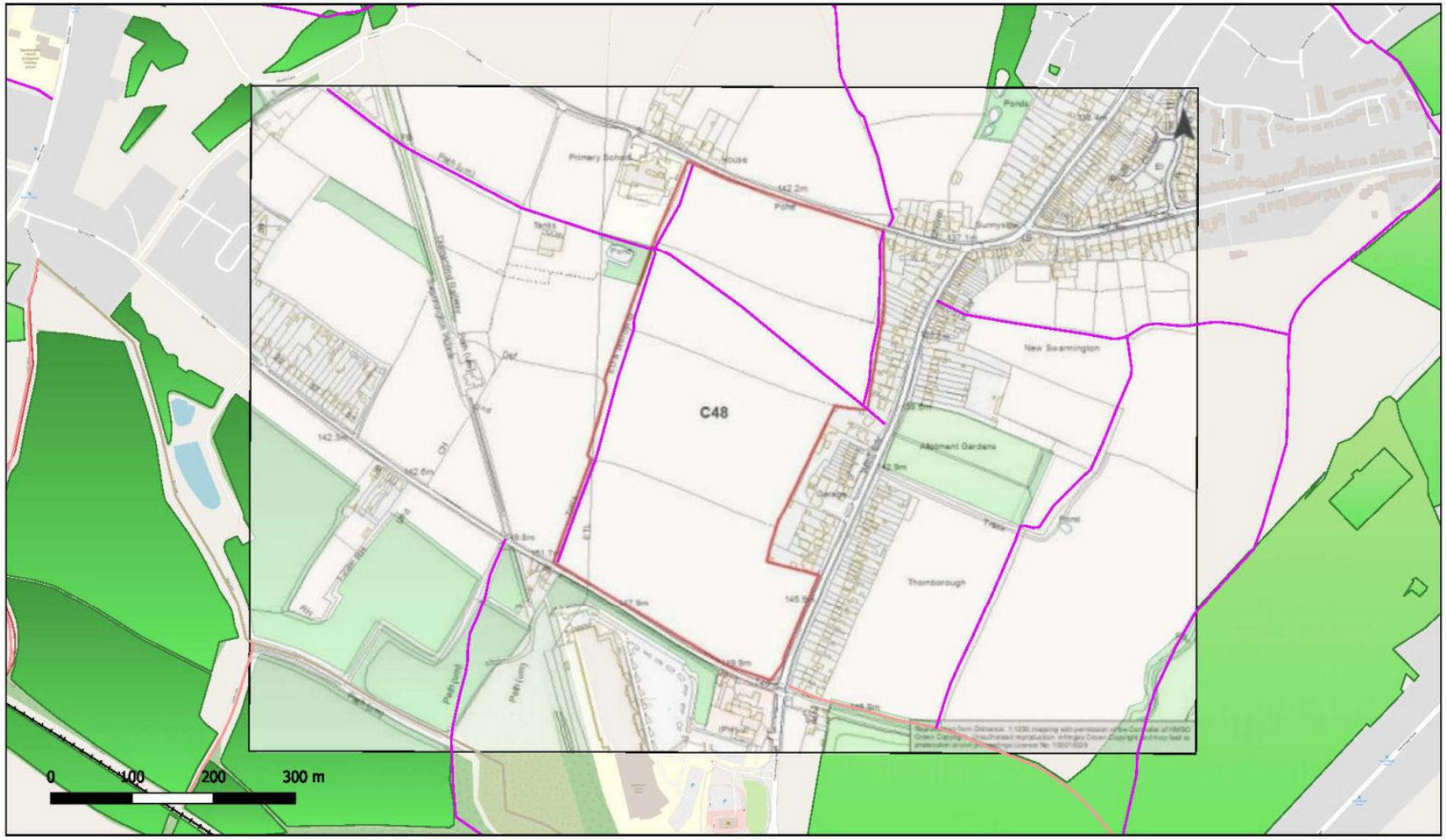
Potential impact on PRoW: YES

C47+77+78+81+86-Whitwick-West



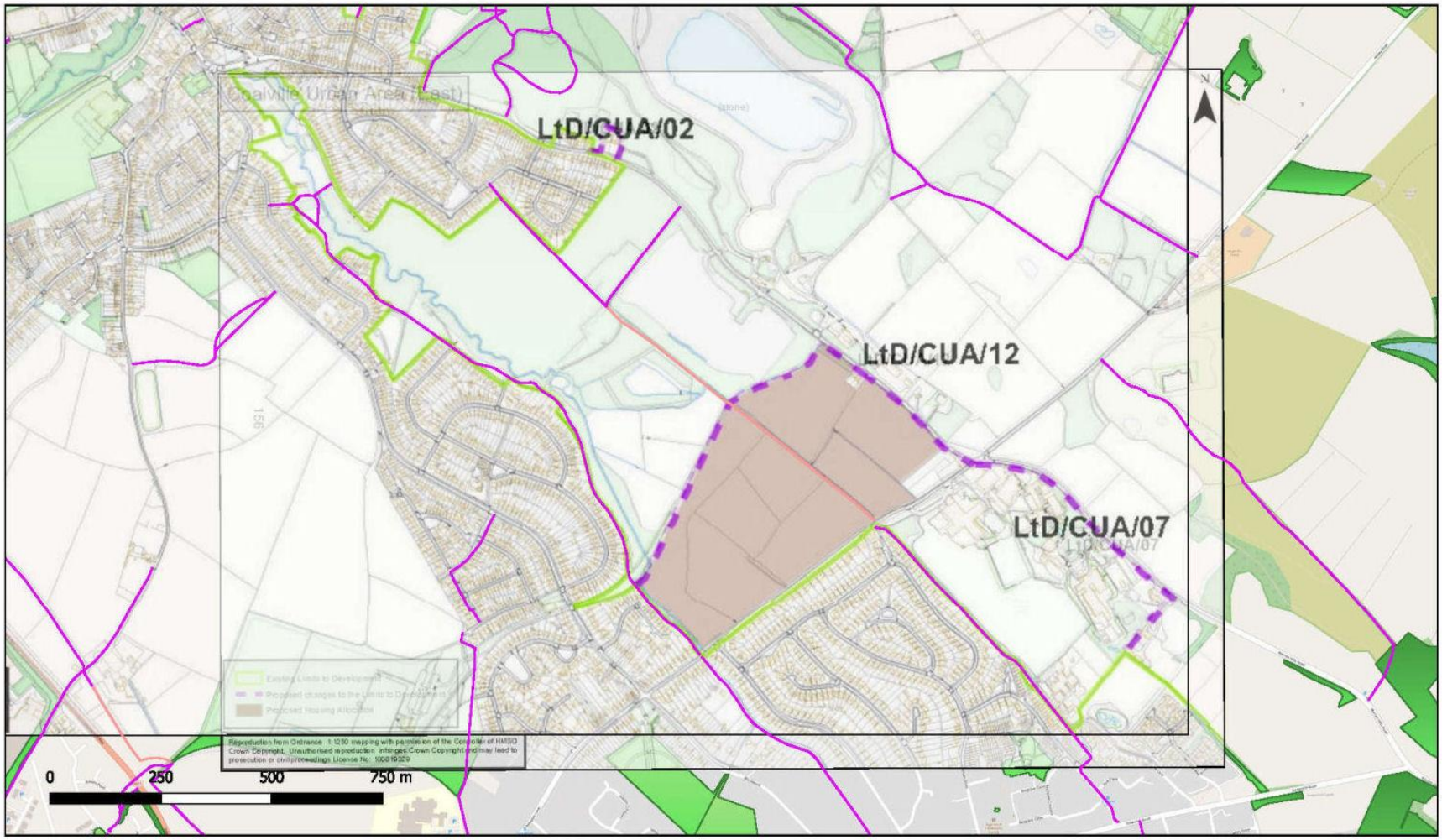
Potential impact on PRoW: YES

C48-New-Swannington-Church-Road



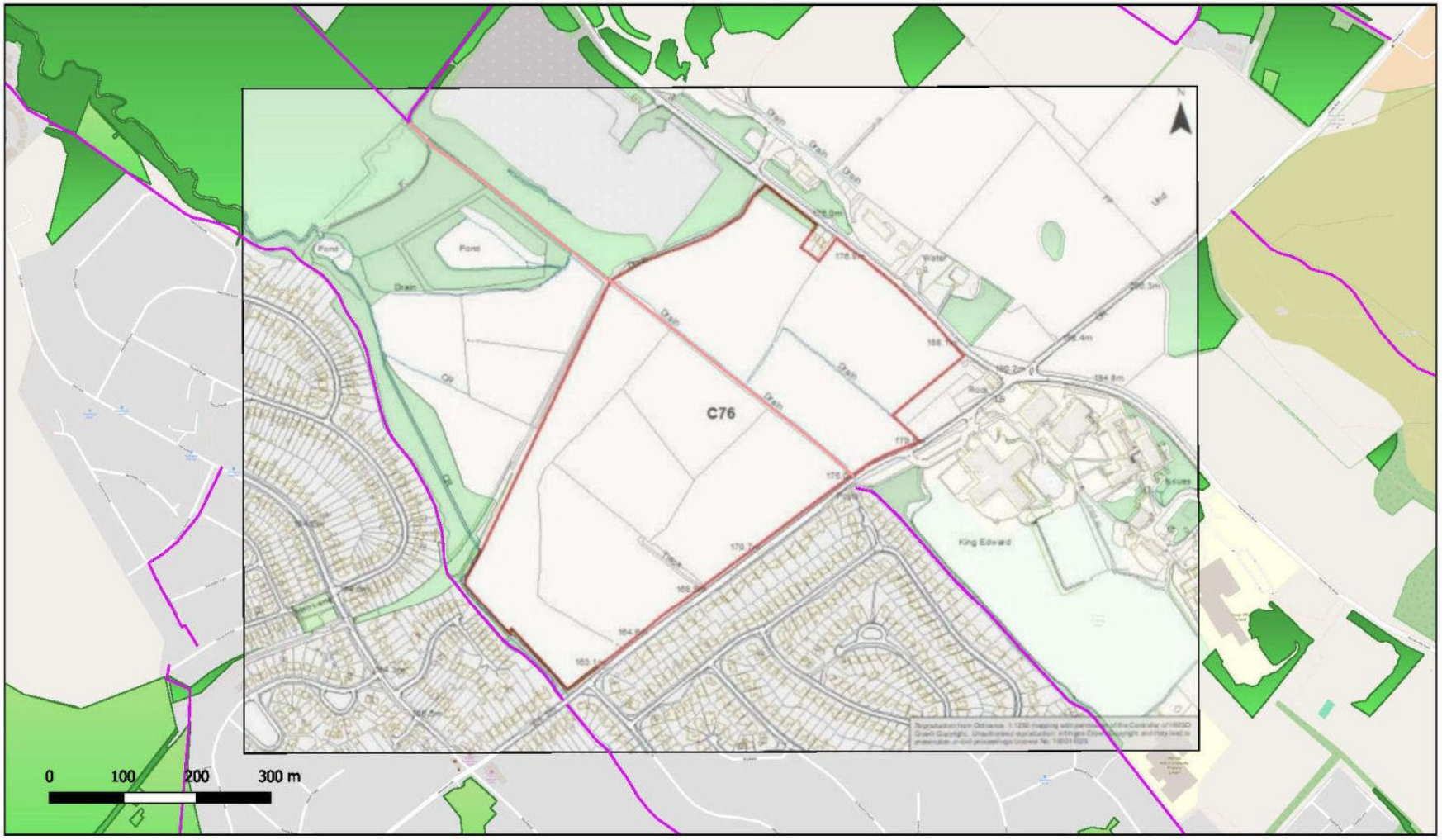
Potential·impact·on·PRoW:¤ **YES**¤

31-NWLDC-Area-Local-Plan-Coalville-Urban-East



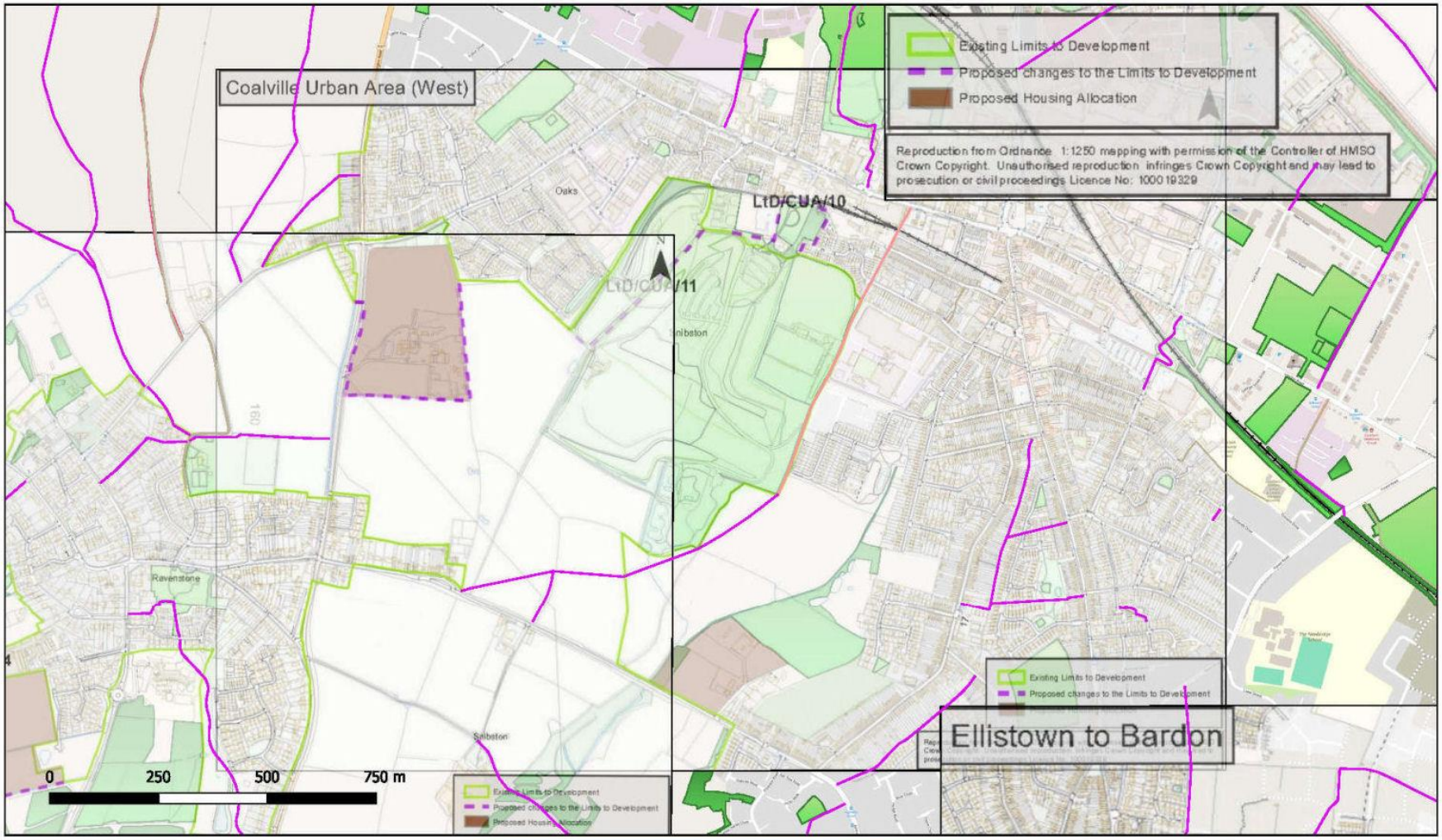
Potential impact on PRoW: YES

C76-Coalville-Meadow-Lane



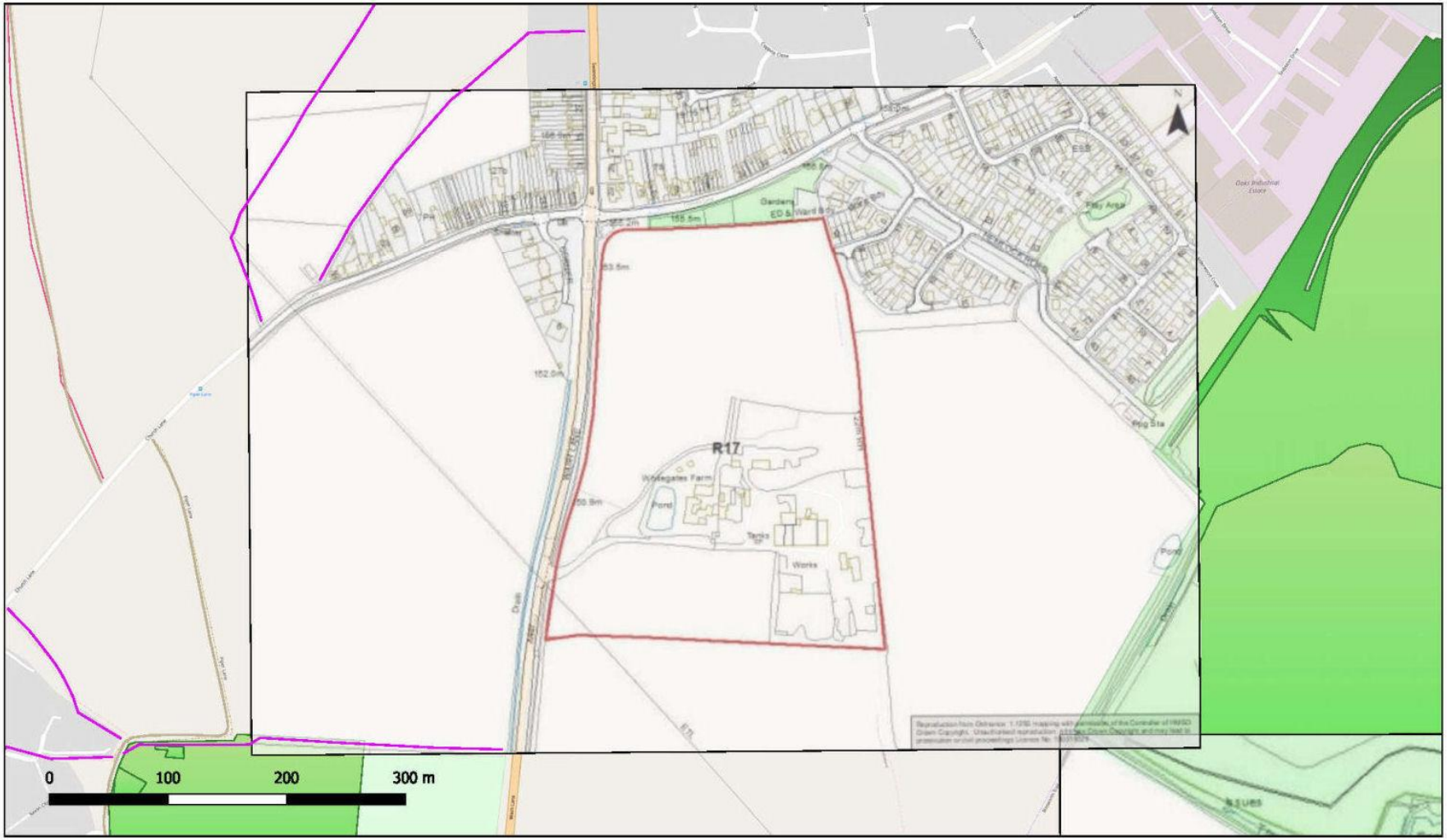
Potential·impact·on·PRoW:¤ **YES**¤

35-NWLDC-Area-Local-Plan-Coalville-West-Snibston-Area



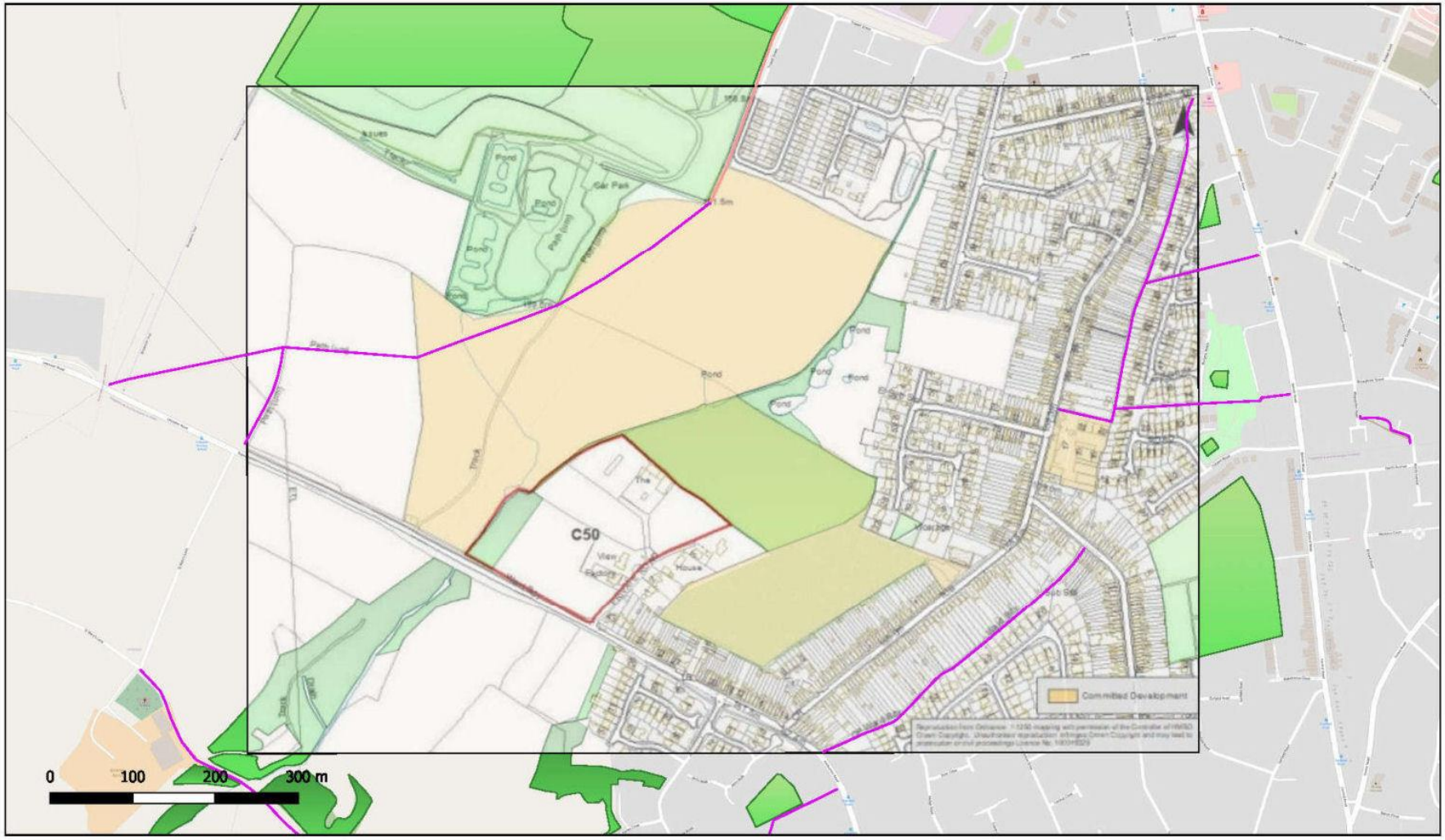
Potential·impact·on·PRoW:¤ NO¤

R17-Ravenstone-Wash-Lane



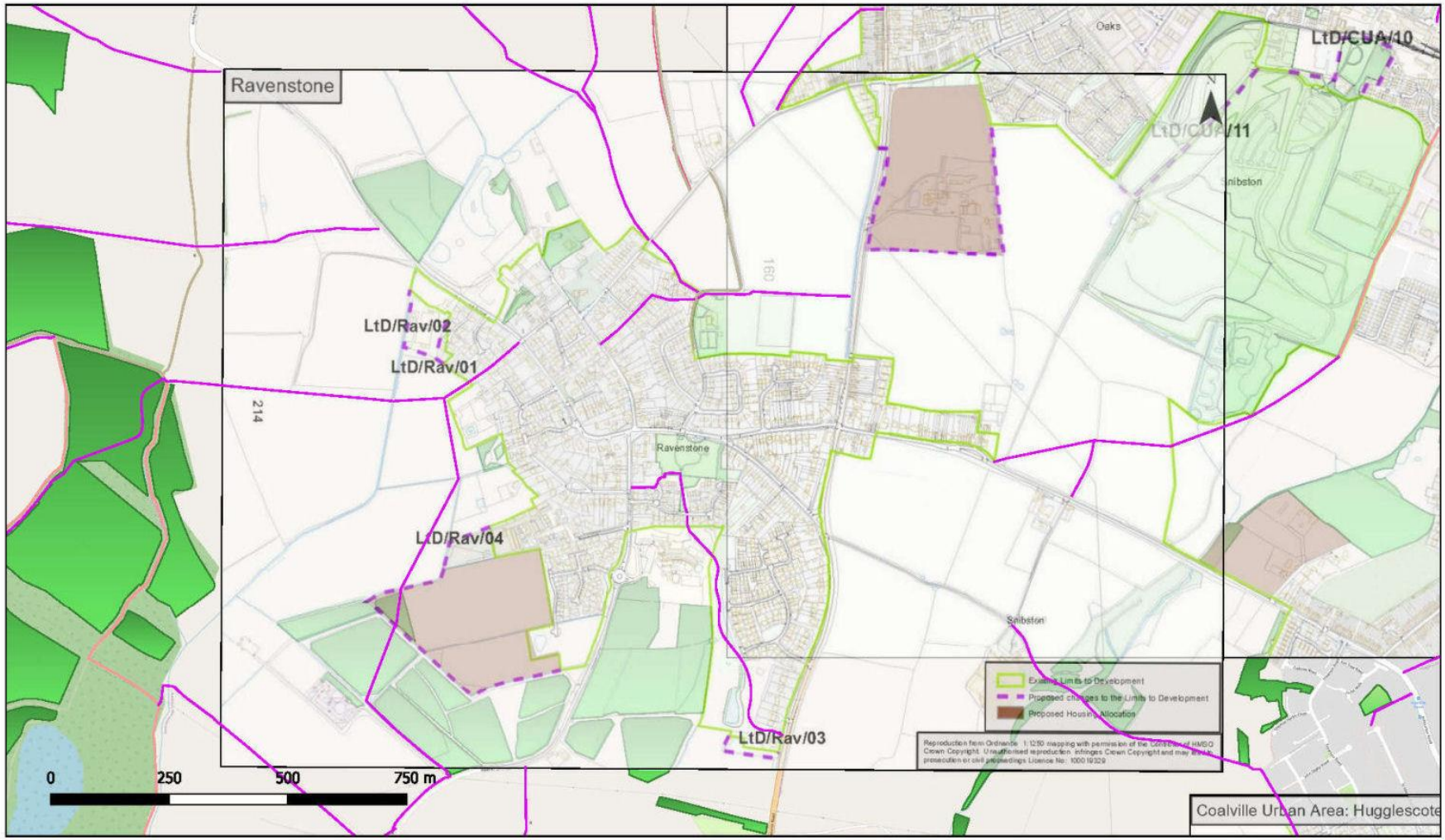
Potential·impact·on·PRoW:¤ NO¤

C50-Coalville-Standard-Hill-Jacks-Ices



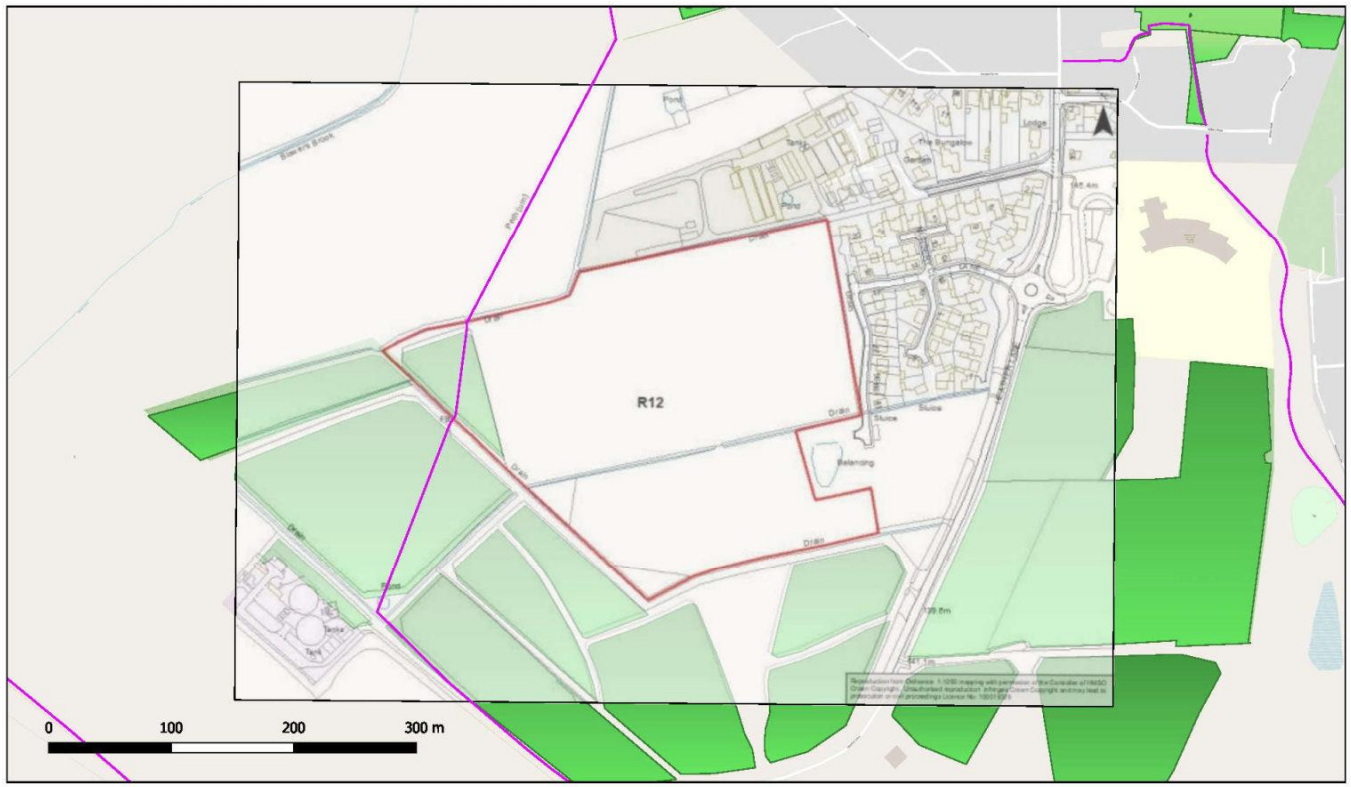
Potential·impact·on·PRoW:¤ **NO¤**

73-NWLDC-Area-Local-Plan-Ravenstone



Potential·impact·on·PRoW:¤ YES¤

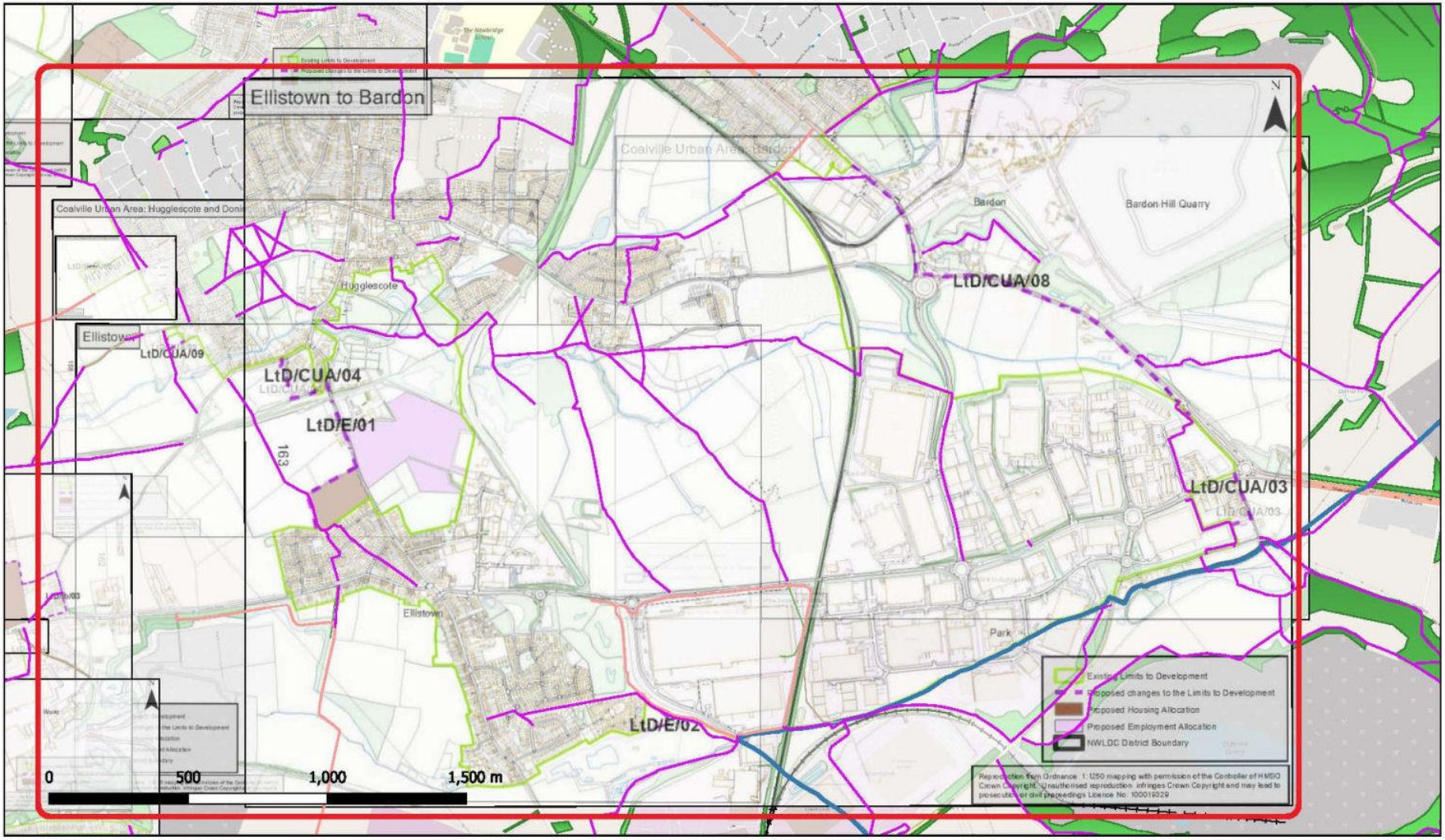
R12-Ravenstone-Heather-Road



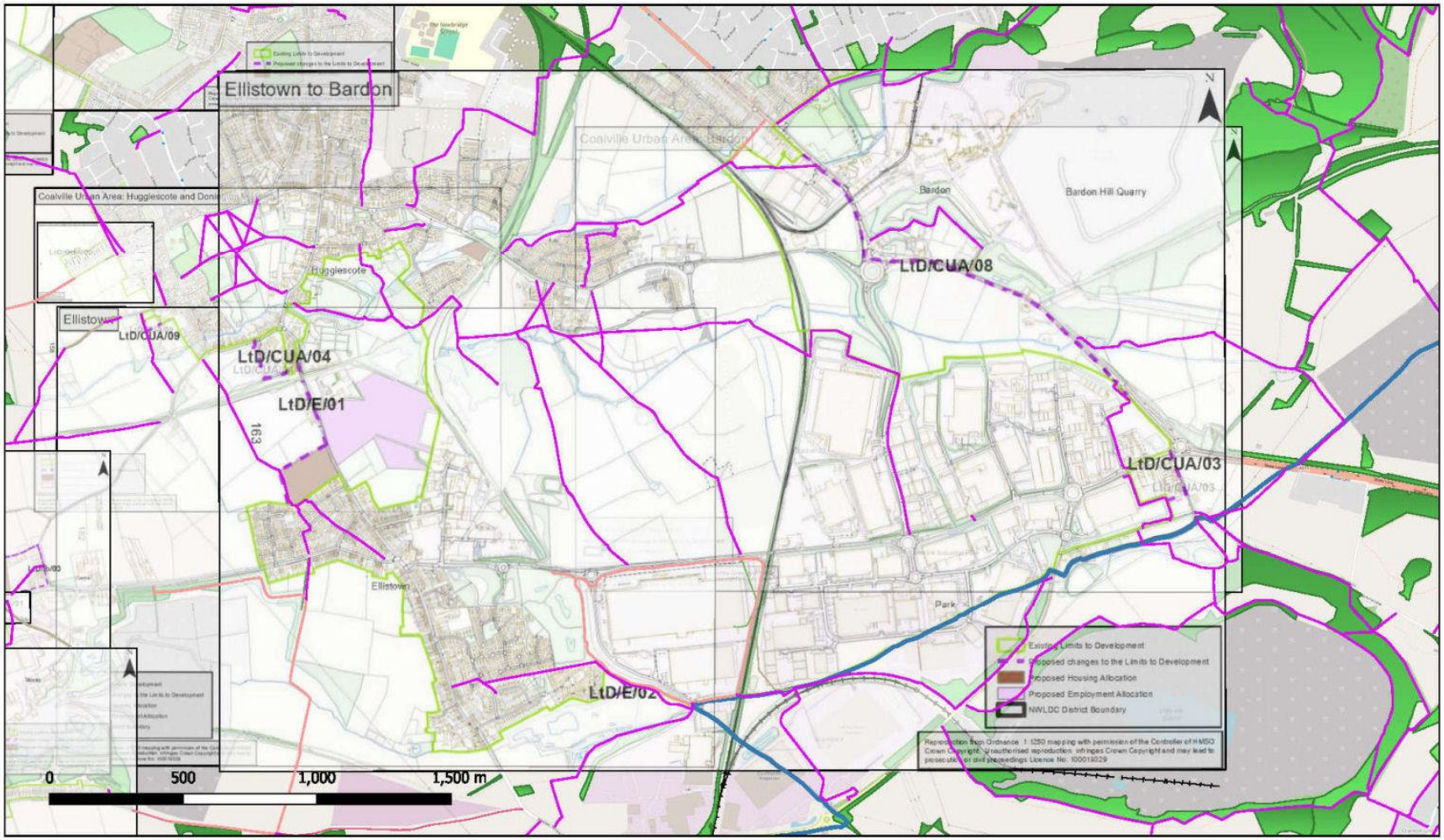
Potential·impact·on·PRoW:¤ **YES**¤

05-NWLDC-Area-Local-Plan-Coalville-South

Coalville – South Group

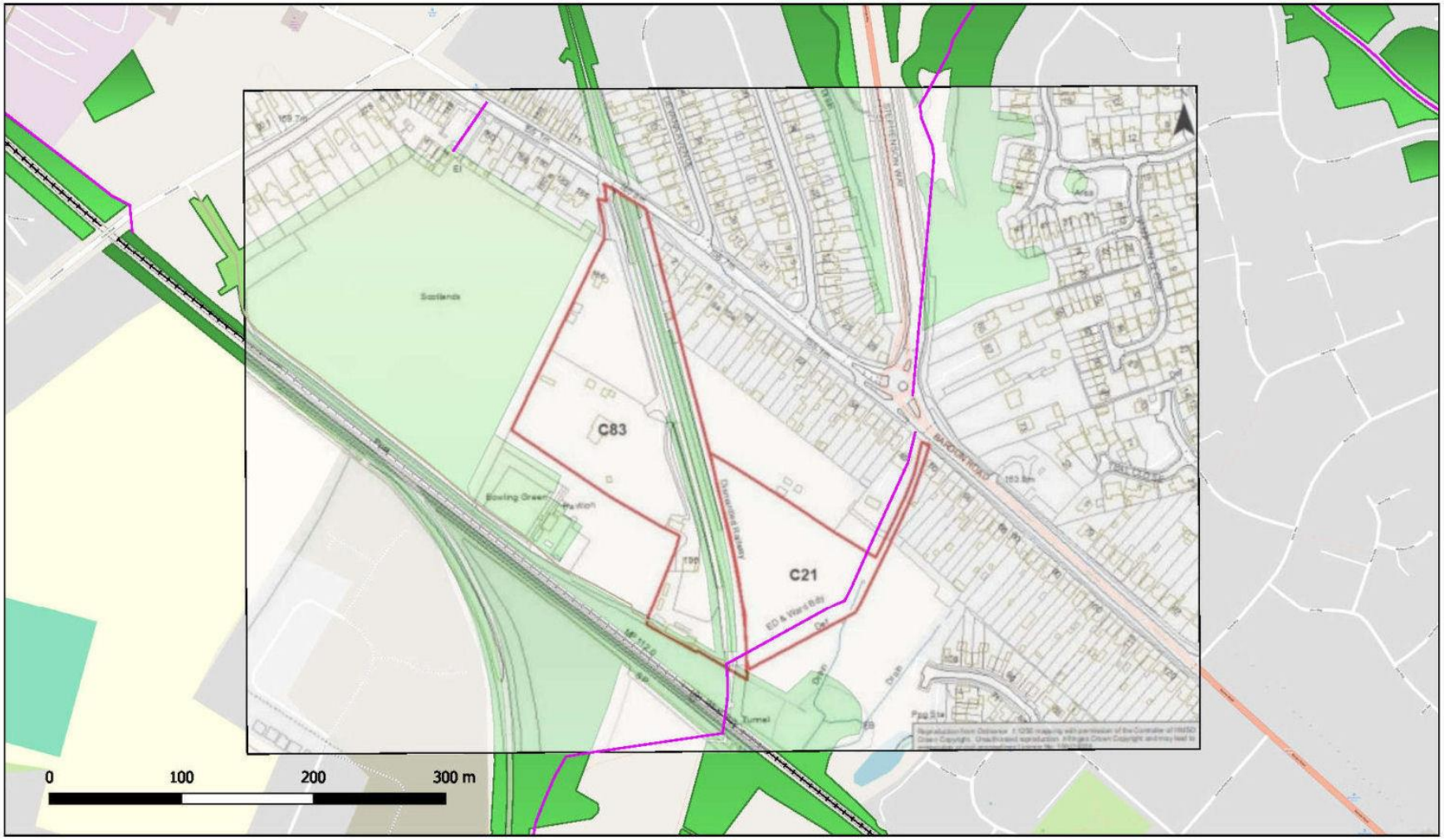


38-NWLDC-Area-Local-Plan-Ellistown-to-Bardon



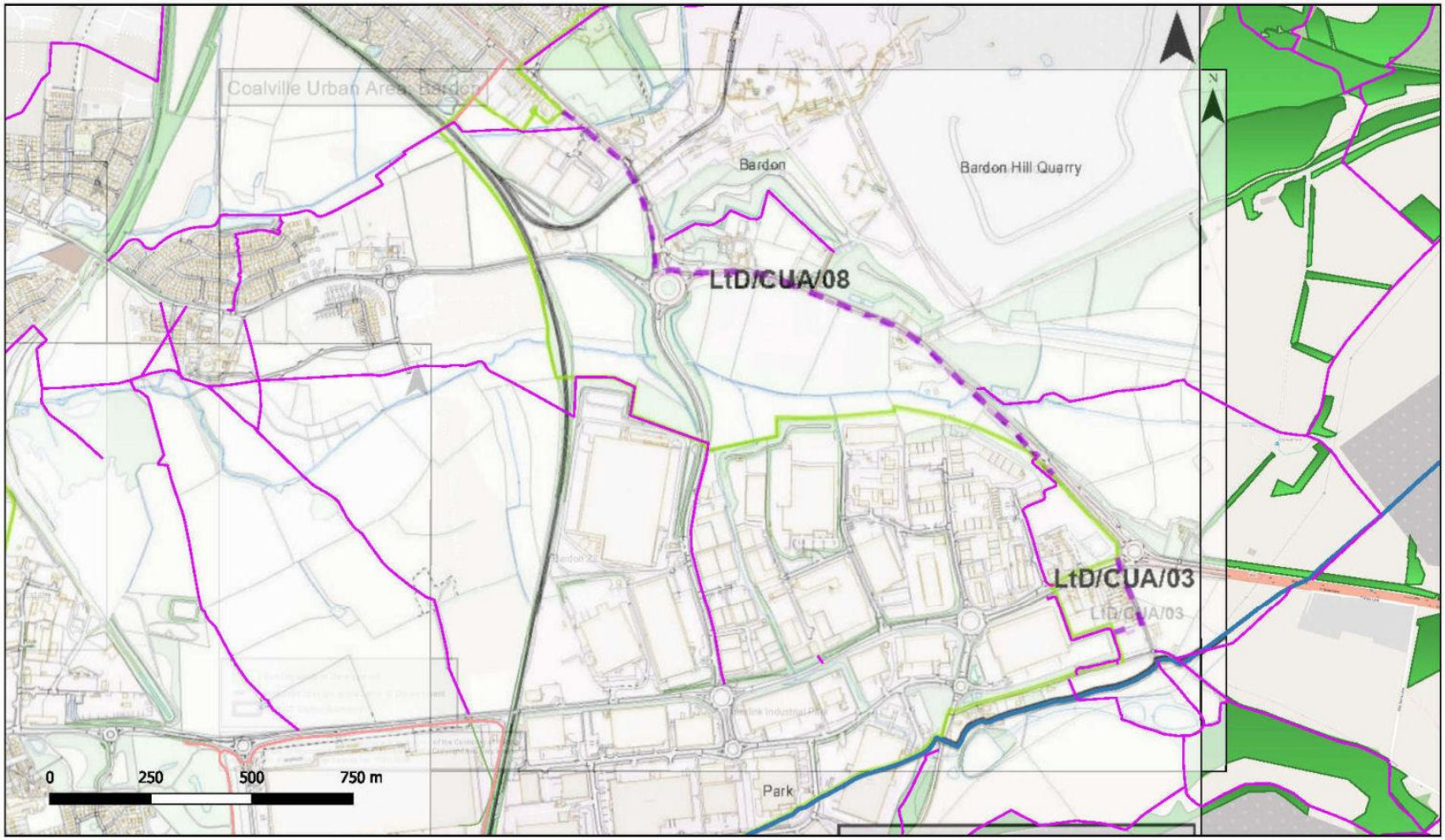
Potential·impact·on·PRoW:¤ **YES**¤

C21+C83-Coalville-Scotlands-Bardon-Road



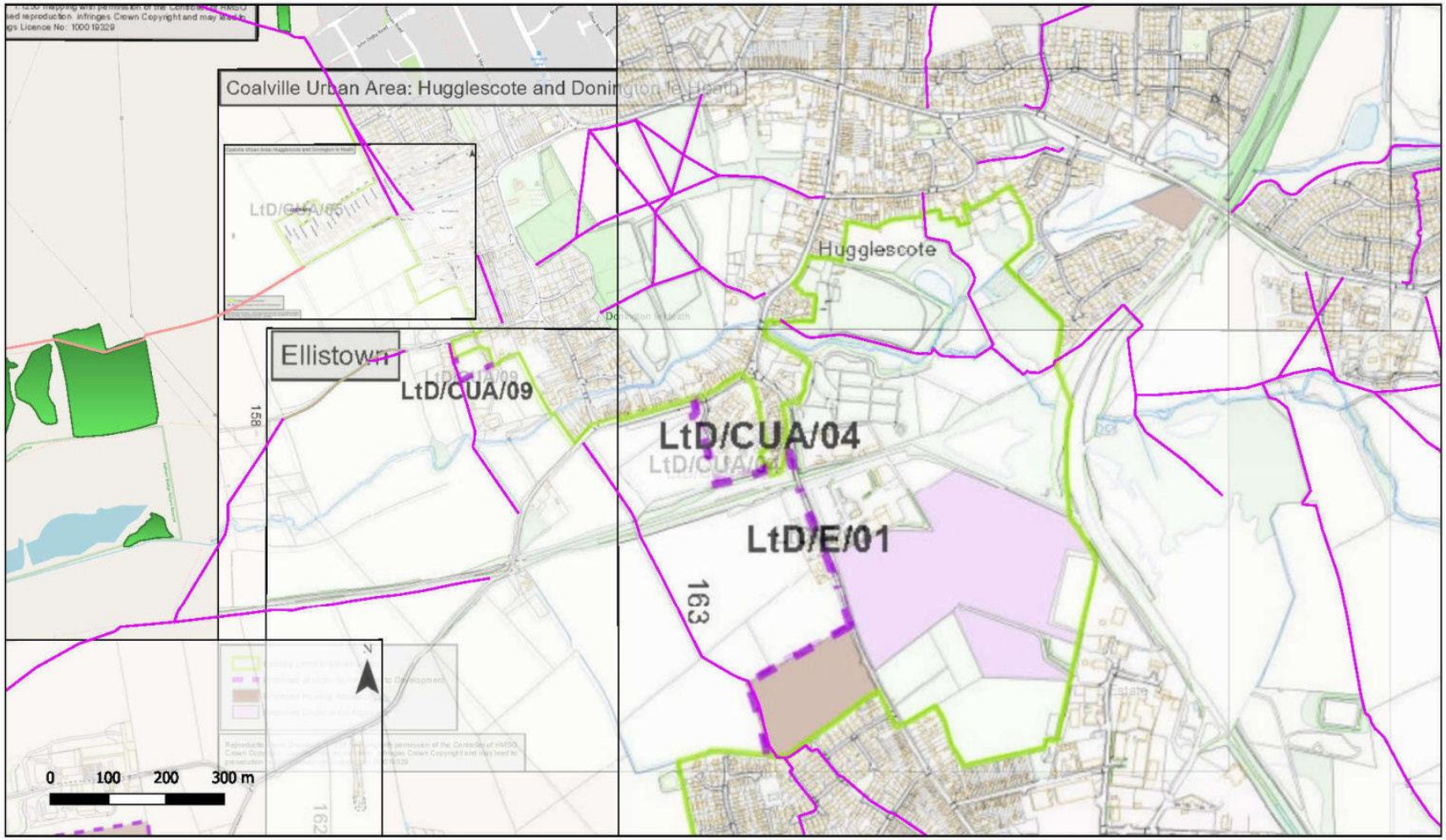
Potential·impact·on·PRoW:¤ **YES**¤

32-NWLDC-Area-Local-Plan-Coalville-Urban-Bardon



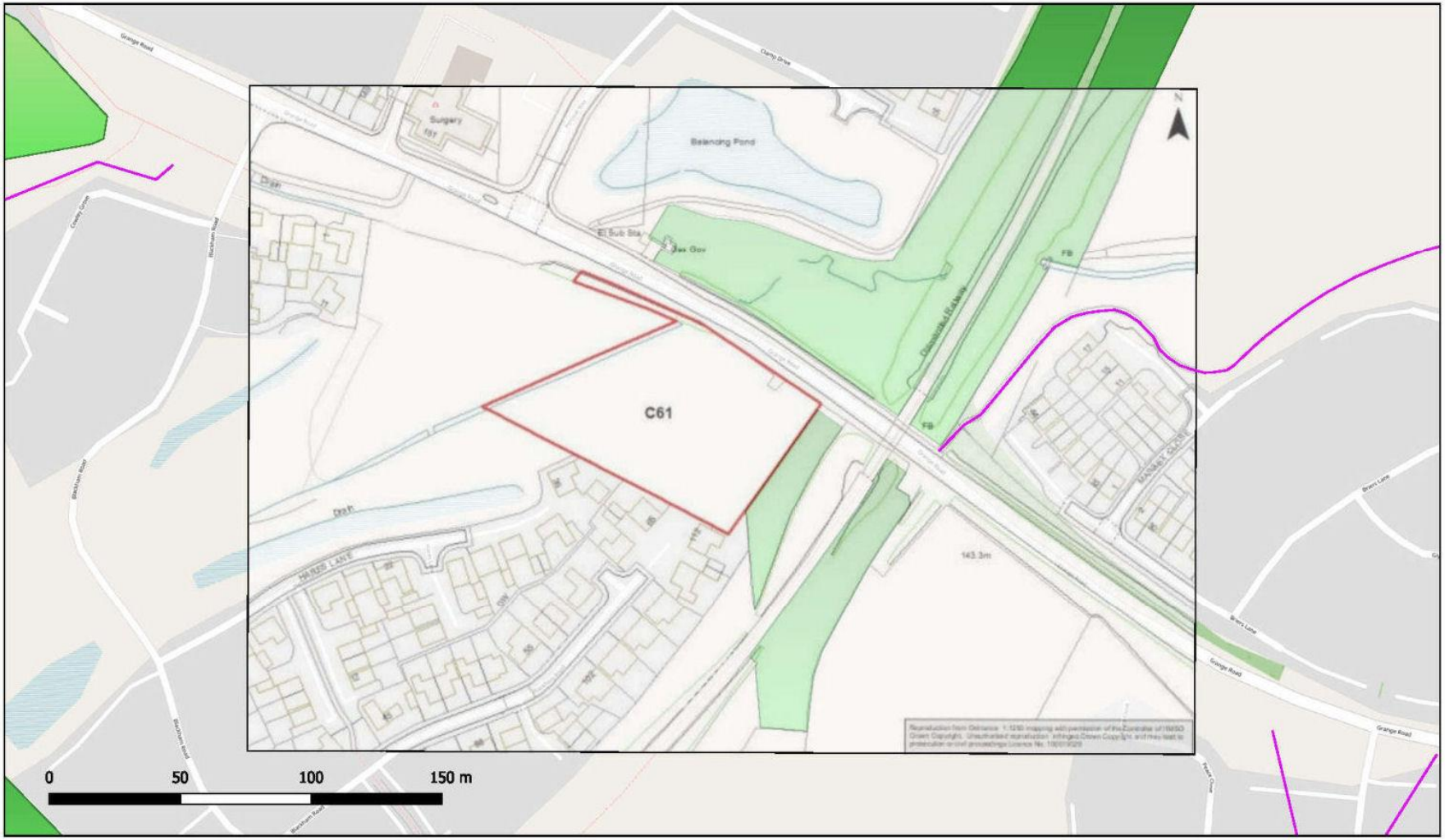
Potential·impact·on·PRoW:¤ **YES**¤

33-NWLDC-Area-Local-Plan-Coalville-Hugglescote+Donington-le-Heath



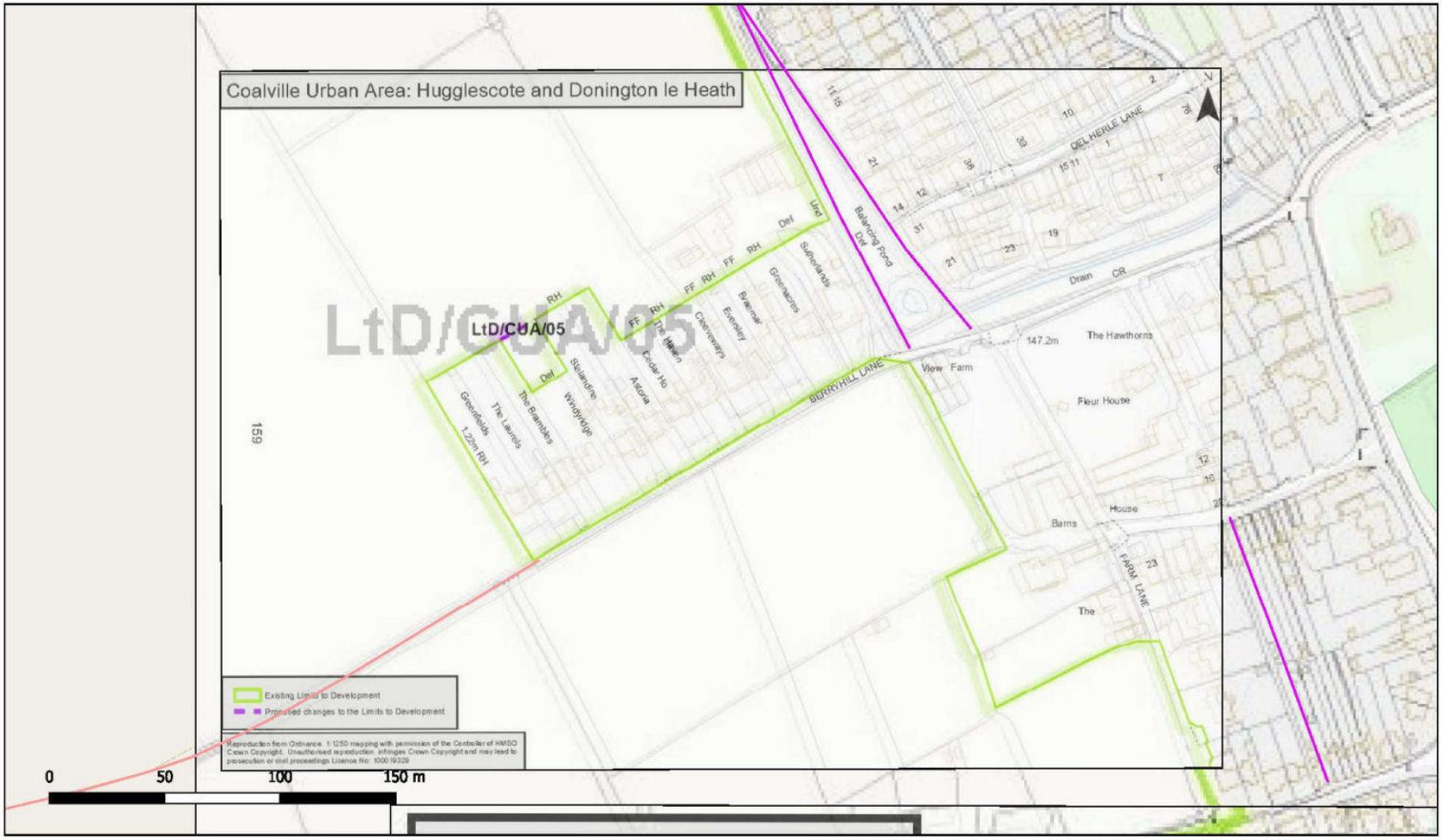
Potential impact on PRoW: YES

C61-Hugglescote-Grange-Road



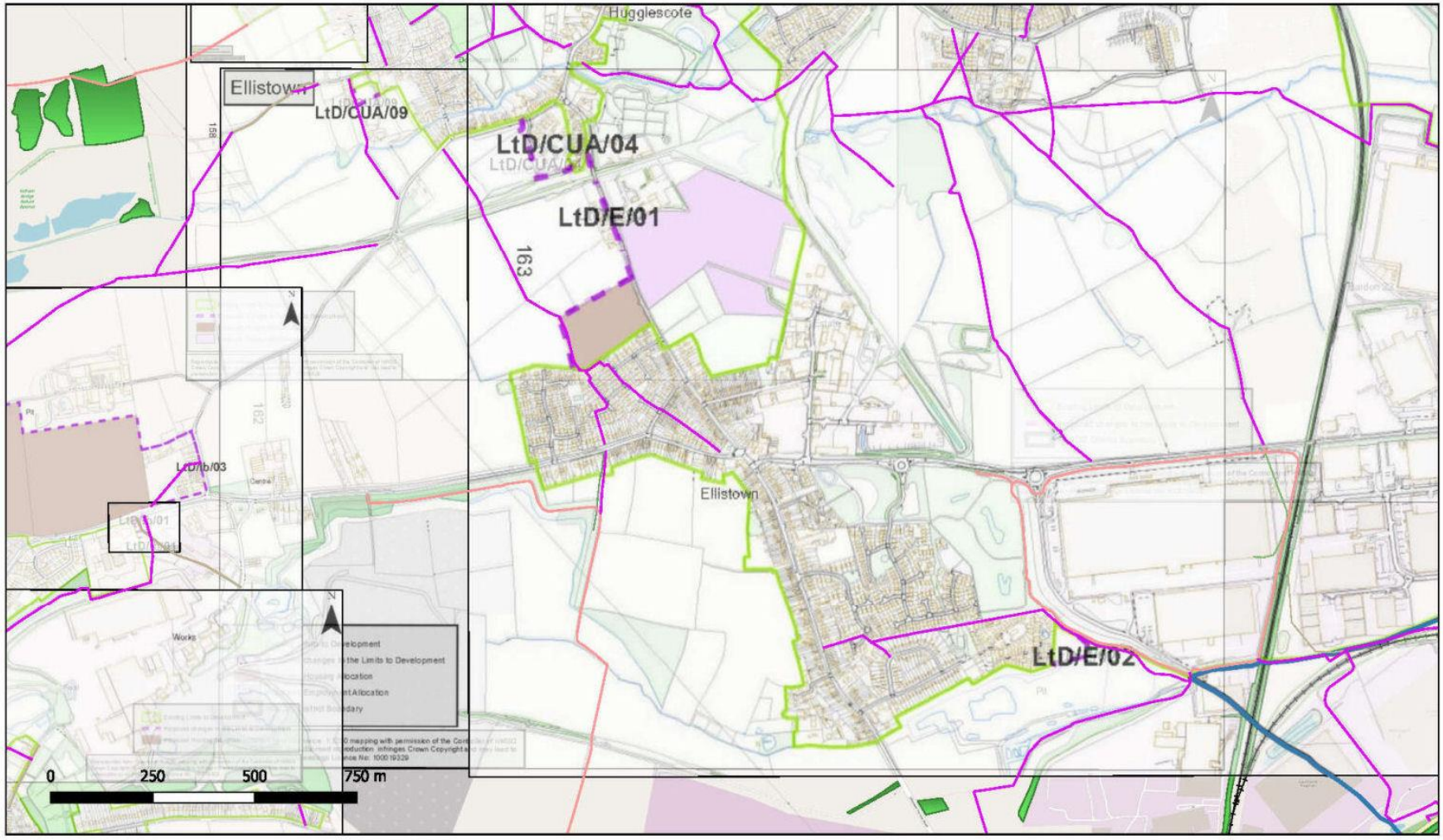
Potential·impact·on·PRoW:¤ NO¤

34-NWLDC-Area-Local-Plan-Coalville-Hugglescote+Donington-le-Heath-Detail



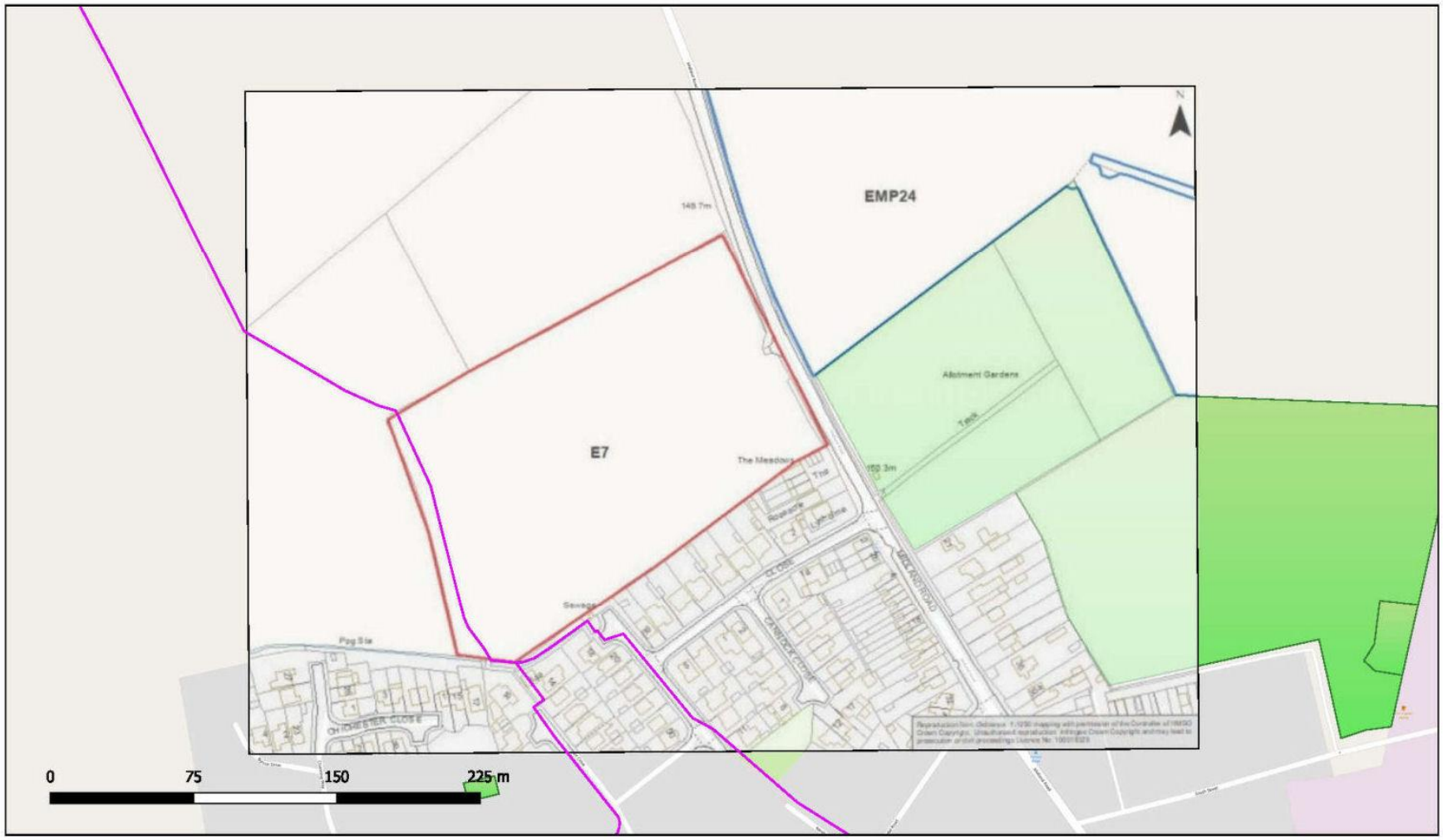
Potential·impact·on·PRoW:¤ NO¤

37-NWLDC-Area-Local-Plan-Ellistown



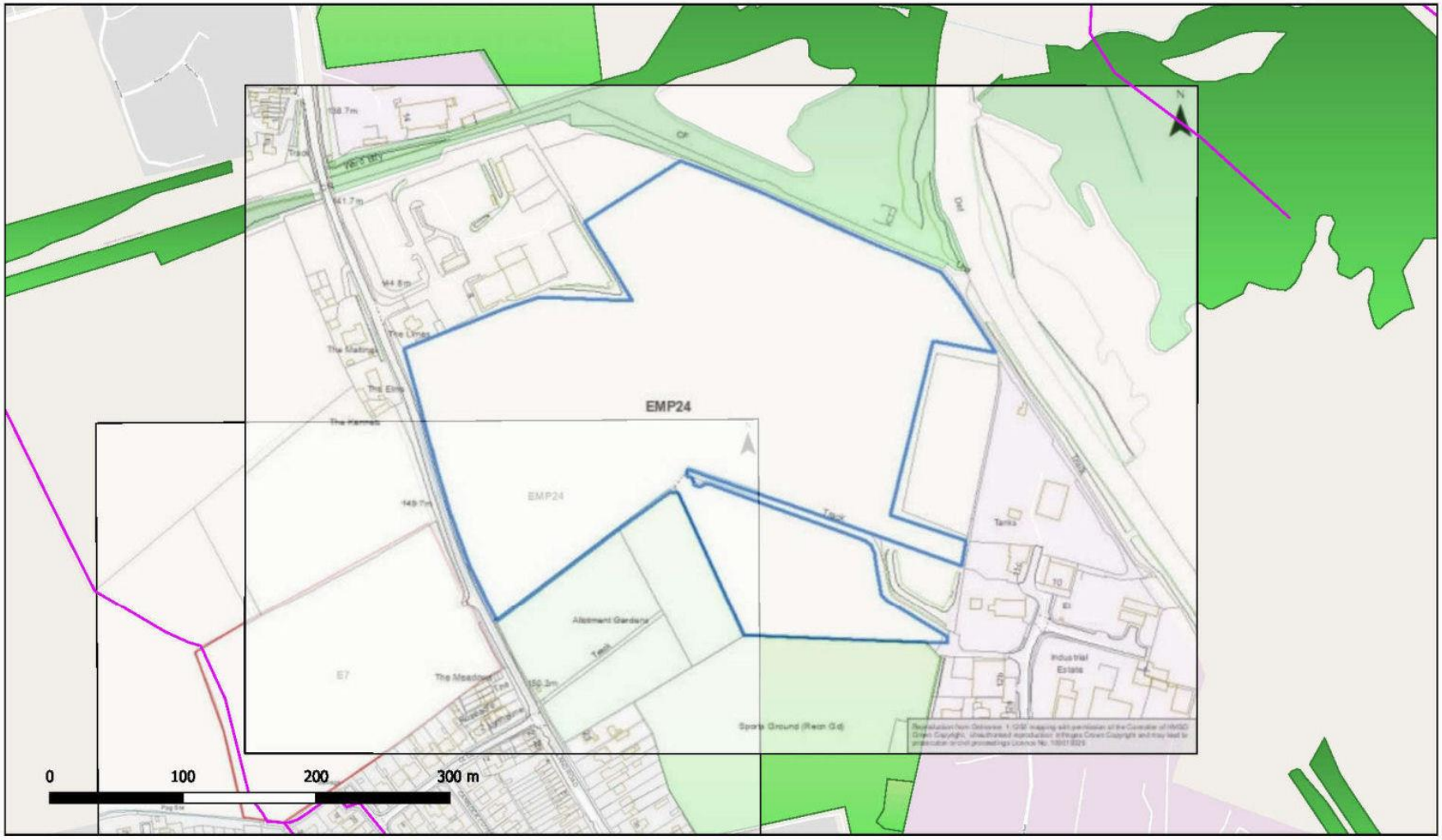
Potential impact on PRoW: YES

E7-Ellistown-Midland-Road



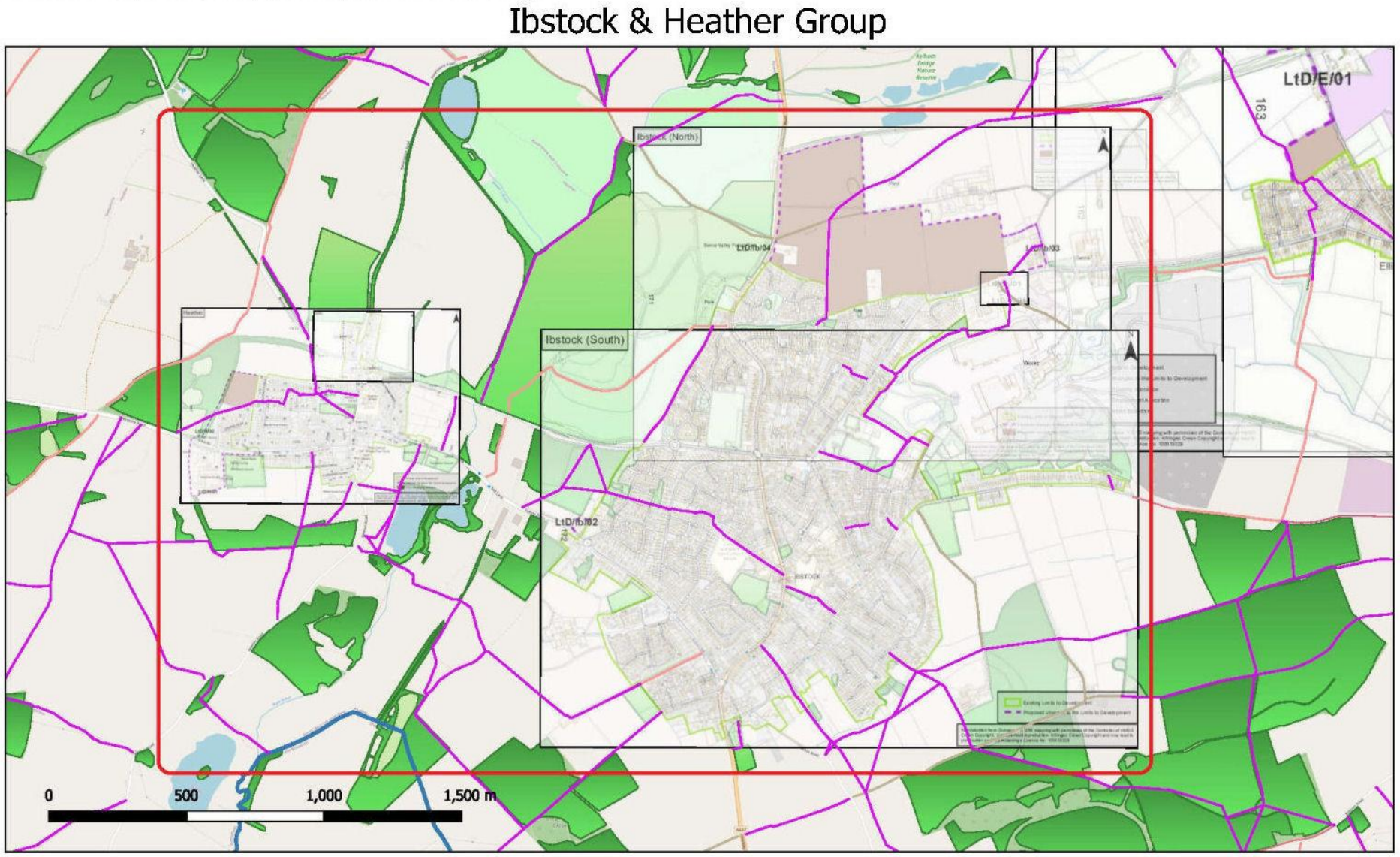
Potential impact on PRoW: YES

EMP24-Ellistown-Midland-Road

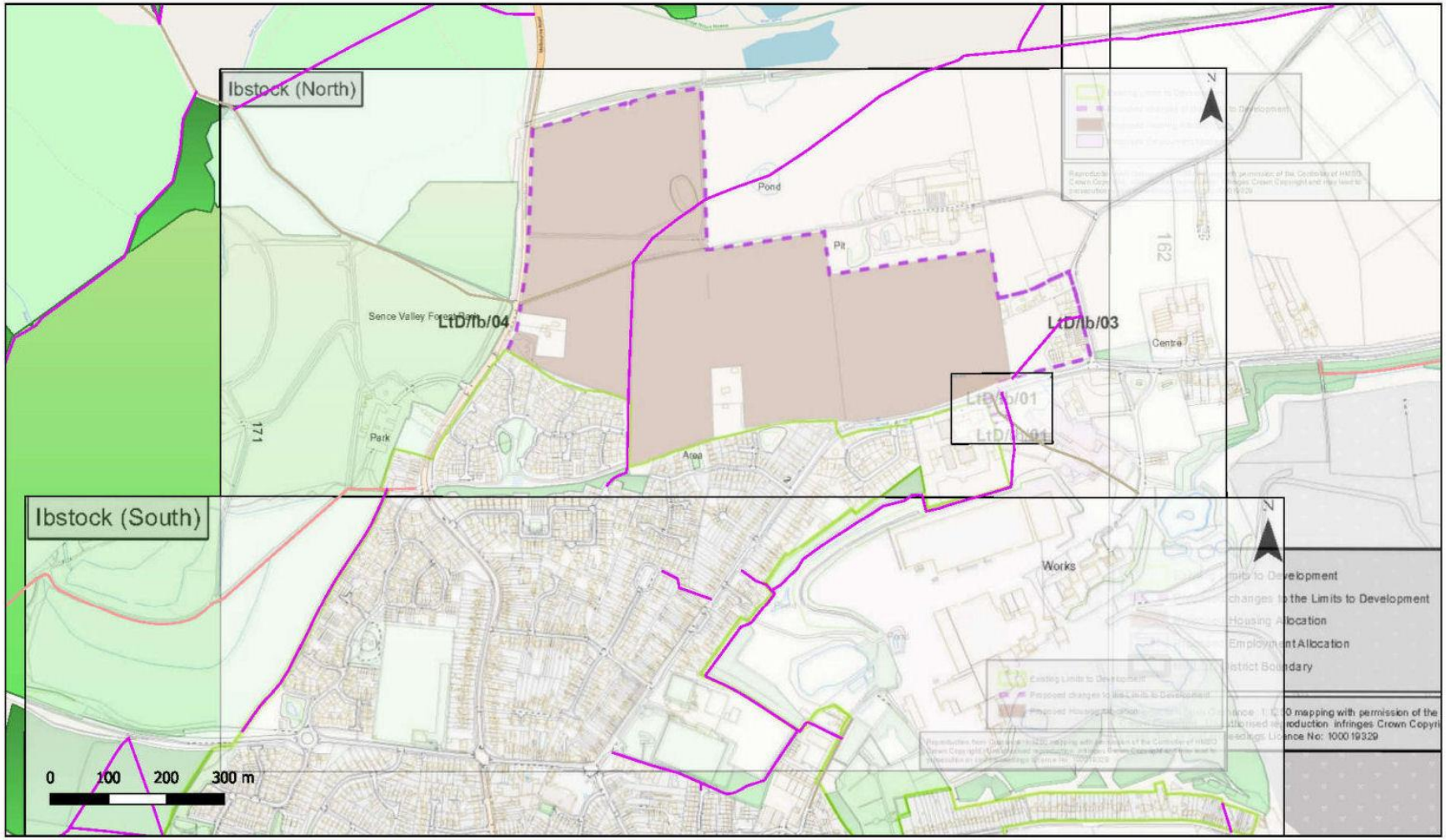


Potential·impact·on·PRoW:¤ NO¤

43+44+45+60+61-NWLDC-Area-Local-Plan-Ibstock+Heather-Group

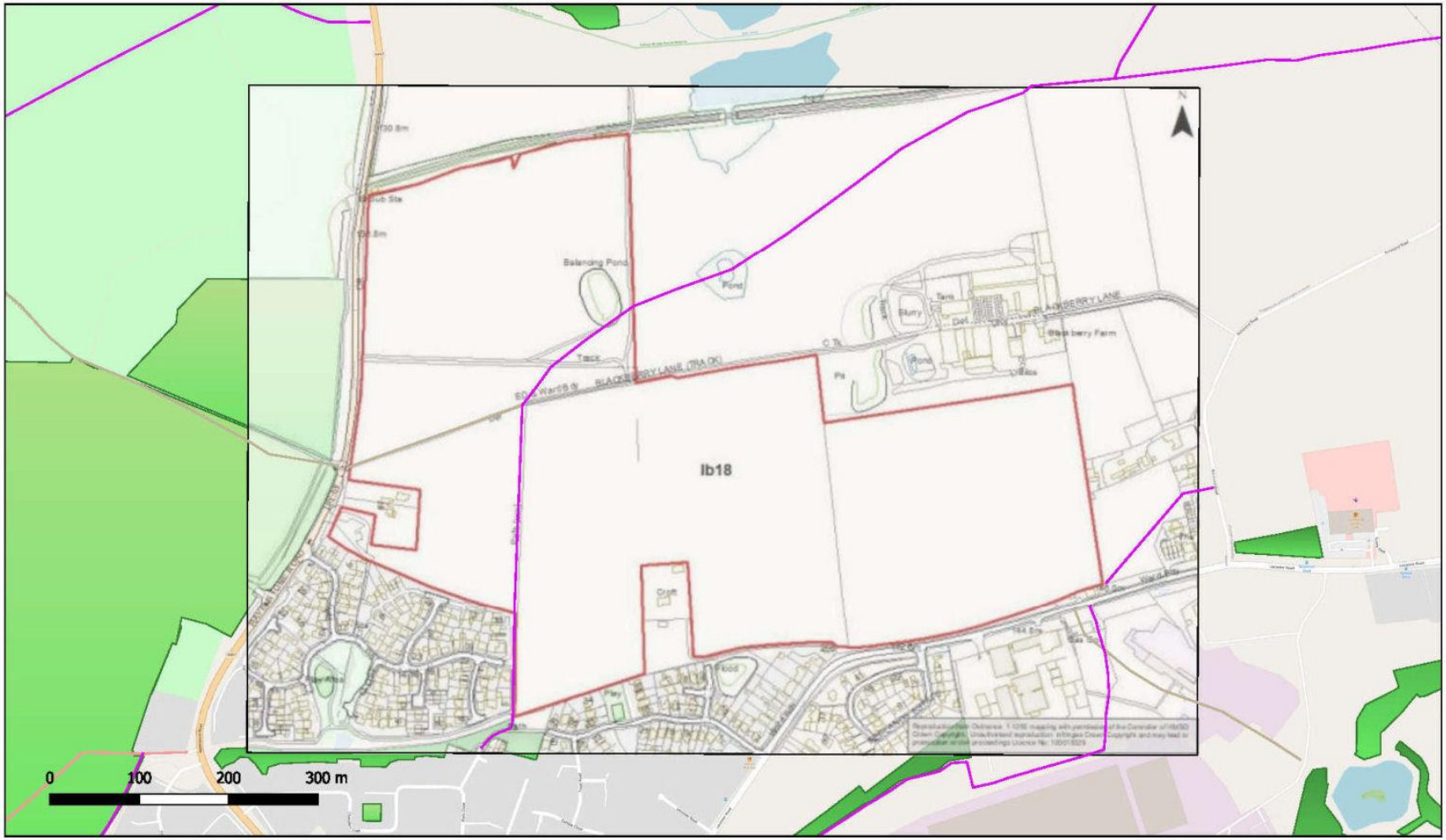


43-NWLDC-Area-Local-Plan-Ibstock-North



Potential·impact·on·PRoW:¤ YES¤

IB18-Ibstock-Leicester-Road

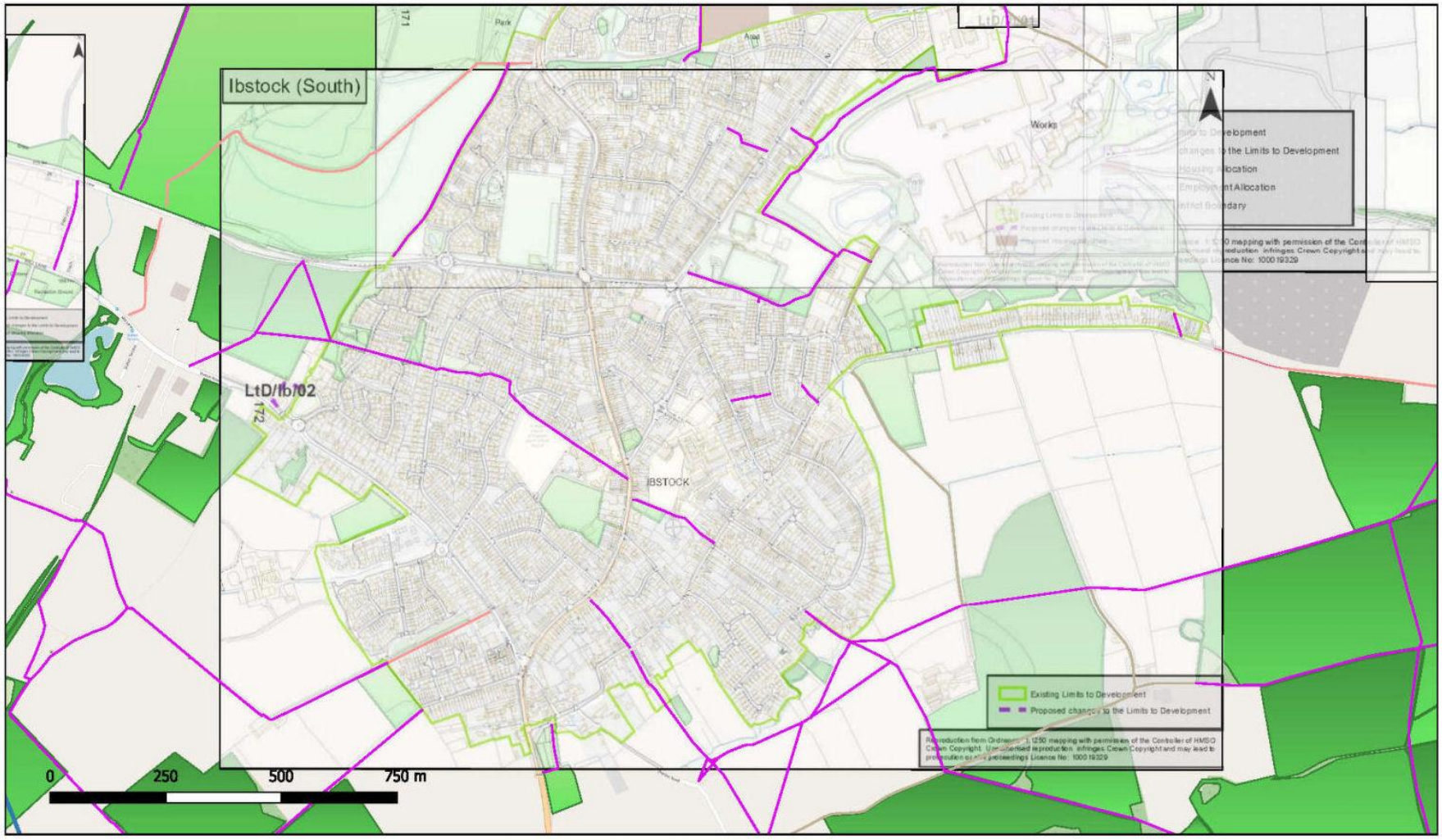


Potential impact on PRoW: YES

45-NWLDC-Area-Local-Plan-Ibstock-North-Detail

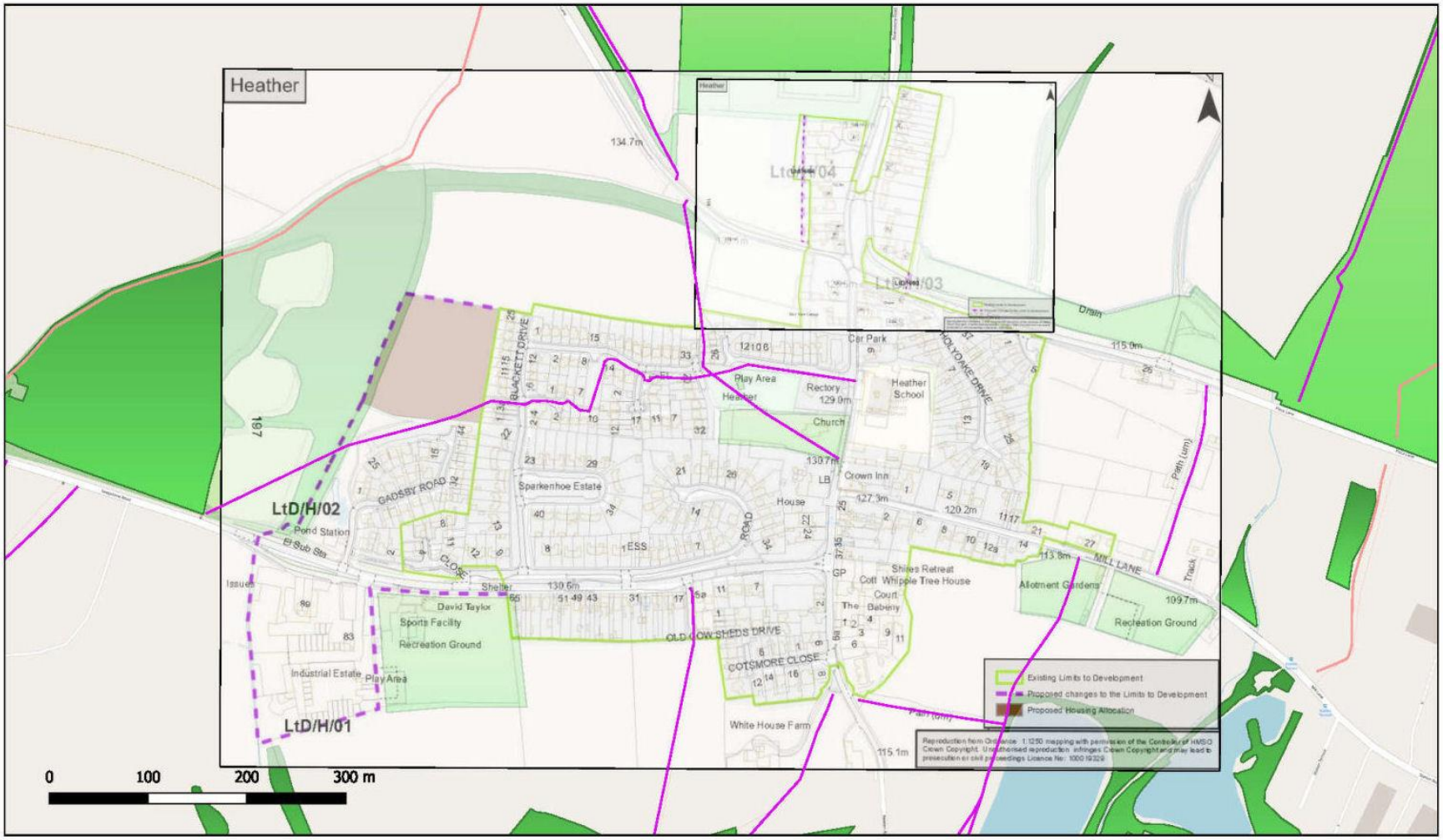
Potential impact on PRoW: **POSSIBLY**

44-NWLDC-Area-Local-Plan-Ibstock-South



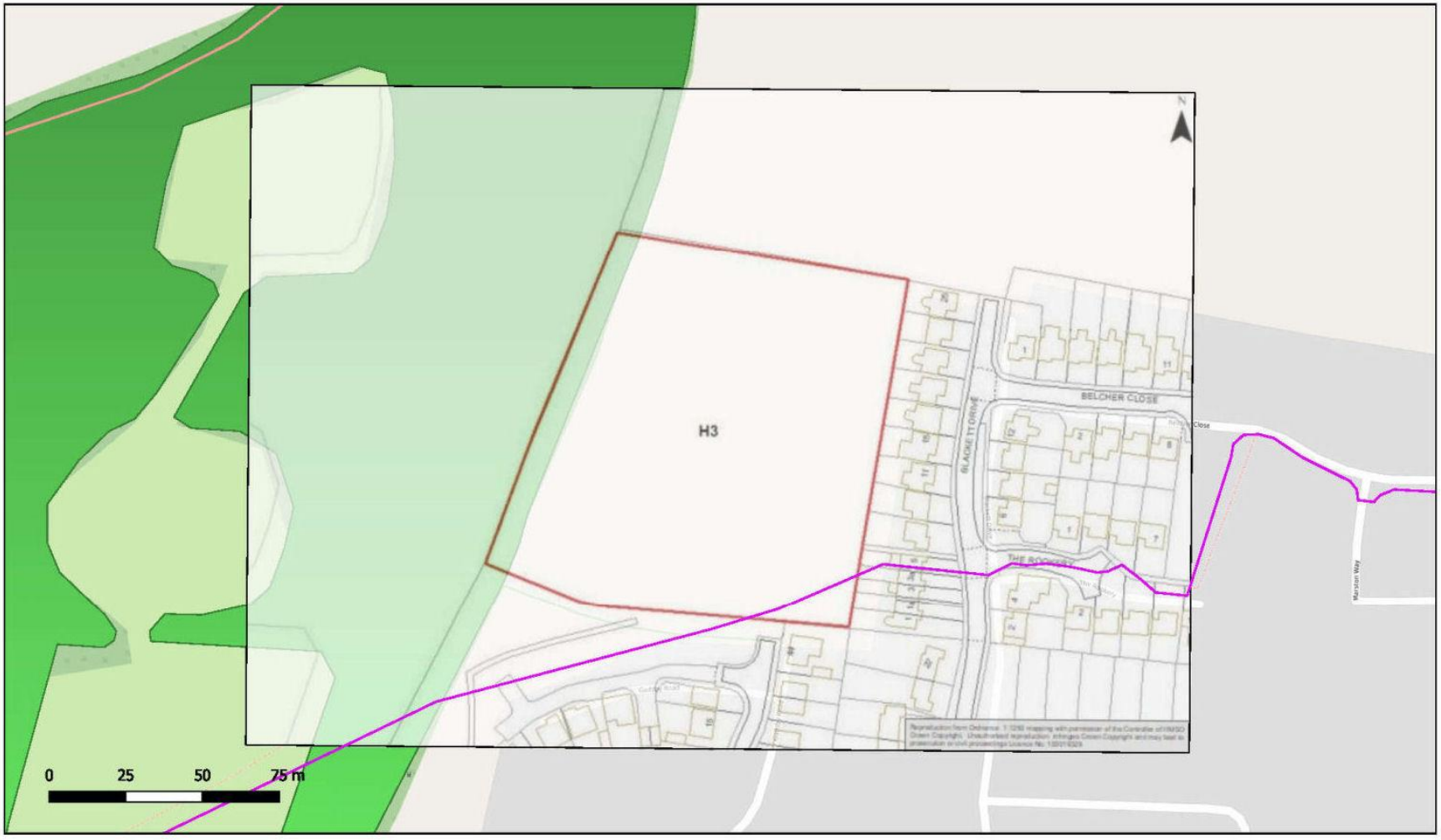
Potential·impact·on·PRoW:¤ **NO¤**

60-NWLDC-Area-Local-Plan-Heather



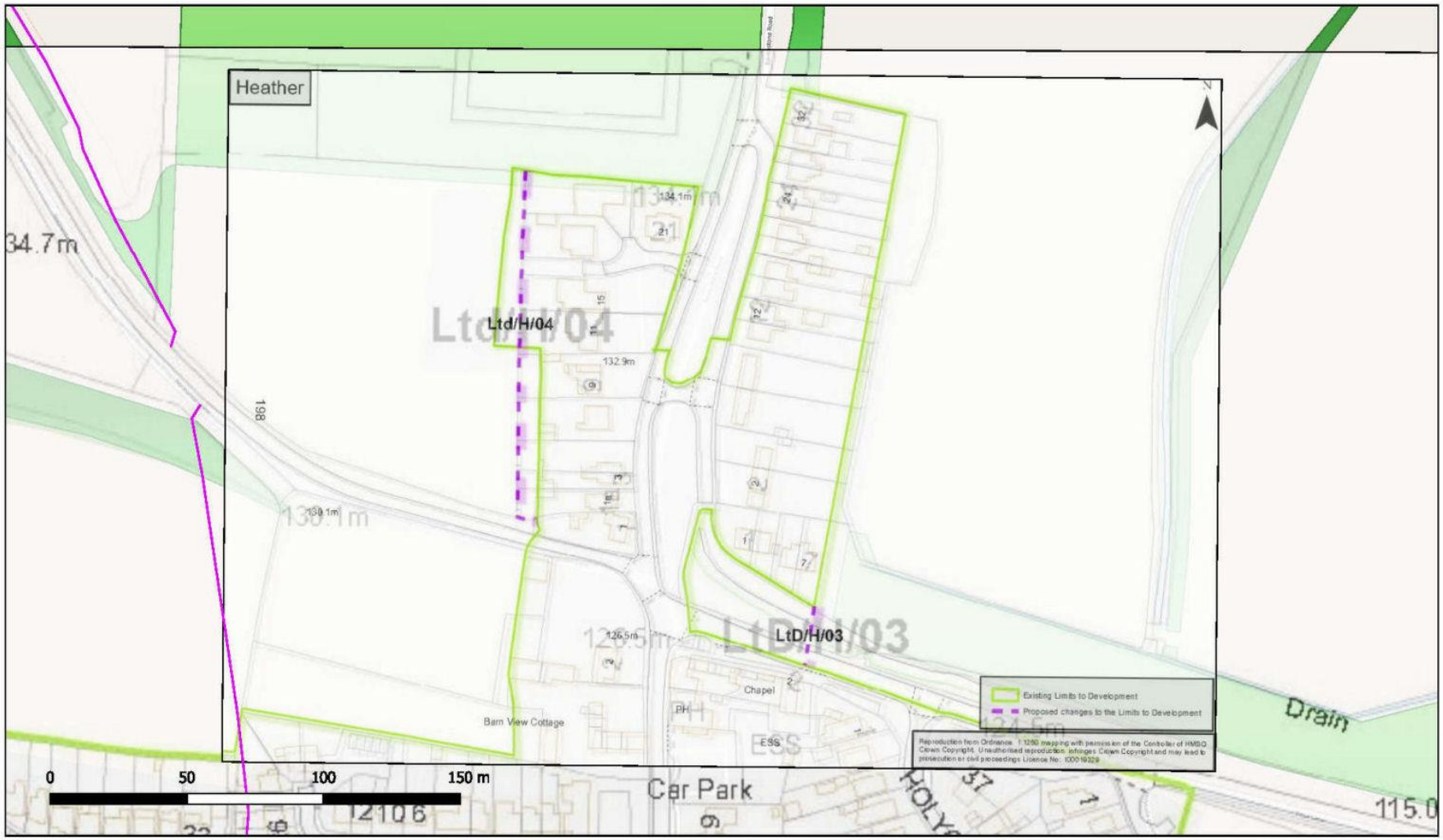
Potential impact on PRoW: YES

H3-Heather-Sparkenhoe-Estate



Potential·impact·on·PRoW:¤ **YES**¤

61-NWLDC-Area-Local-Plan-Heather-Detail



Potential·impact·on·PRoW:¤ **NO**¤

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---oooOOOooo---

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APPENDIX 2

Leicestershire Local Access Forum's response as part of the

Public Consultations concerning the

North-West Leicestershire District Council's Local Plan

Rights of Way which may be affected by the North-West Leicestershire's Local Plan in the Isley Walton area – relating to the proposed new Isley Woodhouse Settlement.

---oooOOOooo---

LLAF_RJD south

Form PT634

APPLICATION FOR DEFINITIVE MAP MODIFICATION ORDER

WILDLIFE AND COUNTRYSIDE ACT 1981
DEFINITIVE MAP AND STATEMENT FOR THE COUNTY OF LEICESTERSHIRE

Please complete this form and return it together with Form PT636, and any evidence you wish to submit, to: Safe and Sustainable Travel Team, Environment and Transport Department , Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RJ.

I, Roy John Denney on behalf of the Leicestershire Local Access Forum

Of : C/o Room 700, County Hall, Leicester, LE3 8RJ

hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981, modifying the Definitive Map and Statement for the area by

*adding a footpath [redacted]

(*delete as appropriate)

From just north of Gelscoe Farm and opposite path L32A, runniung north west directly towards Moor Lane then to Isley Walton intecepting footpaths L98, L96 and L96a. In the parish of Isley cum Langley as per plan attached

I/We attach copies of the following documentary evidence (including statements of witnesses) in support of this application:

List of Documents

DMMO case document and Map extractions

Signed... [redacted] ...Dated... 10.9.2023

How we use your information

Any information you provide will be used in accordance with the Data Protection Act 1998 and other relevant legislation. The information will be used to consider your application for a Definitive Map Modification Order. A copy of your application (including your name and address) will be published online in order to meet statutory requirements. Other personal details (such as telephone numbers, email addresses and signatures) will be removed before publication.

Statement of case.
Our Ref. LLAF-RJD 3

This path is clearly visible on the O.S. Six inch map 1888-1913, and it is the continuation of path L32A which apparently stops at the parish boundary which patently it did not. Travelling east along L32A the way is or will be barred by the A42 trunk road and possible HS2 railtrack. The contuation going west does however offer very pleasant circular leisure walking opportunities

We would normally seek more supporting evidence of status before submitting a request for a DMMO and reserve the right to add to this case.

We have submitted it somewhat prematurely because of threats to the network in this area and invite the authority to look at the wider picture in determining each sitiation

We would think it appropriate for an officer to speak to the landowner to come to some mutually acceptable compromises to protect the integrity of the rights of way network in this area.

The Cross Britain route traverses the area NE-SW but neither path going SE-NW is on the definitive map.

Depending on what land is within which ownerships compromises should be possible.

At present one right of way has been blocked and made a dead end without, we would contend, any permission or legal right and another is the subject of an extinguishmernt order to which we are objecting pending any compromise.

The northern end of path L98 is now barred. When registered it was considered to exit onto a public highway but the current landowner claims it is a private drive.

We have submitted a request the drive be put on the definitive map

We now wish to have this route also added and if this or any other route east is approved then, if L98 remains unuseable, route L89- L96A would be invaluable

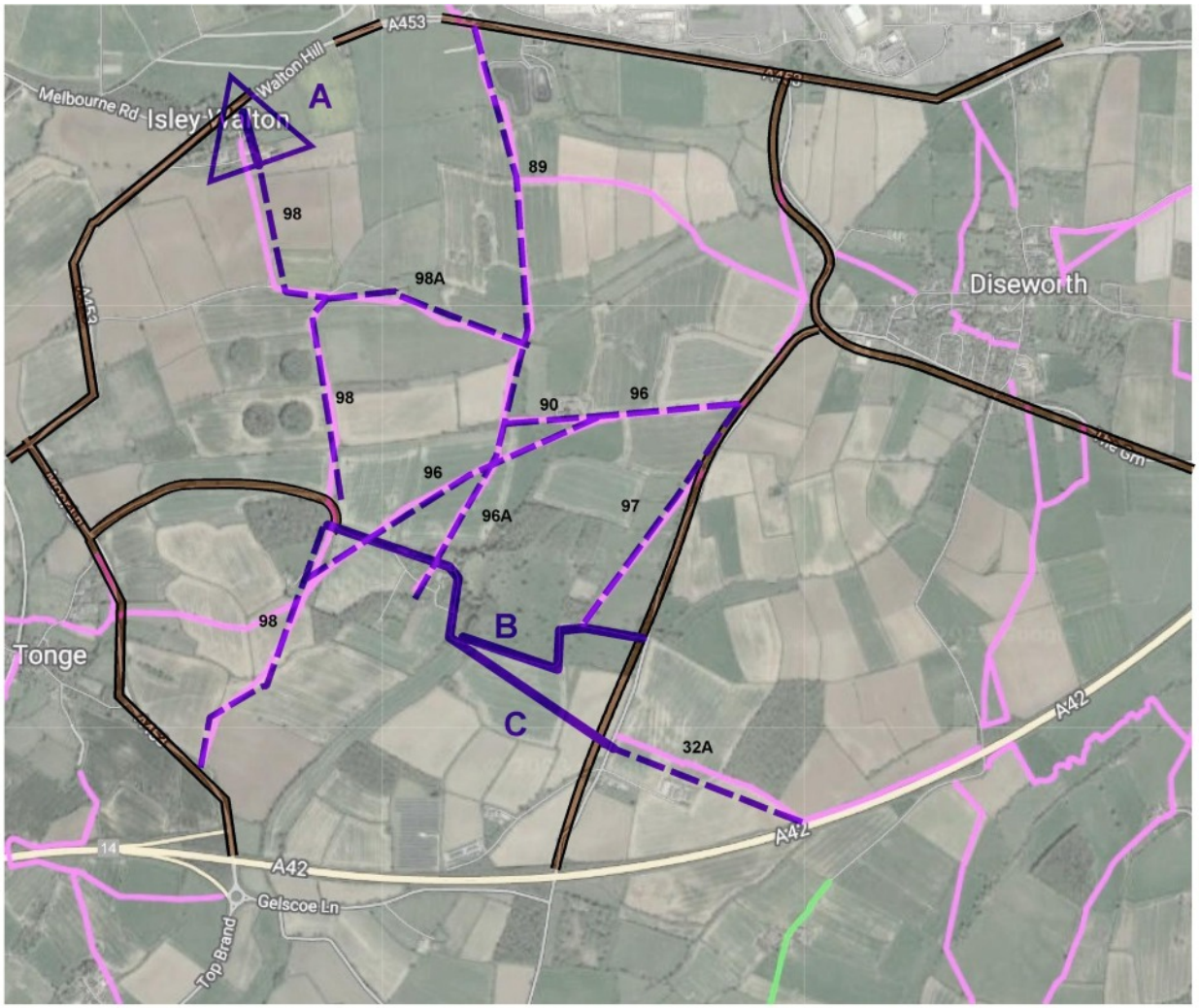
There is now a request for an extinguishment order on L96A. If L98 is reoponed then L96A serves little purpose and we would withdraw our objection

We are also submitting another request from the same road but further north skirting Short Wood to arrive at the same point as this route, L98 in part via the track we are requesting with this application.

If that were approved again L96A would serve no purpose.

If you can supply details of the extent of ownership of the applicant we would be prepared to meet with them ourselves to explore compromises.

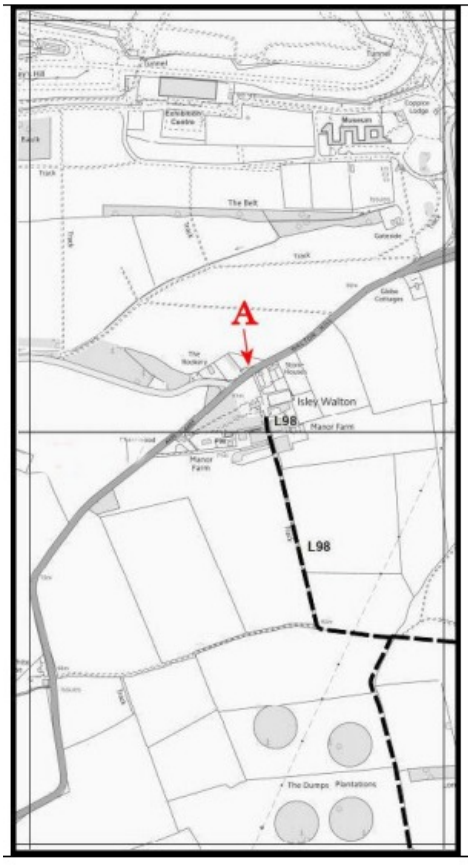
The following drawing shows all three claimed routes and relevamt existing footpaths

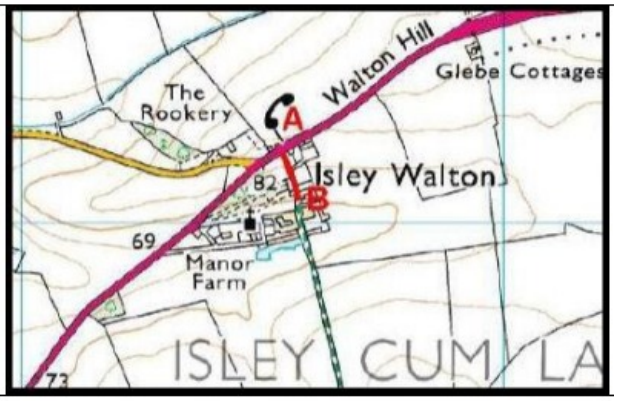


Existing Right Of Way — Claim in hand — Road

With 98 at A effectively closed, 89-96 becomes important route

If 98 resolved then less so - if routes B and/or C agreed 96A could go



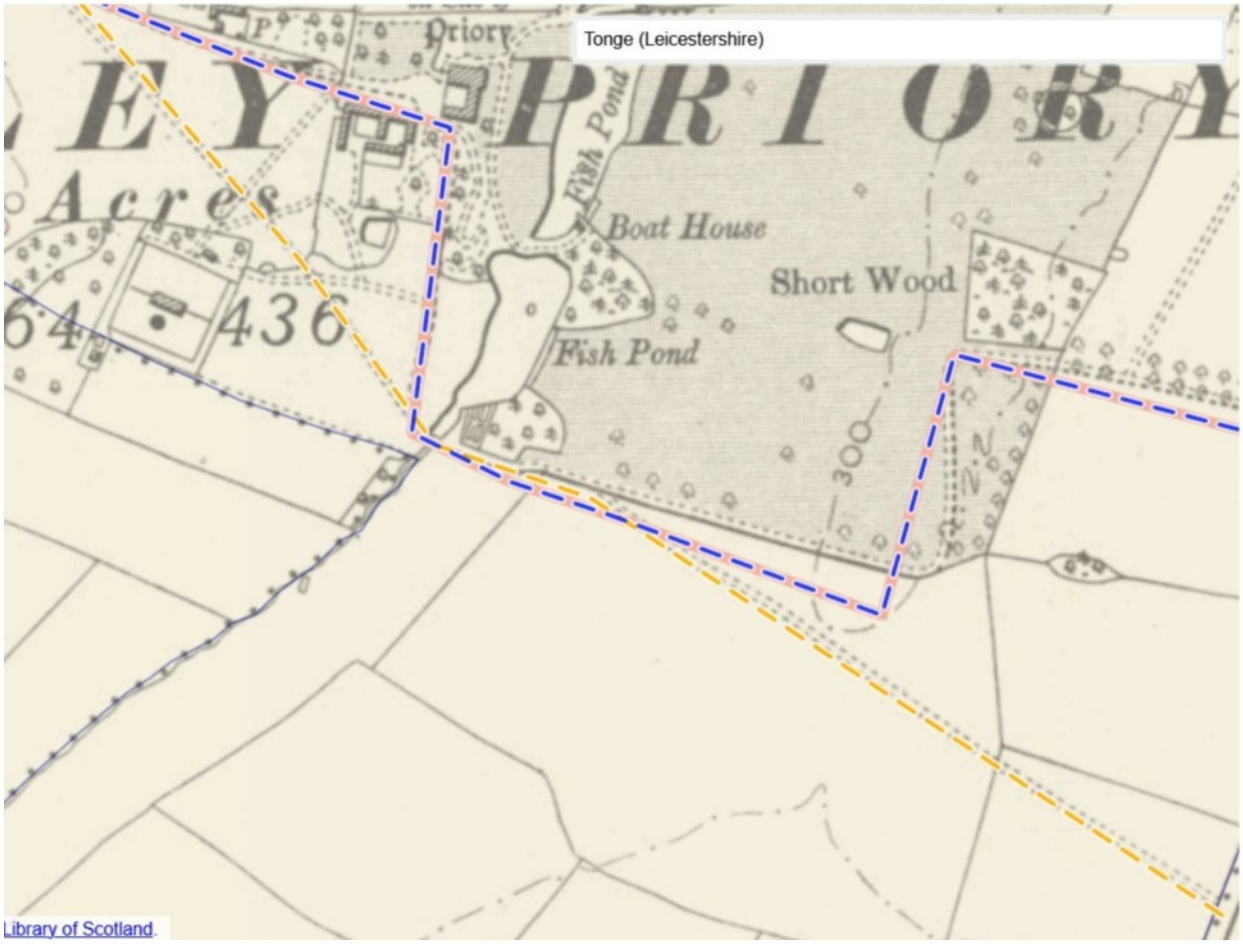


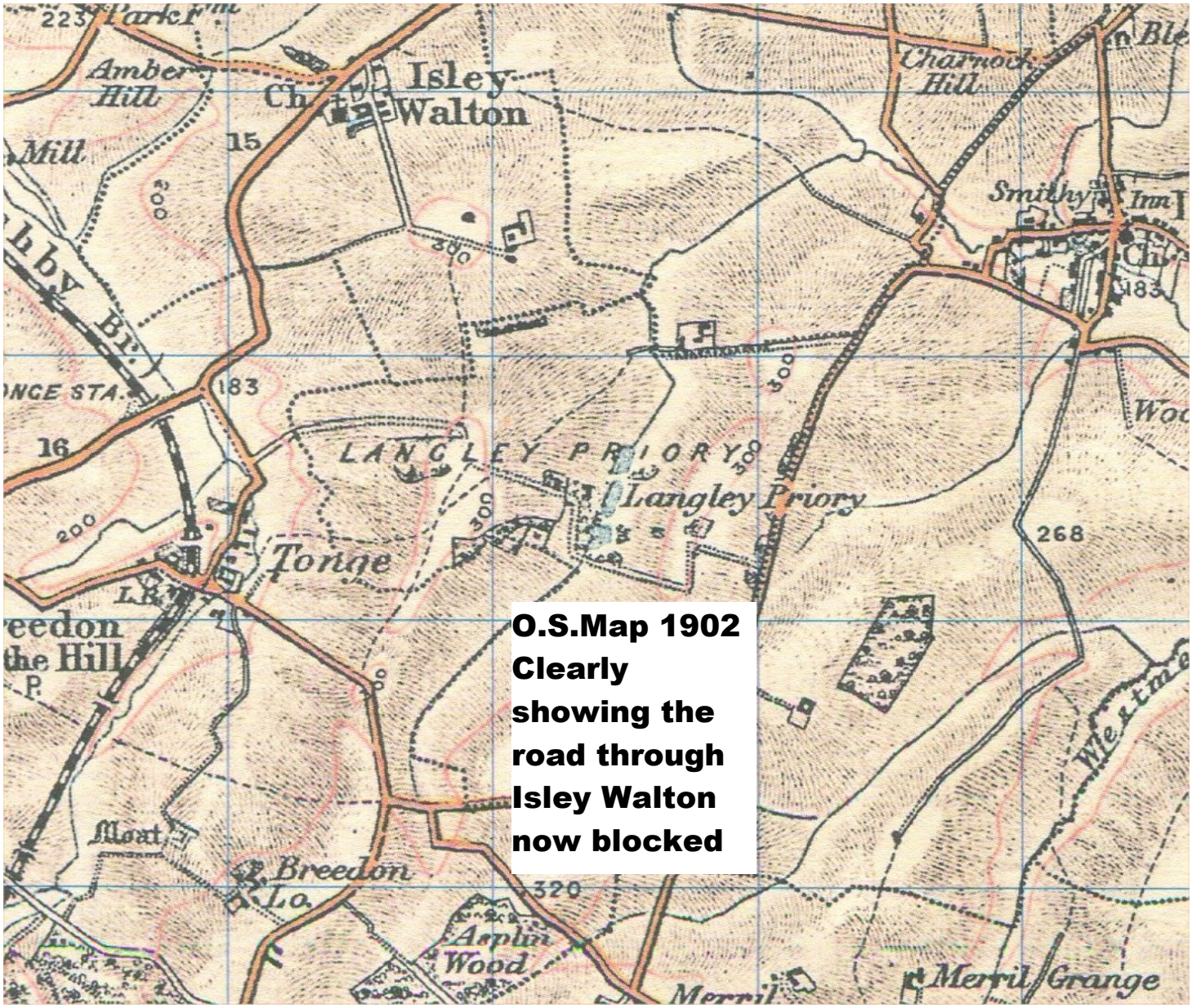
The Gates blocking access to the L98 through the Farm

The Notice on the gates stating there is No Public Right of Way.

Rights of way on definitive map

Extract from O.S.1888-1913 six inch map with routes requested highlighted





Aerial view 2022

APPENDICES

QGIS RESEARCH WHICH MAY ASSIST
The red dotted line is the footpath we also wish to have added to the map at C
The green dotted line is the line of the route at B now being requested The purple lines are the difinitive map footpaths
The Orange line is the OS overlay for current Parish boundaries
The solid Green lines are the Historic 1851 Parish boundaries.

Attribution: Vredit - Miller Fine Arts Sept-2023 10-9-2023

Form PT634

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hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981, modifying the Definitive Map and Statement for the area by

*adding a footpath [redacted]

[redacted]

(*delete as appropriate)

From north of Gelscoe Farm running initially west round the edge of Short Wood, the ponds and Langley Priory to join or intercept paths L93, L96, L96A and Moor Lane, all giving access to Isley Walton
In the parish of Isley cum Langley _ see attached map

I/We attach copies of the following documentary evidence (including statements of witnesses) in support of this application:

List of Documents

DMMO case document and Map extractions

Signed... [redacted] ...Dated... 10.9.2023

How we use your information

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Statement of case.
Our Ref LLAF-RJD 4

This path is clearly visible on Bartholomew ½ inch mao of 1897-1907 amnd the O.S. six inch map 1888-1913, and it leaves the road running to the east of the Priory, skirting Short Wood, some ponds and the Priory to link with various routes to Isley Walton; to join L98 crossing L96 and L96A

We would normally seek more supporting evidence of status before submitting a reequest for a DMMO and reserve the right to add to this case.

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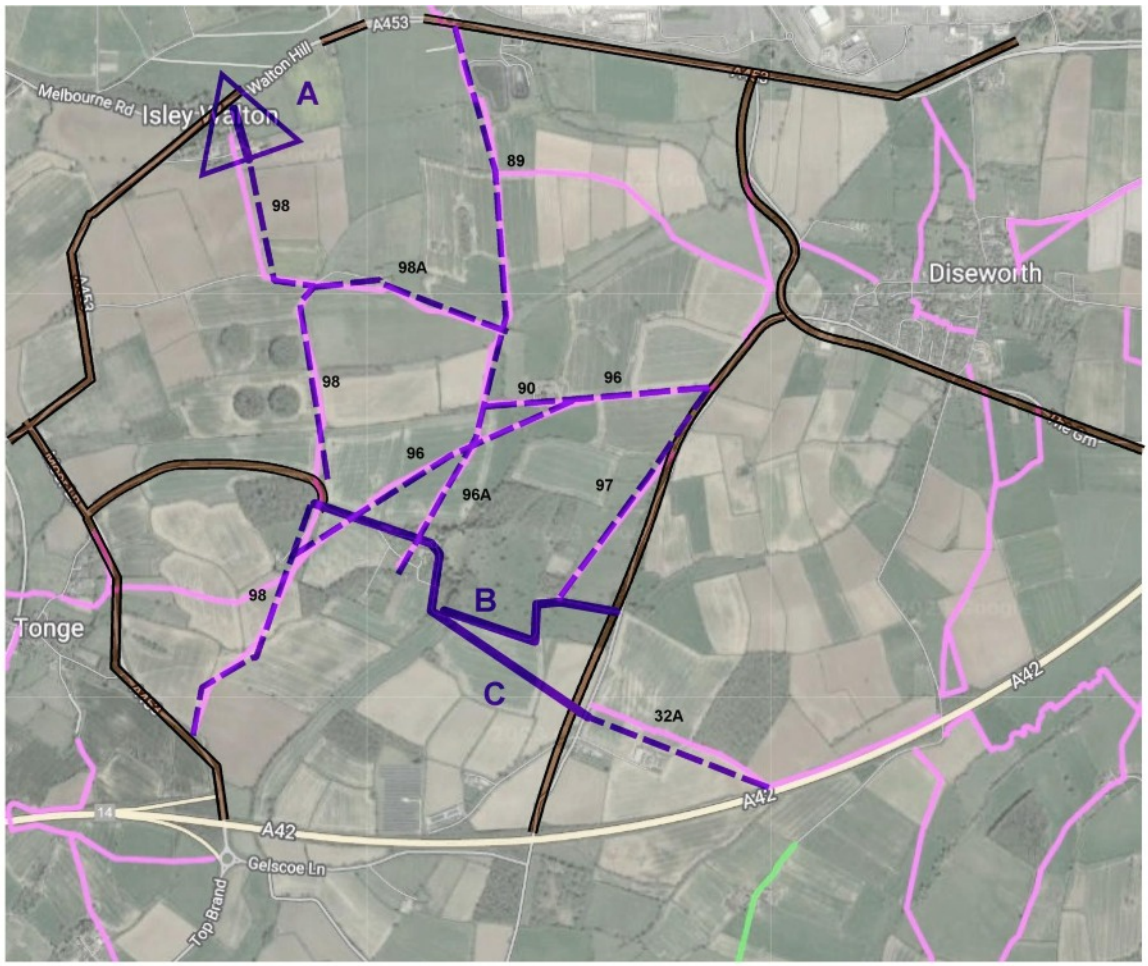

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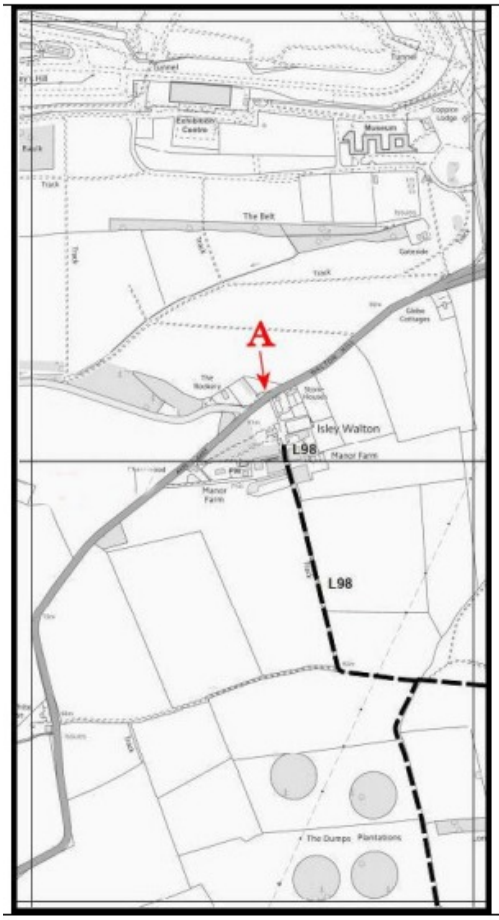

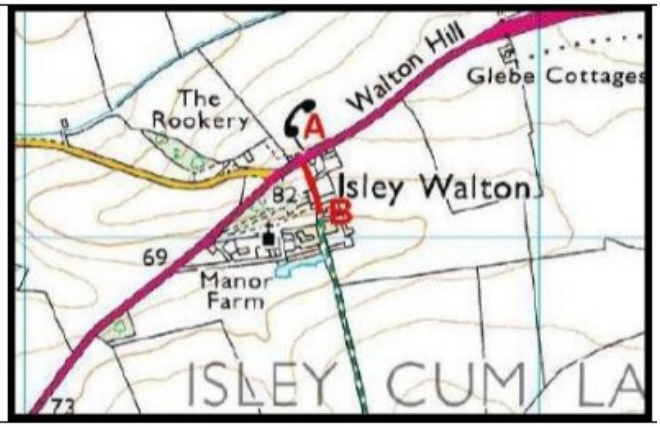

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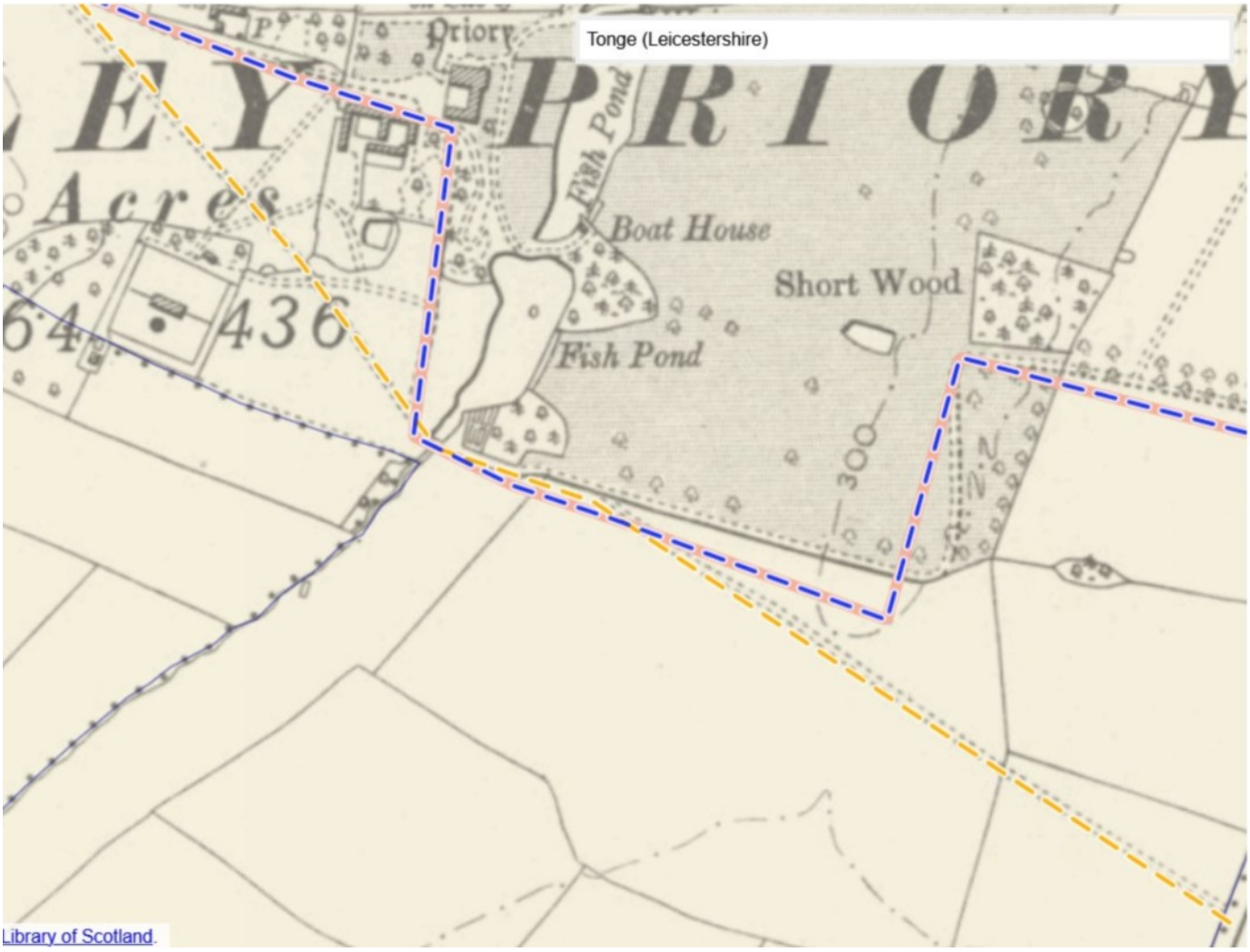

SEE APPENDICES

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Local Access Forum
Promoting Rights of Way and Access Land

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North West Leicestershire Local Plan Representations.

Draft Local Plan Regulation 18 Consultation

On behalf of Hallam Land Management

Date: 15.03.2024 | Pegasus Ref: P19-0061

Local Authority SHLAA Ref: Ap16 – Land East of Appleby Magna

Author: Alan Siviter

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
R001v1	05.03.2024	AS	CC	
R001v2	11.03.2024	AS	CC	Internal Edits
R001v3	13.03.204	AS	CC	Response to client comments
R001v4	15.03.2024	AS	CC	Final Version

Contents.

1. Introduction 3

Part A - Personal Details 3
Declaration 4

2. Proposed Policies: Chapter 4 - Strategy 5

Strategic Context 5
Draft Policy S1 – Future Housing and Economic Development Needs 5
Draft Policy S2 – Settlement Hierarchy 6

3. Proposed Housing and Employment Allocations 7

Draft Policy H2 – Housing Commitments 7
Draft Policy H3 – Housing Provision – New Allocations 7

4. Proposed Policies: Chapter 5 – Creating Attractive Places 11

Draft Policy AP1 – Design of New Development (Strategic Policy) 11
Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy) 11
Draft Policy AP9 – Water Efficiency 12

6. Proposed Policies: Chapter 6 – Housing 13

Draft Policy H1 – Housing Strategy (Strategic Policy) 13
Draft Policy H4 –Housing Types and Mix (Strategic Policy) 13
Draft Policy H5 – Affordable Housing (Strategic Policy) 14
Draft Policy H7 – Self-build and Custom Housebuilding 14
Draft Policy H10 - Space Standards 15
Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing 15

7. Proposed Policies: Chapter 10 – Environment 17

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy) 17
Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy) 17

Appendices contents.

Appendix A: Site Location Plan 18

1. Introduction

1.1. These representations are submitted by Pegasus Group on behalf of Hallam Land Management on the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan: Policies, Proposed Housing and Employment Allocations, and Limits to Development.

1.2. These representations relate to our client's interests at Land East of Stoney Lane, Appleby Magna. A Site Location Plan is shown in Appendix A. The site is capable of delivering between 100-500 dwellings within the plan period depending on how much of the total 27 hectare site is required to be brought forward

1.3. Hallam Land Management have engaged with the Council as part of the Local Plan process including responding to the Development Strategy Option consultation in 2022 and submitting this site, Land East of Stoney Lane, Appleby Magna, to the Strategic Housing and Economic Land Availability Assessment (SHELAA) Call for Sites in 2021. The site has been given the reference 'Ap16: Land East of Appleby Magna'.

1.4. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

Part A – Personal Details

	Personal Details	Agent's Details
Title	Mr	Mr
First Name	Chris	Alan
Last Name	Gowlett	Siviter
Job Title	[redacted]	[redacted]
Organisation	Hallam Land Management	Pegasus Group
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]

Telephone Number		[redacted]
Email		[redacted]

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15/03/24

2. Proposed Policies: Chapter 4 - Strategy

Strategic Context

2.1. The Draft Local Plan strategy identifies a number of objectives the Council are seeking to achieve before identifying the amount of new housing and employment development that they need to make provision for up 2040.

2.2. The strategy is informed by the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market to address the challenges and opportunities in the area up to 2050.

Draft Policy S1 – Future Housing and Economic Development Needs

2.3. Draft Policy S1 sets out the housing and employment requirements within the District. It proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground which was signed by the Council in September 2022.

Housing Requirement

2.4. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.

2.5. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.

2.6. The proposed approach provides a robust housing requirement, which is positively prepared, effective and consistent with national policy.

Plan Period

2.7. The Proposed Policies document identifies a proposed plan period of 2020-2040. This is not supported as it fails to provide a 15 year time horizon from the adoption of the plan in line with paragraph 22 of the NPPF.

2.8. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood where the Examination has been underway for over two years. This would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.

2.9. The Council will be submitting the Local Plan close to the government's 30 June 2025 deadline for submitting plans under the current system before the planning reforms come in. The potential for delays is therefore increased by the potential for capacity issues within the Planning Inspectorate to respond to the influx of Local Plans.

2.10. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.

2.11. The plan period should also be rebased to 2024 before the Publication Local Plan is consulted on in January 2025 and the plan is submitted. The completions data shows that the unmet need from Leicester and the local housing need for the District have been met since 2020 and so there is no benefit in the Local Plan looking back. It is also inappropriate in the context of the standard methodology being updated each year in March by the affordability ratio data. This update means the Local Housing Need figure arising from the standard method takes account of past over or under provision. The plan period should currently start in 2023 as this was the latest update and by the time the plan is published for Regulation 19 consultation it should be rebased to 2024.

Draft Policy S2 – Settlement Hierarchy

2.12. Draft Policy S2 identifies Appleby Magna as a Sustainable Village, these settlements have a limited range of services and facilities where a limited amount of growth.

2.13. The supporting text to Draft Policy S2 identifies in relation to the settlements identified as 'Sustainable Villages' that "*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.*"

2.14. The Draft Policy S2 does not provide the opportunity or flexibility for development that could either enhance or provide new infrastructure to be considered. For a 'Sustainable Village' like Appleby Magna and the levels of employment growth allowed and proposed at Junction 11 of A42, the opportunity to enhance services to encourage potential workers to live close by to key areas of employment should be explored. Allocations within Sustainable Village are only at a scale which maintains the current infrastructure provision within these locations.

2.15. The Draft Policy at section 3 looks negatively at the loss of the facilities, an additional section should be added to "positively facilitate new development that enhances and/or provides new infrastructure to a 'Sustainable Village'."

3. Proposed Housing and Employment Allocations

Draft Policy H2 – Housing Commitments

3.1. Draft Policy H2 will provide a list of housing commitments at the next stage of the plan (Publication Plan for Regulation 19 consultation). The Proposed Policies consultation document also suggests that Policy H2 is 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.

3.2. It is not necessary to have a policy setting out commitments, these sites should be shown in the housing trajectory. As commitments they do not need provision to be made for their development as they already have planning permission.

Draft Policy H3 – Housing Provision – New Allocations

3.3. Draft Policy H3 – Housing Provision - New Allocations outlines the proposed housing allocations to meet the remaining need once completions and commitments are taken into account, as shown in table 2 from the consultation document below.

3.4. This outlines that the Council have a remaining need for around 5,693 dwellings and the consultation document proposes sites to meet this need.

		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**

Housing Provision and Allocations

3.5. As set out elsewhere in response to Draft Policy S1 and H1 the remaining provision figure needs to be updated to reflect a rebased and extended plan period and the 10% buffer

applied to the total housing requirement. This is likely to increase the remaining provision figure significantly.

3.6. The housing allocations identified in the Publication Local Plan need to provide a sufficient supply of deliverable and developable land to deliver the Council's housing requirement over a 15 year plan period from adoption. This supply should also ensure that a five year supply can be maintained throughout the plan period.

3.7. However, there is a shortfall in housing land identified in the Proposed Housing and Employment Allocations consultation document which needs to be addressed. Whilst it is the Council's aim to address this shortfall through additional allocations in the Coalville Urban Area, this may not be possible and other options should be considered.

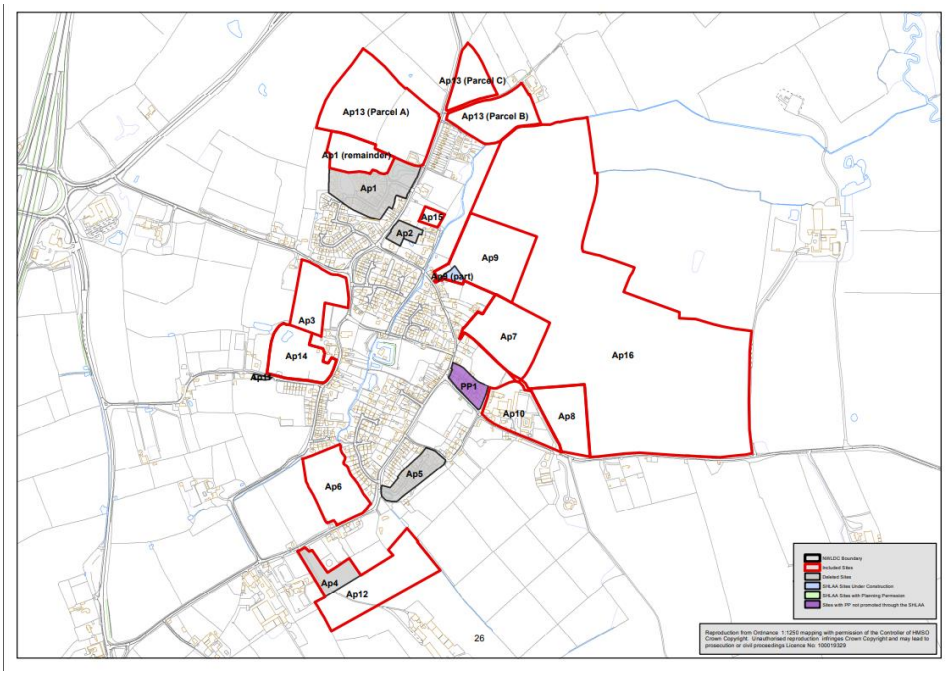
Land East of Stoney Lane, Appleby Magna

Scale of Development (Phasing)

3.8. From the Site Assessment's supporting the Draft Local Plan the site appears to be considered as a whole without consideration given to either a smaller part of the development site coming forward or for the phased release of site. The site consists of a number of field parcels that could be sub-divided into smaller development sites that could meet a local housing need if required based on the current infrastructure and service provision in the village.

3.9. The site has been previously considered as multiple parcels (Ap7 – 59 dwellings, Ap8 – 40 dwellings and Ap9 – 71 dwellings) within the 2018 and 2019 iterations of the SHLAA (see Figure 1). The site was consolidated within the 2021 SHLAA, at the time of this submission it was highlighted that the site could be brought forward in smaller parcels and phased to support local need housing. These smaller parcels were all described within the SHLAA assessments as being potentially suitable, achievable and available for development.

Figure 1 Extract of 2019 SHLAA Assessment showing smaller parcels



Location near to Significant Employment Development

3.10. The site and Appleby Magna is located in close proximity to Mercia Park, a significant employment location in the District located off the A42. This employment development will provide a significant number of jobs for the District. In terms of sustainability the provision of dwellings for the potential workforce associated with development would be best placed in Appleby Magna. The development of a significant site within the village would allow for additional infrastructure and services that would improve the sustainability of the village at the same time as meeting this need for homes to balance the employment provided.

3.11. The approach described above in Paragraph 3.10 corresponds with the aims of the National Planning Policy Framework (the Framework) in terms of developments being appropriate in terms of scale, design, infrastructure, jobs and overall sustainability. The Framework states at Paragraph 74 (***emphasis added***):

"***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). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way.*** In doing so, they should:

a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;

b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development

itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

c) set clear expectations for the quality of the places to be created and how this can be maintained (such as by following Garden City principles); and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;

d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and

e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.

Provision of Infrastructure

3.12. Although significant, the scale of development of the site is considered to be an opportunity for Appleby Magna. The scale of development could include the provision of additional facilities needed for the village to grow, the settlement assessments identify an absence of a convenience store, doctors, pharmacy and frequent bus link. The extent of site is at a scale that could facilitate and contribute towards the delivery of additional services.

3.13. The site continues to be readily available and achievable within the plan period either as a whole or as a smaller parcel for development.

4. Proposed Policies: Chapter 5 – Creating Attractive Places

Draft Policy AP1 – Design of New Development (Strategic Policy)

4.1. The consultation document does not include draft policy wording for AP1 – Design of New Development but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.

4.2. In principle, a design policy is supported and the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is also supported in principle.

4.3. It is agreed in principle that District Wide Design Codes/Design Guides to guide development are appropriate. The provision of such Design Codes should reflect local design criteria and issues and not simply duplicate national design guidance. It is also important that they are flexible ensure to allow creativity and bespoke solutions to individual sites within a wider framework.

Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

4.4. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating:

- how national energy efficiency targets will be met;
- what measures have been taken to minimise energy consumption; and
- what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.

4.5. In addition, the policy requires renewable energy generation to be maximised on-site and where 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 council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.

4.6. Hallam Land Management is committed to reducing carbon emissions, but it is essential that Draft Policy AP4 is fully evidenced, justified, and included in viability considerations.

4.7. The Written Ministerial Statement Planning: Local Energy Efficiency Standards - 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions. The Statement sets out that any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable,

and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.

4.8. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site by site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

Draft Policy AP9 – Water Efficiency

4.9. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.

4.10. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements and is not therefore supported.

4.11. Water efficiency is a matter most appropriately dealt with through Building Regulations. There is insufficient evidence provided to demonstrate a local need for a lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.

6. Proposed Policies: Chapter 6 – Housing

6.1. The consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, rural exception sites, and addressing the housing need of the district.

Draft Policy H1 – Housing Strategy (Strategic Policy)

6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.

6.3. This policy is supported in principle as it provides for a buffer which is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which it isn't currently.

6.4. It is proposed that a buffer of 10% is applied. This is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. This buffer should be increased to 15% to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.

6.5. The policy includes unnecessary repetition including elements of Policy S1 including point (1) and (2) in the policy. In particular point (2) in the policy which sets out the housing requirement for five year supply calculations and housing trajectory purposes, which is helpful, but already set out in S1 (4) does not need to be repeated in both policies. Section (4) and (5) are simply cross referencing other policies, which is not necessary as the plan should be read as a whole.

Draft Policy H4 –Housing Types and Mix (Strategic Policy)

6.6. Draft Policy H4 – Housing Types and Mix sets out the dwelling size breakdown in the Housing and Economic Needs Assessment as the starting point and then allows for a deviation of 5%. Any further deviation would need to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the the nature of the scheme. There are additional justifications for a deviation in the affordable provision related to evidence of need.

6.7. The policy also makes provision for housing suitable for older people, requiring schemes of 50+ dwellings to include a proportion of the 1- and 2-bed in the form of bungalows or other single level housing.

6.8. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of development.

6.9. It also uses evidence which is a snap shot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time

of the plan period, any policy relating to dwelling mix should relate to housing developments securing the provision of a mix of housing types that are informed by up-to-date evidence of housing needs. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.

6.10. Should the Council seek to include a policy for the provision of a specific mix within the plan, this will need to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

Draft Policy H5 – Affordable Housing (Strategic Policy)

6.11. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.

6.12. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out.

6.13. The scale of affordable housing need reinforces the importance of applying an appropriate buffer to the housing requirement and a greater supply of housing sites to meet needs, as set out in our comments on Draft Policy H1 – Housing Strategy.

6.14. It is noted that the proposed percentages for on-site affordable housing provision will be set once viability testing has been completed and this approach is supported and must take account of the full range of matters that affect viability including the new mandatory biodiversity net gain requirements, the changes in building regulations, as well as the policies in the draft Local Plan. There will be a need to consider prioritising affordable housing over seeking higher standards, over and above current building regulations in terms of energy and water efficiency, or a fixed mix of homes.

Draft Policy H7 – Self-build and Custom Housebuilding

6.15. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.

6.16. The requirement for sites of 30 dwellings or more to always provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported.

6.17. A key issue to consider is whether large scale sites are where the self-builders and custom-builders want to be located and what happens if plots are not taken up. This approach to requiring a percentage of larger sites is unlikely to meet the aspirations of the majority of those on the self-build register. The demand is likely to be for small scale sites within rural areas rather than plots within more urban sites. It is important that the aspirations of self-builders are considered in the preparation of this policy to ensure it is effective.

6.18. The proposed policy also needs to consider local needs/demands, health and safety risks of empty plots or plots being delivered later than the rest of the development and design impacts, for example how to avoid creating long term gaps in the street scene.

6.19. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible. It is considered appropriate to make policy provisions for smaller sites, exclusively for custom and self-build, to be delivered within or on the edge of individual settlements where appropriate.

6.20. This policy approach will not boost the housing supply and creates practical issues that should be given careful consideration.

Draft Policy H10 - Space Standards

6.21. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.

6.22. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, must be fully justified. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing

6.23. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.

6.24. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.

6.25. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.

6.26. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy

requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors.

6.27. There is an extra cost in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.

6.28. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.

7. Proposed Policies: Chapter 10 – Environment

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.

7.2. The requirement for biodiversity net gain in line with national guidance is supported. The policy requirements (d) and (e), however should be deleted.

7.3. The policy requirement (e) for a management plan to 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 is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.

7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. Policy requirement (d) is not supported. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on site improvements or improvements close to the site may be less beneficial than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements.

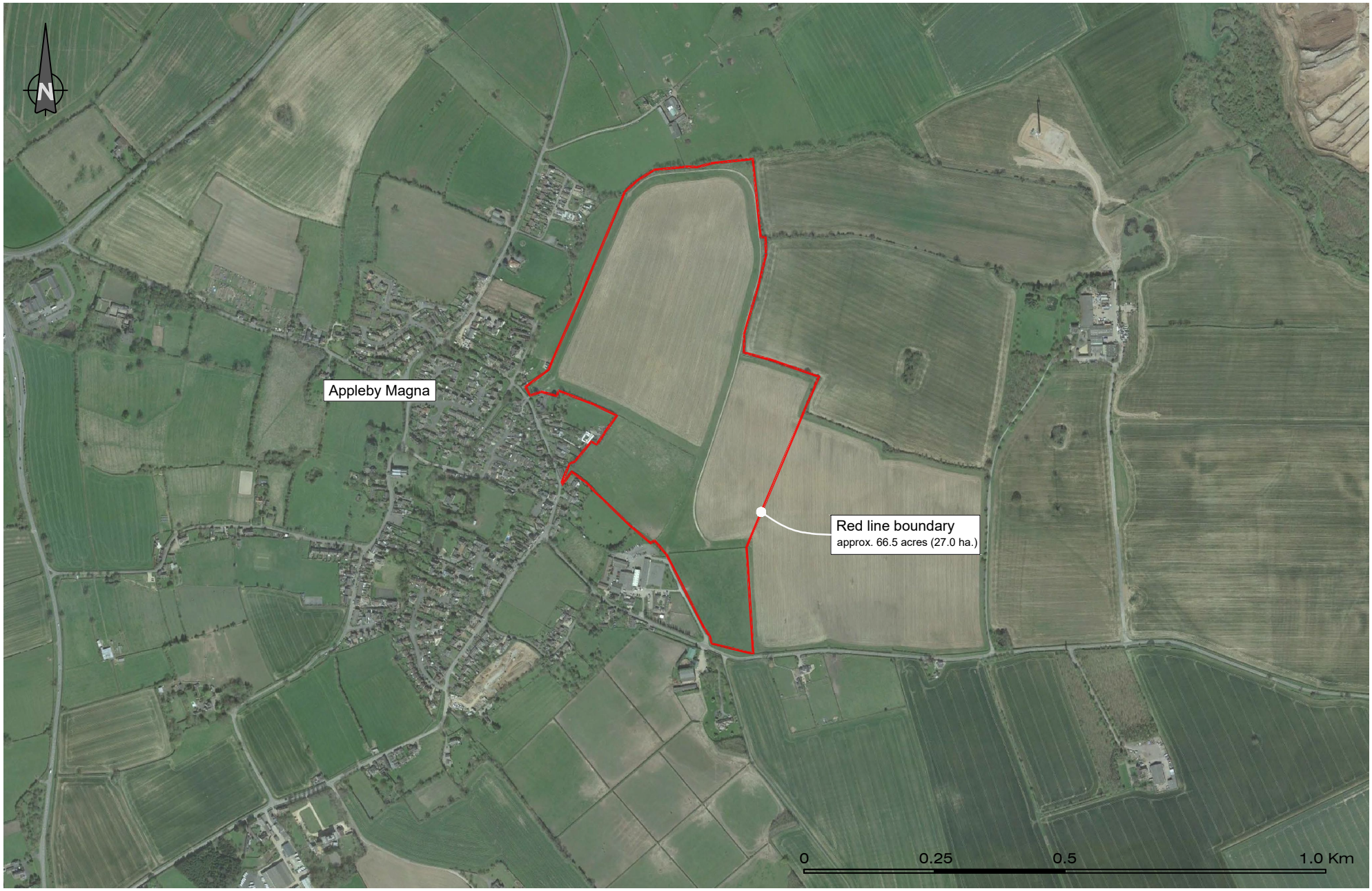
Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

7.5. Draft Policy En2 – River Mease Special Area of Conservation sets out that until such time as wastewater is pumped out of the River Mease catchment (expected 2027), new development within the catchment will only be allowed where there is sufficient headroom capacity available at the Wastewater Treatment Works and the proposed development is in accordance with the provisions of the Water Quality Management Plan including providing developer contributions to schemes in operation at the time.

7.6. We note that North West Leicestershire District Council are seeking to progress a further Developer Contributions Scheme (DCS) to facilitate the delivery of development allocations within the River Mease SAC catchment. This strategy mirrors the approach taken as part of the previous local plan and is fully supported by Hallam Land Management. We would welcome the inclusion of contributions from Land off Ashby Road/Leicester Road, Measham as part of the the scheme.

Appendix A: Site Location Plan

A4



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Hallam Land Management

Project: Appleby Magna

Drawing Title: Aerial Analysis

Scale @ A4: 1:10,000

Date: 05.10.17

Drawing No: App-02

Revision: –

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

East Midlands

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From:	Alan Siviter
To:	PLANNING POLICY
Cc:	Clare Clarke
Subject:	EXTERNAL: Local Plan Representations obo HLM re Measham
Date:	15 March 2024 12:21:56
Attachments:	image814101.png R001v4 PL - Measham HLM Reps 2024 03 15 FINAL.pdf

Good Afternoon,

Please find attached representations in response to the current Draft local Plan Regulation 18 consultation.

I would be grateful for confirmation receipt of these representations.

Many thanks

Alan

Alan Siviter

[redacted]

[redacted]

M [redacted]

[redacted]

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North West Leicestershire Local Plan Representations.

Draft Local Plan Regulation 18 Consultation

On behalf of Hallam Land Management

Date: 15.03.2024 | Pegasus Ref: EMS.2487

Local Authority SHLAA Ref: M11 – Land at Leicester Road/Ashby Road, Measham

Author: Alan Siviter

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
R001v1	04.03.2024	AS	CC	
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Contents.

1. Introduction 3

Part A - Personal Details 3
Declaration 4

2. Proposed Policies: Chapter 4 - Strategy 5

Strategic Context 5
Draft Policy S1 – Future Housing and Economic Development Needs 5
Draft Policy S2 – Settlement Hierarchy 6

3. Proposed Housing and Employment Allocations 7

Draft Policy H2 – Housing Commitments 7
Draft Policy H3 – Housing Provision – New Allocations 7

4. Proposed Policies: Chapter 5 – Creating Attractive Places 11

Draft Policy AP1 – Design of New Development (Strategic Policy) 11
Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy) 11
Draft Policy AP9 – Water Efficiency 12

6. Proposed Policies: Chapter 6 – Housing 13

Draft Policy H1 – Housing Strategy (Strategic Policy) 13
Draft Policy H4 –Housing Types and Mix (Strategic Policy) 13
Draft Policy H5 – Affordable Housing (Strategic Policy) 14
Draft Policy H7 – Self-build and Custom Housebuilding 14
Draft Policy H10 - Space Standards 15
Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing 15

7. Proposed Policies: Chapter 10 – Environment 17

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy) 17
Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy) 17

Appendices contents.

Appendix A: Site Location Plan 18

Appendix B – Illustrative Masterplan 20

1. Introduction

1.1. These representations are submitted by Pegasus Group on behalf of Hallam Land Management on the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan: Policies, Proposed Housing and Employment Allocations, and Limits to Development.

1.2. These representations relate to our client's interests at Land at Leicester Road / Ashby Road, Measham. A Site Location Plan is shown in Appendix A. The site is capable of delivering up to 300 homes within the plan period.

1.3. Hallam Land Management have engaged with the Council on this site as part of the previous Local Plan process where the site was identified as a Reserved Housing Allocation (H3c), further to this an Outline Planning Application (ref: 18/00498/OUTM) is currently pending consideration by the Council for up to 300 dwellings.

1.4. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

Part A – Personal Details

	Personal Details	Agent's Details
Title	Mr	Mr
First Name	Chris	Alan
Last Name	Gowlett	Siviter
Job Title	[redacted]	[redacted]
Organisation	Hallam Land Management	Pegasus Group
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]

Telephone Number		[redacted]
Email		[redacted]

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15/03/24

2. Proposed Policies: Chapter 4 - Strategy

Strategic Context

2.1. The Draft Local Plan strategy identifies a number of objectives the Council are seeking to achieve before identifying the amount of new housing and employment development that they need to make provision for up 2040.

2.2. The strategy is informed by the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market to address the challenges and opportunities in the area up to 2050.

Draft Policy S1 – Future Housing and Economic Development Needs

2.3. Draft Policy S1 sets out the housing and employment requirements within the District. It proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground which was signed by the Council in September 2022.

Housing Requirement

2.4. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.

2.5. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.

2.6. The proposed approach provides a robust housing requirement, which is positively prepared, effective and consistent with national policy.

Plan Period

2.7. The Proposed Policies document identifies a proposed plan period of 2020-2040. This is not supported as it fails to provide a 15 year time horizon from the adoption of the plan in line with paragraph 22 of the NPPF.

2.8. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood where the Examination has been underway for over two years. This would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.

2.9. The Council will be submitting the Local Plan close to the government's 30 June 2025 deadline for submitting plans under the current system before the planning reforms come in. The potential for delays is therefore increased by the potential for capacity issues within the Planning Inspectorate to respond to the influx of Local Plans.

2.10. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.

2.11. The plan period should also be rebased to 2024 before the Publication Local Plan is consulted on in January 2025 and the plan is submitted. The completions data shows that the unmet need from Leicester and the local housing need for the District have been met since 2020 and so there is no benefit in the Local Plan looking back. It is also inappropriate in the context of the standard methodology being updated each year in March by the affordability ratio data. This update means the Local Housing Need figure arising from the standard method takes account of past over or under provision. The plan period should currently start in 2023 as this was the latest update and by the time the plan is published for Regulation 19 consultation it should be rebased to 2024.

Draft Policy S2 – Settlement Hierarchy

2.12. Draft Policy S2 identifies Measham as a Local Service Centre. Outlined 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.

2.13. The supporting text to Draft Policy S2 identifies in relation to the settlements identified as 'Principal Town, Key Service Centre and Local Service Centre' that *"These six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development."*

Local Service Centre - Measham

2.14. The identification of Measham as a Local Service Centre in the settlement hierarchy is supported. This reflects the comprehensive range of services and facilities available in the village and the opportunity for sustainable development.

2.15. In relation to our client's site located off Leicester Road / Ashby Road in Measham. The site is a reserved allocation in the current Local Plan and has been found to be sound in terms of its sustainability and location. By not allocating the site for residential development, the Council are failing to respond to the evidence which identifies this as a sustainable location for development over the plan period, which can support growth beyond the current commitments which were identified to meet needs in the previous plan period. The release of the site for development would ensure a suitable scale of development is achieved in one the District's most sustainable villages taking account of the lack of delivery over the previous plan period.

3. Proposed Housing and Employment Allocations

Draft Policy H2 – Housing Commitments

3.1. Draft Policy H2 will provide a list of housing commitments at the next stage of the plan (Publication Plan for Regulation 19 consultation). The Proposed Policies consultation document also suggests that Policy H2 is 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.

3.2. It is not necessary to have a policy setting out commitments, these sites should be shown in the housing trajectory. As commitments they do not need provision to be made for their development as they already have planning permission.

HS2 Affected Commitments

3.3. The Council have taken the decision to factor in the 677 dwellings in the commitments, which were previously on hold because of HS2. This is considered premature and should not disrupt the identification of an appropriate scale of development and suitable housing sites in these sustainable settlements as part of this new Local Plan.

3.4. Legally, nothing has changed in relation to HS2, Safeguarding Directions are still in place across the route (including at Measham Waterside). Until the Safeguarding Directions are lifted any assumption placed upon delivering further dwellings on site's affected by the route of HS2 is flawed and adds uncertainty to the District's housing strategy.

3.5. Even if the safeguards are lifted, there are alternative rail links being considered to facilitate improved connectivity within the Midlands which could affect the delivery of these sites and a general election due to take place later this year, or January 2025 at the latest, which may change the policy position on removing the HS2 safeguarding. With continued uncertainty it is essential that these commitments are not relied upon.

Draft Policy H3 – Housing Provision – New Allocations

3.6. Draft Policy H3 – Housing Provision - New Allocations outlines the proposed housing allocations to meet the remaining need once completions and commitments are taken into account, as shown in table 2 from the consultation document below.

3.7. This outlines that the Council have a remaining need for around 5,693 dwellings and the consultation document proposes sites to meet this need.

		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**

Housing Provision and Allocations

3.8. As set out elsewhere in response to Draft Policy S1, H1 and H2, the remaining provision figure needs to be updated to reflect a rebased and extended plan period, apply the 10% buffer to the total housing requirement and to remove the reliance on sites affected by HS2 safeguarding. This is likely to increase the remaining provision figure significantly.

3.9. The housing allocations identified in the Publication Local Plan need to provide a sufficient supply of deliverable and developable land to deliver the Council's housing requirement over a 15 year plan period from adoption. This supply should also ensure that a five year supply can be maintained throughout the plan period.

3.10. However, there is a shortfall in housing land identified in the Proposed Housing and Employment Allocations consultation document which needs to be addressed. Whilst it is the Council's aim to address this shortfall through additional allocations in the Coalville Urban Area, this may not be possible and other options should be considered.

Land off Leicester Road / Ashby Road, Measham – Reserve Allocation

3.11. The current adopted Local Plan includes our client's site, at Land off Leicester Road / Ashby Road, Measham, as a reserve allocation for 300 dwellings. This site has already been found to be sound in terms of its sustainability and location. It continues to be a suitable site for housing development, located close to existing services and facilities. The site is available and achievable and could deliver homes early in the plan period. There is a live planning application for the site, supported by a full range of technical documents showing how the site can be delivered.

3.12. The current planning application ref: 18/00498/OUTM has support from consultees who have not objected to the development of the site. The following consultees have suggested

conditions to the mitigate the development or raised no objections which demonstrates the sustainability and deliverability of the site:

- LCC Highways,
- LCC Minerals,
- NWLDC Conservation Officer,
- Highways England,
- LCC Archeaology,
- National Forest,
- NWLDC Housing,
- Coal Authority,
- Natural England,
- LLFA,
- LCC Ecology,
- NWLDC Environmental Protection, and
- LCC Footpaths.

3.13. In the context of the need to identify additional sites and sustainability of Measham as a settlement, it is important this reserve allocation is not lost. The Council should as a minimum carry forward this reserve allocation given the current continuing uncertainties which led to it being reserved originally. However, in the context of the outstanding need for housing sites, the sustainability of Measham and the sustainability and deliverability of this site, the land off Leicester Road / Ashby Road, Measham should be allocated in addition to the constrained Measham Waterside site in the village to recognise that if that site does come forward this was intended to meet housing needs up to 2031 and the plan is now being extended to at least 2040 so there is an opportunity for the village to support further growth beyond the current commitments which were identified to meet needs in the previous plan period.

HS2 Safeguarding

3.14. In not allocating or continuing to reserve our client's land at Land off Leicester Road / Ashby Road, Measham, the Council has not applied the necessary degree of flexibility in this location and have placed an over-reliance of the Government's announcement to scrap HS2. Legally, nothing has changed in relation to HS2, Safeguarding Directions are still in place across the route (including at Measham Waterside). Until the Safeguarding Directions are lifted any assumption placed upon delivering further dwellings on site's affected by the route of HS2 is flawed and adds uncertainty to the District's housing strategy.

Measham Waterside Deliverability

3.15. The continued reliance on Measham Waterside sees the Council place all of its 'eggs in one basket' in terms of the delivery of housing in Measham. Although the planning permission is extant at Measham Waterside, the outline planning permission prevents the submission of any further reserved matters (the last reserved matter application needed to be submitted by 22nd May 2022). The applicant for the last reserved matters approval is not a known housebuilder and the delivery of the current planning permission is questionable. This is further evidenced by the need for a viability review to be undertaken under the terms of the signed Section 106 agreement.

3.16. If a new future planning permission was sought to amend the development in order to meet the requirements of a future housebuilder, the extent and deliverability of the development

would need to be scrutinised with the added requirements to deliver a mandatory 10% biodiversity net gain and to respond to updated building regulations. The 2021 SHLAA assessment, which details the Measham Waterside development, under the achievability heading details *"The Consortium has identified that a reduced developable area would impact on the viability of the site and would render the reinstatement of the canal unviable."* This would suggest that although there is an extant planning permission, the deliverability and achievability of the planning permission is marginal.

Sustainable Location for Growth

3.17. Our client's site off Leicester Road / Ashby Road, Measham is a sustainable and deliverable site in one the District's six most sustainable settlements. The proposed strategy looks to direct 10% of housing growth the Local Service Centres but the new allocation proposed falls short of this. There are also shortfalls in the overall supply of housing sites identified in the consultation document. In the context of the proven suitability of this site, which was previously reserved for future development, it is logical to positively allocate this site as part of the emerging Local Plan period.

3.18. The current plan envisaged the release of Measham Waterside to meet housing needs up to 2031 and therefore the allocation of an additional site to meet needs beyond this to 2040 is appropriate and does not represent a dispositional scale of development for a Local Service Centre. Conversely there is a danger that this settlement will see no growth over the current plan period as it has over the previous one, without the positive allocation of a deliverable site. This would be a failure to respond to the evidence of sustainability of Measham and has the potential to start to undermine the long term sustainability of the village. New homes ensure current services and facilities can be supported and maintained.

3.19. It is considered that as a minimum the Council requires a fallback position if for any reason that new homes are not delivered on the Measham Waterside either as a result of the HS2 Safeguarding Directions or through the deliverability of the Measham Waterside site.

3.20. Land off Leicester Road / Ashby Road, Measham has an existing outline planning permission pending determination. The site has already been considered sustainable and appropriate for residential development as part of its current reserved status in the adopted Local Plan. It is proposed that if the site is reserved for development that a cut-off date is identified to ensure that housing is delivered in Measham during the Plan Period, this provides both a degree of flexibility and certainty to the delivery of housing in Measham.

3.21. The site continues to be readily available and achievable within the plan period.

4. Proposed Policies: Chapter 5 – Creating Attractive Places

Draft Policy AP1 – Design of New Development (Strategic Policy)

4.1. The consultation document does not include draft policy wording for AP1 – Design of New Development but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.

4.2. In principle, a design policy is supported and the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is also supported in principle.

4.3. It is agreed in principle that District Wide Design Codes/Design Guides to guide development are appropriate. The provision of such Design Codes should reflect local design criteria and issues and not simply duplicate national design guidance. It is also important that they are flexible ensure to allow creativity and bespoke solutions to individual sites within a wider framework.

Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

4.4. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating:

- how national energy efficiency targets will be met;
- what measures have been taken to minimise energy consumption; and
- what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.

4.5. In addition, the policy requires renewable energy generation to be maximised on-site and where 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 council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.

4.6. Hallam Land Management is committed to reducing carbon emissions, but it is essential that Draft Policy AP4 is fully evidenced, justified, and included in viability considerations.

4.7. The Written Ministerial Statement Planning: Local Energy Efficiency Standards - 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions. The Statement sets out that any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable,

and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.

4.8. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site by site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

Draft Policy AP9 – Water Efficiency

4.9. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.

4.10. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements and is not therefore supported.

4.11. Water efficiency is a matter most appropriately dealt with through Building Regulations. There is insufficient evidence provided to demonstrate a local need for a lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.

6. Proposed Policies: Chapter 6 – Housing

6.1. The consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, rural exception sites, and addressing the housing need of the district.

Draft Policy H1 – Housing Strategy (Strategic Policy)

6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.

6.3. This policy is supported in principle as it provides for a buffer which is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which it isn't currently.

6.4. It is proposed that a buffer of 10% is applied. This is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. This buffer should be increased to 15% to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.

6.5. The policy includes unnecessary repetition including elements of Policy S1 including point (1) and (2) in the policy. In particular point (2) in the policy which sets out the housing requirement for five year supply calculations and housing trajectory purposes, which is helpful, but already set out in S1 (4) does not need to be repeated in both policies. Section (4) and (5) are simply cross referencing other policies, which is not necessary as the plan should be read as a whole.

Draft Policy H4 –Housing Types and Mix (Strategic Policy)

6.6. Draft Policy H4 – Housing Types and Mix sets out the dwelling size breakdown in the Housing and Economic Needs Assessment as the starting point and then allows for a deviation of 5%. Any further deviation would need to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the the nature of the scheme. There are additional justifications for a deviation in the affordable provision related to evidence of need.

6.7. The policy also makes provision for housing suitable for older people, requiring schemes of 50+ dwellings to include a proportion of the 1- and 2-bed in the form of bungalows or other single level housing.

6.8. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of development.

6.9. It also uses evidence which is a snapshot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time

of the plan period, any policy relating to dwelling mix should relate to housing developments securing the provision of a mix of housing types that are informed by up-to-date evidence of housing needs. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.

6.10. Should the Council seek to include a policy for the provision of a specific mix within the plan, this will need to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

Draft Policy H5 – Affordable Housing (Strategic Policy)

6.11. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.

6.12. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out.

6.13. The scale of affordable housing need reinforces the importance of applying an appropriate buffer to the housing requirement and a greater supply of housing sites to meet needs, as set out in our comments on Draft Policy H1 – Housing Strategy.

6.14. It is noted that the proposed percentages for on-site affordable housing provision will be set once viability testing has been completed and this approach is supported and must take account of the full range of matters that affect viability including the new mandatory biodiversity net gain requirements, the changes in building regulations, as well as the policies in the draft Local Plan. There will be a need to consider prioritising affordable housing over seeking higher standards, over and above current building regulations in terms of energy and water efficiency, or a fixed mix of homes.

Draft Policy H7 – Self-build and Custom Housebuilding

6.15. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.

6.16. The requirement for sites of 30 dwellings or more to always provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported.

6.17. A key issue to consider is whether large scale sites are where the self-builders and custom-builders want to be located and what happens if plots are not taken up. This approach to requiring a percentage of larger sites is unlikely to meet the aspirations of the majority of those on the self-build register. The demand is likely to be for small scale sites within rural areas rather than plots within more urban sites. It is important that the aspirations of self-builders are considered in the preparation of this policy to ensure it is effective.

6.18. The proposed policy also needs to consider local needs/demands, health and safety risks of empty plots or plots being delivered later than the rest of the development and design impacts, for example how to avoid creating long term gaps in the street scene.

6.19. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible. It is considered appropriate to make policy provisions for smaller sites, exclusively for custom and self-build, to be delivered within or on the edge of individual settlements where appropriate.

6.20. This policy approach will not boost the housing supply and creates practical issues that should be given careful consideration.

Draft Policy H10 - Space Standards

6.21. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.

6.22. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, must be fully justified. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing

6.23. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.

6.24. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.

6.25. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.

6.26. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy

requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors.

6.27. There is an extra costs in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.

6.28. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.

7. Proposed Policies: Chapter 10 – Environment

Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.

7.2. The requirement for biodiversity net gain in line with national guidance is supported. The policy requirements (d) and (e), however should be deleted.

7.3. The policy requirement (e) for a management plan to 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 is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.

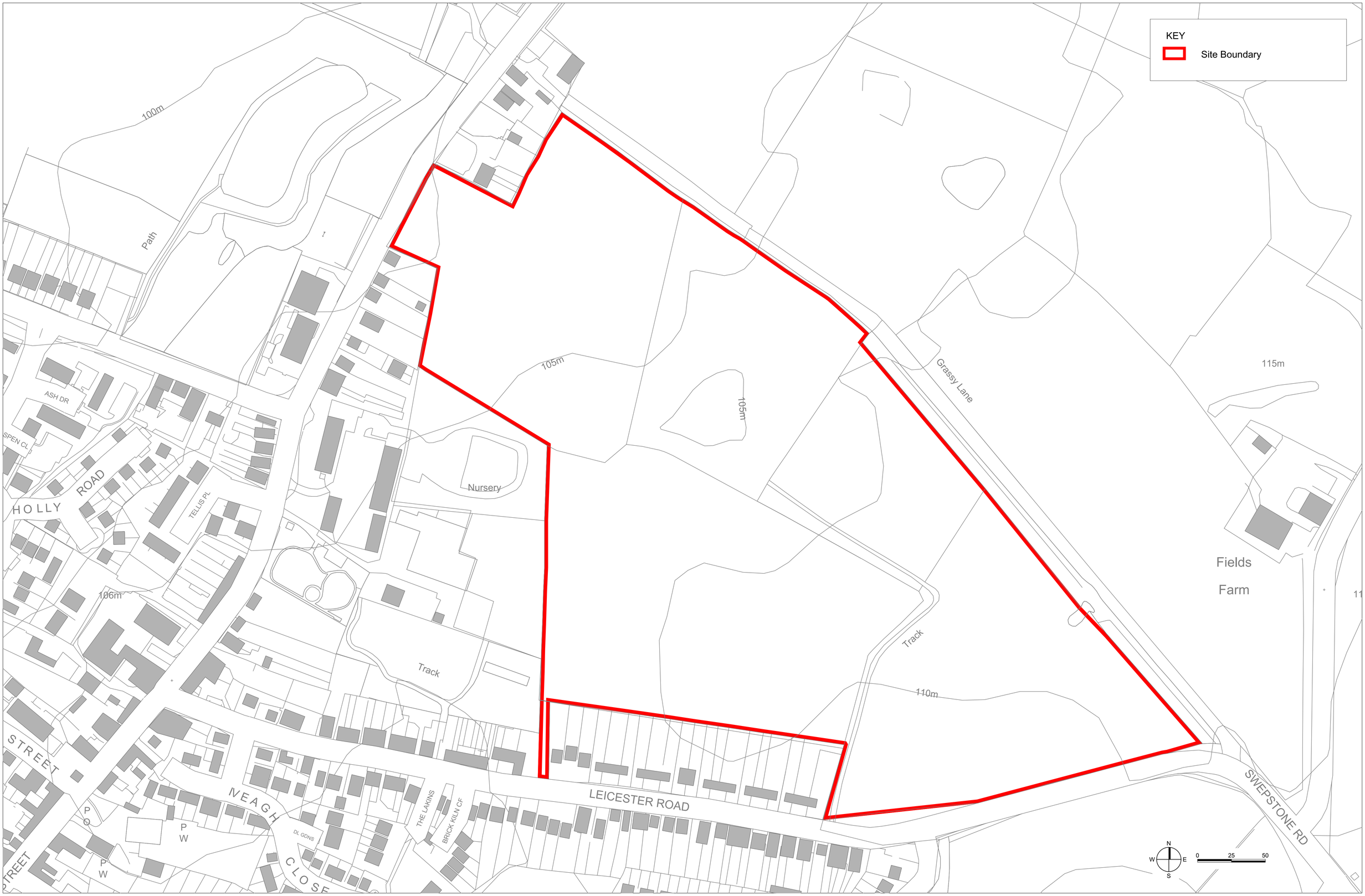
7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. Policy requirement (d) is not supported. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on site improvements or improvements close to the site may be less beneficial than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements.

Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

7.5. Draft Policy En2 – River Mease Special Area of Conservation sets out that until such time as wastewater is pumped out of the River Mease catchment (expected 2027), new development within the catchment will only be allowed where there is sufficient headroom capacity available at the Wastewater Treatment Works and the proposed development is in accordance with the provisions of the Water Quality Management Plan including providing developer contributions to schemes in operation at the time.

7.6. We note that North West Leicestershire District Council are seeking to progress a further Developer Contributions Scheme (DCS) to facilitate the delivery of development allocations within the River Mease SAC catchment. This strategy mirrors the approach taken as part of the previous local plan and is fully supported by Hallam Land Management. We would welcome the inclusion of contributions from Land off Ashby Road/Leicester Road, Measham as part of the the scheme.

Appendix A: Site Location Plan



PLANNING | DESIGN | ENVIRONMENT | ECONOMICS

LAND OFF LEICESTER ROAD, MEASHAM - SITE LOCATION PLAN

| www.pegasuspg.co.uk | TEAM/DRAWN BY: AFM | APPROVED BY: MG | DATE: 20/10/16 | SCALE: 1:1250 @ A1 | DRWG: EMS2487_001 SHEET NO: 1 REV: | CLIENT: HALLAM LAND |

Pegasus Design

Appendix B – Illustrative Masterplan

NOTES
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Ordnance Survey base mapping - supplied by client.

N

0 25 50 75 100 125m

KEY

- Application Site Boundary
- Indicative housing blocks
- Indicative street network
- Vehicular access points
- Existing vegetation
- Proposed green infrastructure
- Proposed attenuation features
- Proposed equipped play
- Existing Public Footpath
- Existing Public Bridleway
- Potential pedestrian routes

Note:
The Illustrative Masterplan illustrates how the detailed layout could come forward based upon the land uses of the Development Framework Plan. Rather than showing 300 houses - which is a matter for the detailed stage - the buildings shown represent the housing form and arrangement in relation to streets and landscape, and provide an indication of the design approaches envisaged.

DRAFT

Hallam Land Management Ltd
Land off Leicester Road,
Measham

Illustrative Masterplan

1:1250 @ A1
04 March 2019 CC / BC
6151-L-03 rev **G**

fpcr

masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

File: J:\6100\6151\LANDS\Plans\6151-L-03-G Illustrative Masterplan.vwx

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

East Midlands

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North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mrs	
First Name	Angela	
Last Name	Bamford	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary).

The proposed new housing settlement at 'Isley Woodhouse' (Policy IW1)

There must be a more suitable site than that proposed in your plan. It is too near to Diseworth on fields that are essential for the character of our rural community, a community where I moved to from a large city to enjoy the rural life. More, smaller new settlements (village sized), will offer our children the choices we enjoy.

Not only will we lose valuable farmland, which is essential for our future, but adding more concrete, tarmac, and other hardstanding will create more water run off that will dramatically increase the risk of flooding in a village that currently suffers every time we have heavy rain.

Don't you think our corner of North West Leicestershire is already overcrowded by development? We are blighted by noise from the M1, A42, a Racetrack, an Airport and its associated businesses that operate 24 hours a day, 7 days a week. The cumulative effect of your proposals will devastate the village of Diseworth, not to mention make our roads so crowded that we will be virtual prisoners at certain times of the day.

The potential location for the Freeport development (EMP90) to the east of Diseworth

The government designation of the land to the northeast of Diseworth is just wrong, how can anyone seriously believe that building a large logistics park on the edge of a small conservation village makes any sense at all. More vital agricultural land will be destroyed just so that NWLDC could undemocratically offer land to central government for big business to abuse. Even with some degree of buffering there is still insufficient scope for adequate separation, even relatively low-level development will blight our conservation village and its views, so the expected logistics buildings will be completely overbearing and will cause more flooding, noise, light, and other environmental nuisances.

My Conclusion

The proposed new housing settlement at 'Isley Woodhouse' (Policy IW1) Whilst I see the need for housing that is affordable for ordinary working people, smaller new (village sized) settlements would be a better solution. I think the choice of the site proposed is a lazy option by NWLDC, it is a ridiculous location that is unsuitable in so many ways, particularly for the proposed residents who will be living under the direct flightpath of an airport that operates 24/7. I think better sites to live must exist, that do not overwhelm this corner of the district.

The potential location for the Freeport development (EMP90) to the east of Diseworth The selection of this site for the Freeport development was totally undemocratic, a decision made for big business without thought for local people or the area as a whole. There must be 'brownfield' options available without the need to concrete over more green fields.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

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North West Leicestershire District Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	Mrs	
First Name	Angela	
Last Name	Bamford	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	✓	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Use this box to set out your response. (Continue on a separate sheet /expand box if necessary).

The proposed new housing settlement at 'Isley Woodhouse' (Policy IW1)

There must be a more suitable site than that proposed in your plan. It is too near to Diseworth on fields that are essential for the character of our rural community, a community where I moved to from a large city to enjoy the rural life. More, smaller new settlements (village sized), will offer our children the choices we enjoy.

Not only will we lose valuable farmland, which is essential for our future, but adding more concrete, tarmac, and other hardstanding will create more water run off that will dramatically increase the risk of flooding in a village that currently suffers every time we have heavy rain.

Don't you think our corner of North West Leicestershire is already overcrowded by development? We are blighted by noise from the M1, A42, a Racetrack, an Airport and its associated businesses that operate 24 hours a day, 7 days a week. The cumulative effect of your proposals will devastate the village of Diseworth, not to mention make our roads so crowded that we will be virtual prisoners at certain times of the day.

The potential location for the Freeport development (EMP90) to the east of Diseworth

The government designation of the land to the northeast of Diseworth is just wrong, how can anyone seriously believe that building a large logistics park on the edge of a small conservation village makes any sense at all. More vital agricultural land will be destroyed just so that NWLDC could undemocratically offer land to central government for big business to abuse. Even with some degree of buffering there is still insufficient scope for adequate separation, even relatively low-level development will blight our conservation village and its views, so the expected logistics buildings will be completely overbearing and will cause more flooding, noise, light, and other environmental nuisances.

My Conclusion

The proposed new housing settlement at 'Isley Woodhouse' (Policy IW1) Whilst I see the need for housing that is affordable for ordinary working people, smaller new (village sized) settlements would be a better solution. I think the choice of the site proposed is a lazy option by NWLDC, it is a ridiculous location that is unsuitable in so many ways, particularly for the proposed residents who will be living under the direct flightpath of an airport that operates 24/7. I think better sites to live must exist, that do not overwhelm this corner of the district.

The potential location for the Freeport development (EMP90) to the east of Diseworth The selection of this site for the Freeport development was totally undemocratic, a decision made for big business without thought for local people or the area as a whole. There must be 'brownfield' options available without the need to concrete over more green fields.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15th March 2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		B.
Last Name		Ward
Job Title (where relevant)		[redacted]
Organisation (where relevant)	William Davis Homes Limited	Marrons
House/Property Number or Name		[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Please see enclosed document.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Ben Ward

Date: 15/03/2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Marrons

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation (Regulation 18)

Representations

Marrons on behalf of William Davis Homes Limited

March 2024

1.0 Draft Policy S1 – Future Development Needs

1.1 Draft Policy S1 identifies future needs for housing development across the Plan Area between 2020 and 2040, amounting to 13,720 dwellings or 686 dwellings per annum (dpa). These figures are based upon the Statement of Common Ground for the Leicester and Leicestershire Housing Market Area ("the SoCG") dated June 2022, the principal purpose of which was to redistribute unmet housing need from Leicester City Council to the composite Housing Market Area ("HMA") authorities, of which North West Leicestershire District Council ("NWLDC") is one.

1.2 As at April 2022, the Local Housing Need ("LHN") figure for North West Leicestershire calculated using the Standard Method was 372 dpa. As recognised within the supporting text to Draft Policy S1 and as per the advice in the Planning Practice Guidance ("PPG"), the LHN only represents **a minimum starting point** for calculating the level of housing need and does not produce a housing requirement. In formulating the housing requirement, plan-making is required to pay regard to a variety of other factors, as set out within the PPG:

- **The Standard Method does not attempt to predict the impact of changing economic circumstances or the impact other factors might have on demographic behaviour.**

- **Circumstances where it may be appropriate to plan for a greater level of housing growth than the LHN includes, but is not limited to:**

- **Growth strategies for the area that are likely to be deliverable, for example where funding is in place to promote and facilitate additional growth**

- **Strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or**

- **An authority agreeing to take on unmet need from neighbouring authorities, as set out in a statement of common ground.**

- **There may also be situations where previous levels of housing delivery in an area, or previous assessments of need, are significantly greater than the outcome of the Standard Method.**[1]

- **Total affordable housing need can then be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments, taking into account the probable percentage of affordable housing to be delivered by eligible market housing led developments. <u>An increase in the total housing requirement included in the plan may need to be considered where it could help deliver the required number of affordable homes</u>.**[2] **[Emphasis Added]**

1.3 In respect of unmet housing need, draft Policy S1 has clearly been formulated following extensive engagement with other HMA authorities regarding Leicester City Council's unmet housing need as reflected in the SoCG. However, unmet need is just one factor to consider in formulating the housing requirement. There are a variety of factors referred to within the PPG, as set out above. In order to understand how these factors have been addressed within the housing requirement, we have had regard to the Leicester & Leicestershire Housing & Economic Needs Assessment ("HENA") and comment further on this matter below.

<u>AFFORDABLE HOUSING NEED</u>

[1] Paragraph: 010 Reference ID: 2a-010-20201216

[2] Paragraph: 008 Reference ID: 67-008-20190722

1.4 As acknowledged by the HENA and the PPG, the need for affordable housing is a consideration in setting the housing requirement. The PPG is very specific that an increase in the total housing requirement included within the plan may need to be considered where it could help to deliver the required number of affordable homes. However, there is only perfunctory treatment of this matter within the HENA.

1.5 The HENA states that the affordability adjustment within the Standard Method represents a 43% upward adjustment to household projections. It is stated that this will "in theory" more than deal with the needs of concealed/overcrowded households and contribute to boosting the delivery of market and affordable housing. The LHN figure, the HENA observes, represents a 38% boost on long-term delivery rates within the HMA, which is also said to contribute to boosting affordable housing delivery.

1.6 Firstly the affordability adjustment is an intrinsic part of the Standard Method which produces the LHN figure. If this was on its own sufficient to address matters of affordable housing delivery in general, it would not be necessary to consider affordable housing need in formulating the housing requirement, as advised by the PPG.

1.7 Secondly, whilst the LHN may boost affordable housing delivery over "historic delivery trends," historic delivery trends for all forms of housing have been vastly under the level of need across England, contributing to the current housing crisis. The Centre for Cities, for example, estimates that compared to the average European country, Britain today has a backlog of 4.3 million homes that are missing from the national housing market as they were never built.[3] The HMA may see the delivery of more affordable housing via the baseline LHN figure than it has done historically, but this does not mean it will be enough to meet prevailing needs.

1.8 To illustrate the latter point, the HENA (Table 9.40) estimates affordable housing need in North West Leicestershire to be 382 dpa. This represents 55% of the annual housing requirement figure in Draft Policy S1. For the sake of comparison, Policy H4 of the adopted North West Leicestershire Local Plan (2017) requires affordable housing contributions on greenfield sites of between 20% and 30% and between 5% and 15% on previously developed sites. Over the last 10 years, an average of 146 affordable dwellings per annum have been

[3] The-housebuilding-crisis-February-2023.pdf (centreforcities.org)

delivered in North West Leicestershire, which represents 30% of the current annual housing requirement figure (481 dpa).

1.9 As such, whilst draft Policy H1 should see an increase in delivery in the amount of housing overall compared to the current housing requirement and therefore the number of affordable completions, viable levels of the latter are not likely to meet the affordable need figure referred to in the HENA. In fact, the figures above would suggest that only half of the affordable need figure would be met through the overall level of provision proposed within Draft Policy S1.

1.10 Considering an uplift to the housing requirement to meet affordable housing needs is not only consistent with the advice of the PPG, but also mandated by the NPPF which at paragraph 60 states the overall aim regarding the delivery of homes should address the needs of groups with specific housing requirements to the aim "**to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community."**

GROWTH AND INFRASTRUCTURE

1.11 The HENA only gives this growth and infrastructure matters perfunctory consideration, stating that the HMA is "not an identified as a growth area" and "it is not expected that there are strategic infrastructure improvements which will need to come forward to 2036 which will have an impact on overall housing need."

1.12 This approach is surprising given the content of the Leicester and Leicestershire Strategic Growth Plan (2018) ("SGP"), which is being updated. The SGP recognises the intrinsic link between new housing, employment and infrastructure. It is self-evident that in order to deliver infrastructure, it must first be enabled through new growth, which may well need to take place above baseline housing need as reapportioned through the SoCG.

1.13 The SGP refers to the Leicestershire International Gateway and identifies Coalville specifically as an area in need of regeneration. It also refers to the prospect of how development at Coalville can support this objective through contributing to the National Forest Strategy, making the most of the District's environmental assets. There appears to be little if any consideration given to urban regeneration priorities in formulating the overall housing requirement

and how this could contribute towards physical regeneration of the District's Principal Town.

1.14 The development of the SGP and its longer-term vision to 2050 must shape plan-making in the area, particularly in relation to the overall level of housing provision that can facilitate the SGP's infrastructure-led vision. In our view, it is premature to conclude that the housing requirement does not require an uplift to facilitate growth and infrastructure aspirations and this matter should be addressed alongside the review to the SGP.

SUSTAINABILITY APPRAISAL

1.15 We note that there appears to be no further iteration of the Sustainability Appraisal (SA) to accompany this current consultation in respect of the amount of housing or the selected spatial strategy. The latest evidence in this regard appears to be Interim Sustainability Appraisal Report of Spatial Options dated September 2022, which does not appear to test the level of growth proposed through this iteration of the Draft Plan nor its overall distribution.

1.16 The Spatial Options SA considered four scenarios in respect of the amount of dwellings required over the plan period – Low, Medium, High 1 and High 2. The High 2 scenario of 730 dpa informed the preferred initial option at the previous stage of consultation (Option 7b) and so the justification for a lesser housing requirement figure (686 dpa) and the sustainability effects are unclear. The Spatial Options SA only refers to 686 dpa in passing, noting that it lies within the range of the High 1 and High 2 scenario. Whist this may be the case, the difference between the two figures (880 dwellings over the plan period) is not insubstantial and the preferred growth scenario should be subject to SA with a clear explanation as to why it has been selected over the initial preferred option.

1.17 The latest iteration of the Local Development Scheme ("LDS") dated October 2023 forecasts plan adoption for October 2026. Accordingly, a plan period to 2040 would fall short of the minimum 15 year time horizon from adoption, as required by paragraph 22 of the National Planning Policy Framework. This would suggest a plan period to 2041 as a minimum, but even this would allow for very little slippage against the programme within the latest LDS, suggesting that a plan period to 2042 or 2043 would be more appropriate.

1.18 We would note that in order to support the National Planning Policy Framework's objective of boosting significantly the supply of housing, that the housing requirement is not a ceiling and identifies the minimum amount of provision required over the plan period. We would recommend that this is clearly expressed within Draft Policy S1.

2.0 Draft Policy S2 – Settlement Hierarchy

2.1 We support the identification of the Coalville Urban Area as the Principal Town and the top tier of the proposed settlement hierarchy. That is justified by the evidence base, namely the Settlement Study 2021, which concluded that the Coalville Urban Area was, by a considerable margin, the most sustainable settlement in the District based on the available services, facilities and infrastructure. That is reflected in the scoring of each settlement as set out at Table 5.1 of the Settlement Study, for which Coalville scored 33 compared to a score of 23 for the next settlement down (Ashby de La Zouch). This differential clearly justifies identification of the Coalville Urban Area as its own rung within the settlement hierarchy and emphasises the primacy it should have in the accommodation of new growth.

2.2 It is welcome that Draft Policy S2 clearly describes the role and function of Coalville within the hierarchy and within the overall spatial strategy.

2.3 It is unclear why the proposed new settlement at Isley Woodhouse has been included within the District's hierarchy of settlements, given that it is not an existing location with services, facilities and infrastructure that can sustainably accommodate growth. There is no indication within the Settlement Study 2021 nor Draft Policy S2's supporting text as to why this is the case and we would encourage the LPA to review this approach.

3.0 Draft Policy H1 – Housing Strategy

3.1 We note and support the provision of Draft Policy H1 (Limb 4) that states the overall distribution of new homes will be guided by the development strategy and settlement hierarchy set out within Draft Policy S1. However, we would expect Draft Policy H1 and its supporting text to clearly explain how its strategy for growth is shaped by the settlement hierarchy, the consideration of reasonable alternatives and how the total number of new homes for each part of the Plan Area has been arrived at, having regard to the settlement hierarchy and the broad approach articulated therein. Unfortunately, it does not do so.

3.2 To understand the amount of housing growth apportioned to each settlement, one needs to refer to the proposed housing and employment allocations section of the Plan (which is a different document). To understand the level of commitment at each settlement, one needs to refer to Appendix A of the latter. In our view, Draft Policy H1 should consolidate this information into a single table so that the role of each part of the Plan Area in accommodating housing growth is clear from the strategic policies of the emerging local plan to guide future decision-taking.

3.3 In general terms, it is not clear how the net apportionment of growth to each settlement follows the settlement hierarchy. The Coalville Urban Area, as the Principal Town, will accommodate 1,666 dwellings (net of commitments) over the plan period. By contrast, the Key Service Centres will accommodate 2,326 and the New Settlement at Isley Woodhouse 4,500 (of which 1,900 is anticipated to come forward within the current plan period). Of the net residential growth provided for through the emerging plan, the strategic apportionment of dwellings equates to the following percentages across the Plan Area:

- **Coalville – 25%**
- **Key Service Centres – 34%**
- **Local Service Centres & Sustainable Villages - 12%**
- **New Settlement – 28%**

3.4 We would observe that this pattern of growth does not appear to follow the settlement hierarchy as articulated at Draft Policy S2, in that it does not reflect the primacy of Coalville as the Principal Town but rather filters down housing numbers to a number of sustainable settlements and locations further down the hierarchy, in particular, the new settlement at Isley Woodhouse and the Local Service Centres / Sustainable Villages. Given that one of the strategic plan objectives is to reduce the need to travel and to regenerate Coalville, this more dispersed approach does not appear to be compliant with the emerging local plan's strategy or its underlying evidence base.

3.5 Whilst we recognise the need for all sustainable parts of the Plan Area to grow sustainably and proportionately, and that there are locations that are also well-placed to sustainably accommodate strategic housing growth, there is too little emphasis on Coalville within the spatial strategy and consider that further housing growth should be directed to this location, in order to deliver

sustainable patterns of development that reduce the need to travel. Objective 6 of the Draft Plan refers specifically to the regeneration of Coalville, which is the only settlement to be named. In order to achieve this objective, it is clear that Coalville needs a greater role in the spatial strategy.

3.6 In addition to the above, we would note a significant part of the housing apportionment to Key Service Centres (some 1,076 homes) is directed towards Castle Donington, a short distance from the proposed new settlement at Isley Woodhouse. This would mean that within the plan period, the development strategy would rely on a relatively small area to deliver almost 3,000 dwellings or 44% of net growth.

3.7 There appears to have been little consideration as to whether the local housing market in the Castle Donington area can absorb the level of build out required to underpin the spatial strategy, noting that market absorption rates play a significant role in the speed of build out. The sustainability credentials of the area, as currently reflected within the emerging settlement hierarchy and its evidence base, would also not appear support the provision of such large-scale growth, particularly not when compared to the Coalville Urban Area. Overall, in order to secure sustainable patterns of growth and to ensure that the spatial strategy is deliverable, we would suggest a more appropriate balance is struck between the housing apportionment at Castle Donington and the surrounding area, and that at the Coalville Urban Area.

3.8 In terms of the overall level of housing provision, we note the proposed supply-side contingency of 10% against the minimum housing requirement. This is welcome, in principle, but it would appear the level of contingency is, in fact, closer to 8% and, in fact, as low as 6% accounting to the fact that Money Hill, Ashby appears to have been double-counted as both a commitment and a new allocation. We would also question whether 10% contingency is sufficient considering the risks to the delivery of the spatial strategy identified above, particularly the reliance on a new settlement and the level of concentration near Castle Donington. Taking account these risks, we recommend a greater level of supply-side contingency is applied to the overall level of housing provision amounting to at least 15%. This would also help to address the issues concerning the overall level of affordable provision identified in our representations to Draft Policy S1.

3.9 In respect of SA, as with the housing requirement, it is unclear how the spatial distribution scenario adopted in the current Draft Plan has been tested and how it performs against reasonable alternatives. Previous consultations had identified Option 7b as the preferred option, which called for 1,785 dwellings at the Coalville Urban Area and 1,785 dwellings at the new settlement, compared with the current strategy which identifies 1,900 for the new settlement within the plan period and 1,666 for Coalville, alongside significantly increased provision at the Key Service Centres. It is unclear where this spatial option has been tested, if at all, and how it compares to the reasonable alternatives.

4.0 Draft Policy EN5 - Area of Separation (AoS)

4.1 Draft Policy EN5 identifies land between Coalville and Whitwick as an Area of Separation (AoS), where only certain uses are acceptable, with any other proposed uses needing to demonstrate why they cannot be accommodated elsewhere within the District. In addition, Draft Policy EN5 stipulates that no development will be permitted within the AoS, which either individually or cumulatively, would demonstrably affect or diminish the present open and undeveloped character of the area.

4.2 As set out at paragraph 10.66 of the supporting text to Draft Policy EN5, the Inspector responsible for the examination of the adopted 2017 local plan observed that:

> **"There is scope for reconsideration of the detailed boundaries and land uses of the AoS, in the event that it becomes necessary, at any time in the future, for the Plan to be reviewed in light of increased development needs."**

4.3 Clearly, the local plan now under preparation is required to accommodate substantially increased development needs over and above the current local plan, following conclusion of the Leicester and Leicestershire SoCG and the other factors set out above in our response above. As such, the scenario envisaged in the latter part of the Inspector's comments has come to pass and it is appropriate to review the AoS to ascertain the extent to which it can play a role in accommodating development needs. That is all the more important given the primacy of the Coalville Urban Area in the spatial strategy.

4.4 As the local planning authority will be aware, the broad AoS designation is and will remain within the established Limits to Development for Coalville, given that

it is surrounded by built form. Whitwick and Coalville are also designated as being part of the same urban area and are not separate identified settlements. Paragraph 70(d) of the National Planning Policy Framework (NPPF) sets out that local planning authorities should:

> **"support the development of windfall sites through <u>their policies and decisions</u>, <u>giving great to the benefits of using suitable sites within existing settlements for homes</u>."**

4.5 As such, the imposition of a restrictive designation such as an AoS that prevents land within an existing and highly-sustainable settlement from coming forward to meet housing needs should require clear and convincing justification through the plan-making process.

4.6 The Area of Separation Study (2019) (updated 2022) ("the Study") seeks to reassess the boundaries of the AoS, with a focus on the importance of different parcels within in terms of their role and functionality in providing the physical, visual and perceptual separation of Coalville and Whitwick. We have fundamental concerns regarding the robustness of this study and provide further comment below.

4.7 Paragraph 1.10 of the Study refers to paragraph 127 of the National Planning Policy Framework 2018 version, which made reference to ensuring planning policies and decisions are sympathetic to local character and history, including the surrounding built environment and landscape setting." That advice is now replicated in paragraph 135 c) of the December 2023 version in the chapter on achieving well-designed and beautiful places.

4.8 We object to the notion that the NPPF provides any precedent for Areas of Separation. It does not. The paragraph of the NPPF referred to above is design-based, and the AoS is a spatial designation which should not be conflated with landscape character, quality and sensitivity; or heritage and design quality.

4.9 Methodologically, the Study divides the AoS into a series of parcels (or "Land Units") and assesses each parcel against seven criteria, grouped under broad headings – physical, perpetual and landscape value. Each parcel is ranked according to a sliding scale A to D, each of which is associated with its own descriptor.

4.10 The first issue with this approach is that none of the criteria are weighted and there is no weighting system within the Study (this is confirmed at paragraph 2.13). That is despite the fact that some of the criteria considered are manifestly more important to preventing coalescence and the perception thereof than others.

4.11 For example, vegetation can play a significant role in physical and perceptual separation, but it is far from apparent how "scenic quality" is relevant given that the AoS is not a landscape quality or character designation. Similarly, "public views," where matters of perception are concerned, should be weighted over "private views" from residential properties, given public views are self-evidently more important.

4.12 The net result of the above is a skewed assessment. To take as example Land Unit No. 8, a large parcel of land south east of Hermitage Road and north east of the A511, this has been ranked as being of "primary importance." That assertion, however, is not made out through the scoring. The scoring of Land Unit No. 8 suggests that its landform plays a neutral role in separation, that there is limited tree cover and that it is only moderately open to public views, partially contained from private views with moderate to low recreational value. As such, according to the key physical and perceptual matters addressed in the Study that have a bearing on separation and the perception thereof, Land Unit 8 performs only modestly at best.

4.13 Where Land Unit 8 appears to perform better is in relation to its purportedly strong physical linkages with other units (this matter is addressed further below), its scenic quality and contribution to the character and setting of settlements. These are all matters of secondary relevance to the AoS designation, which is a spatial designation and does not and should not relate to landscape character, quality, value or sensitivity.

4.14 There are no designations or constraints within the built up areas adjoining the AOS that would suggest a particularly sensitive townscape (e.g. conservation areas, listed buildings or other heritage assets).Similarly, there is no suggestion within the AoS study that the AoS itself or any part of it constitutes a "valued landscape" within the meaning of the National Planning Policy Framework, nor is it subject to any local landscape designations for quality or sensitivity. It also bears referencing that most of AoS comprises arable fields which, other than some public rights of way, are broadly inaccessible and make no particular

contribution to enabling access to the countryside, which is recognised within the Study.

4.15 In respect of the landscape linkages criteria and the individual Land Units identified within the AoS (of which there are 23 in total), the AoS Study does not provide justification of how the extent of individual land units were determined other than the assertion that they are based on "common characteristics." It appears that large Land Units (e.g. Land Unit 8) have been formulated due to shared land use characteristics, though it is difficult to say given there is no detailed explanation as to the methodology used for grouping Land Units.

4.16 Our representations are supported by a report from Urban Wilderness Landscape Architects (Appendix 1), which provides detailed justification for why a number of Land Units (including Land Units 5 and 8), should in fact be broken down into 2 or more land units based on detailed assessment, each with their own value, against the AoS study methodology. This exercise demonstrates that not all Land Units within the broader Parcel 8 Land Unit perform equally well with those more closely related to the A511 to the south east being of incidental or secondary importance to avoiding coalescence. On the whole, the Urban Wilderness evaluation demonstrates that the higher performing Land Units are generally located closer to Whitwick.

4.17 The AoS study regrettably does not consider options for mitigation or enhancement that could be secured through the development of lesser performing Land Units. For example, most of the AoS is arable land of low environmental value with little vegetation cover, poor public access and little recreation value. Appropriate masterplanning of the area could greatly enhance not only the beneficial use of the AoS, but also its contribution towards visual and spatial perception through, for example, the provision of substantial new tree planting. Regrettably, these opportunities have not been taken up or even considered.

4.18 Overall, we consider that the AoS Study provides an insubstantial basis upon which to conclude that the contribution of this area to development needs over the plan period should be so limited, given that it lies within the most sustainable location in the District (the Coalville Urban Area) and within the established Limits to Development of an existing settlement, where there should be a strong presumption in favour of bringing forward land for development as per the NPPF.

4.19 Draft Policy EN5 is unsound for want of justification and compliance with national planning policy.

5.0 Stephenson Green, Whitwick (Site C19)

5.1 William Davis Homes Limited has an interest in the above site, which is being promoted for residential development. We note that Site C19 has been subject to assessment within the Interim Sustainability Appraisal Report of Site Options (March 2023) and the Coalville Housing Site Proforma. We provide comment on the content of these documents below.

5.2 In respect of the SA, we have a number of concerns regarding the robustness of the assessment and the assertions therein, many of which appear unsubstantiated and, in some cases, incorrect.

5.3 Sustainability Objective 2 (SA 2) relates to reducing inequalities and ensuring fair and equal access and opportunities for all residents. Site C19 is regarded as having a "significant negative" effect in this regard, which indicates that the site works against achievement of this objective and that the site has "poor access" to schools, local services and GP surgeries. This is plainly incorrect. Site C19 is located within the Coalville Urban Area, which is the most sustainable location in the Plan Area.

5.4 From Site C19's frontage with the A511 to the south east the distance to Broom Leys Primary School and GP Surgery (which lies adjacent to the primary school) is approximately 1.44km or a 20 minute walk. This only slightly over the Suggested Acceptable Walking Distance (CIHT, 2000) and well under the preferred maximum of 2km. The assessment within the SA also appears to overlook the fact that Site C19, depending on the scale of potential growth allocated there, has the potential to provide new infrastructure, services and facilities to provide for daily needs. This is to say nothing of the bus stops adjacent to Site C19 at Whitwick Road and Hermitage Road, for instance, which offer regular and convenient services further afield.

5.5 Site C19 does not have a significant negative effect against SA2 as it remains perfectly accessible to community facilities via sustainable means of transport. To suggest otherwise is incorrect and inappropriately skews the assessment.

5.6 SA8 relates to reducing the need to travel and increasing the numbers of people walking, cycling or using the bus for their day-to-day travel needs. Site C19,

which is located within the established Limits to Development of Coalville (the largest and most sustainable settlement) is regarded to have a "Minor Negative" effect in this regard. Despite this wholly counter-intuitive assessment, there is no explanation in Table 4.1 as to why such an assessment has been made, but we would suggest that it is self-evidently incorrect.

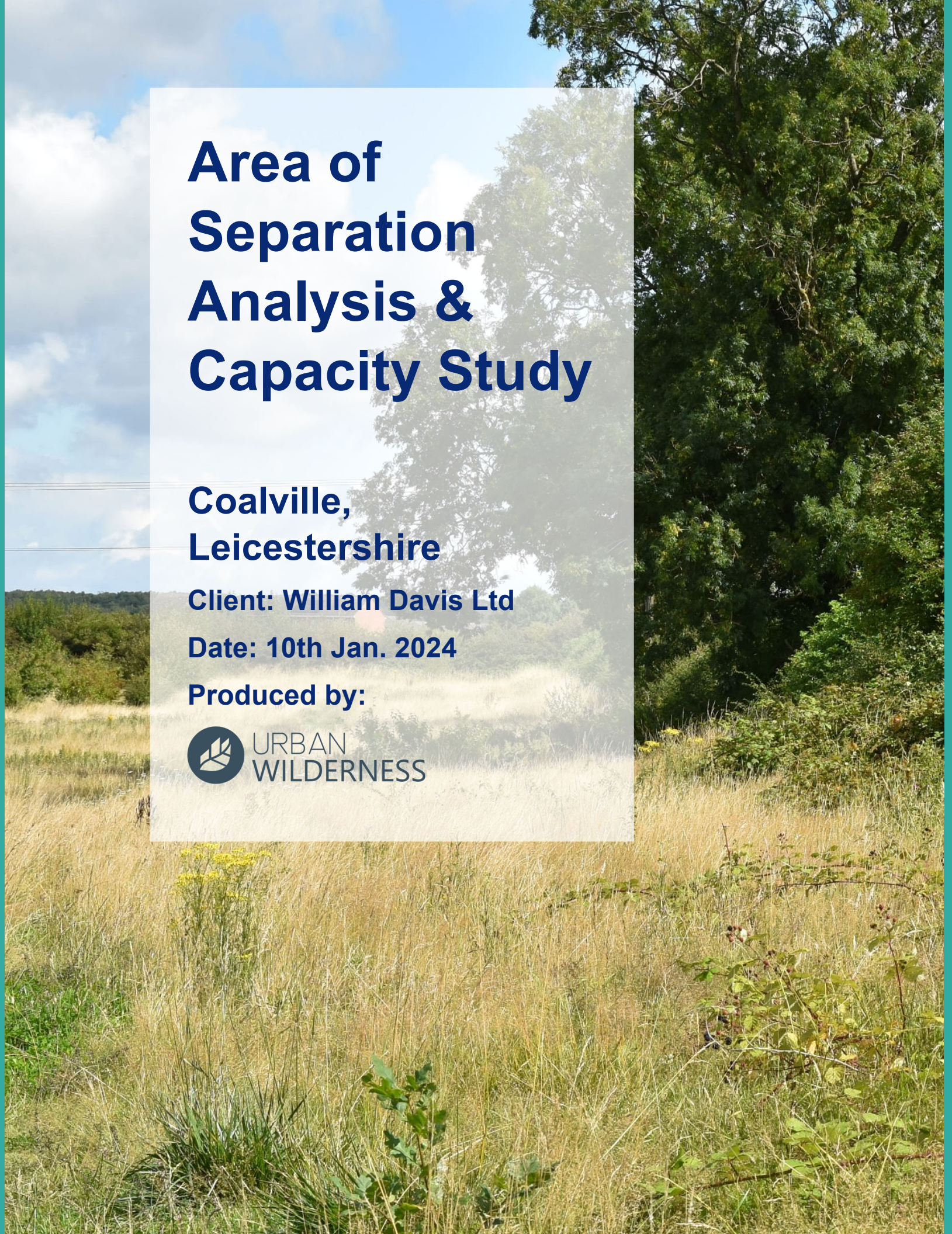
5.7 SA13 relates to Landscape and a significant negative effect has been recorded. There is no explanation whatsoever within Table 4.1 as to why a significant negative effect has been recorded in respect of Site C19 and there is no reference to the Site C19, despite Table 4.1 providing a more detailed explanation for other sites which have received the same assessment.

5.8 There is something by way of explanation within the Site Coalville Housing Site Proforma which states that Site C19 comprises a series of fields across a large area which provides "a green wedge" between settlements and that development would fundamentally affect the character of the site to the detriment of the townscape. Furthermore, it is judged that development of Site C19 would have an impact on a "sensitive landscape/townscape" that cannot be mitigated.

5.9 Site C19 is not designated as a "green wedge." In fact, it is designated, and mostly proposed to remain designated, as an Area of Separation. This is purely a spatial designation to maintain separation between Coalville and Whitwick. It does not relate to landscape or townscape quality, sensitivity or value given that Site C19 is, after all, located within the Limits to Development and surrounded by built form on all sides. To adjudge the landscape impacts of such a site coming forward for development as "significantly adverse" is plainly incorrect and cannot be substantiated.

5.10 SA14 relates to ensuring that land is used efficiently and effectively. Site C19 has been assessed as resulting in a significant negative effect in this regard, as have all site options which are not previously developed land and are over 1 hectare in size. This approach, however, ignores the fact that C19 is within the Limits to Development of the Coalville Urban Area as it is surrounded by built form. To put it on the same footing as greenfield land outside of and on the edge of existing settlements in respect of using land efficiently is perverse, particularly when the NPPF requires planning policies and decisions to give great weight to the benefits of using land within existing settlements for development.

5.11 The Coalville Housing Site Proforma assesses the site as being unlikely to provide the opportunity to improve the Green Infrastructure Network on the basis that it comprises part of an open green space that separates Whitwick from Coalville. This element of the assessment overlooks the fact that Site C19 is, on the whole, arable fields with low biodiversity value and very limited public access and recreational utility save for some public rights of way. Clearly, Site C19 offers substantial opportunities to significantly increase the value of the site for biodiversity and recreation value close to where people live, thereby providing a valuable resource.



Area of Separation Analysis & Capacity Study

Coalville, Leicestershire

Client: William Davis Ltd

Date: 10th Jan. 2024

Produced by:

URBAN WILDERNESS

CONTENTS

1. INTRODUCTION 3
2. POLICY / SPD REVIEW 5
3. BASELINE OBSERVATIONS 12
4. RE-EVALUATING of the AoS STUDY 15
5. OPPORTUNITIES 21
Appendix 1: Figures 24

FIGURE LIST

Figure 1 AoS Location Plan 22
Figure 2 2019 AoS study Land Units 23
Figure 3 Landscape Baseline Plan 24
Figure 4 Re-evaluated Land Units 25
Figure 5 Development Capacity Plan 26

1. INTRODUCTION

Purpose of this Document

1.1. This study has been undertaken by Urban Wilderness to evaluate an existing Area of Separation (AoS) that is located between the urban areas of Coalville and Whitwick, as defined in the North West Leicestershire District Council (NWLDC) Local Plan (2011-2031) policy EN5.

1.2. The study aims to gain an understanding of the purpose and value of the Area of Separation (AoS), evaluates policy EN5 and compares desk-based and on-site observations with the findings compiled within the Area of Separation Study, Coalville Urban Area, 2019 (updated 2022). This critique is undertaken from a landscape perspective (land use and capacity) as it does not consider housing requirements for NWLDC or as a comparison with other sites.

1.3. This study critiques the findings of the AoS study (2019, updated 2022) and challenges its rigour on two points. Firstly, it categorises land units into parcels, some of which are large and not of a cohesive character, and secondly, taking into account the further breakdown of these parcels elements of the assessment criteria of the AoS no longer hold their relevance. This has resulted in an excessive valuation of the role of some areas of the AoS in their contribution to the sense of separation. We will demonstrate that in select areas, development is possible without impacting the role of the AoS in preventing coalescence and can provide additional benefits for the AoS and the local population.

1.4. This report reviews the baseline conditions of the area, to evaluate its effectiveness as serving as an AoS, and investigates whether the area has any capacity to accommodate development, without adversely affecting or overtly diminishing the landscape or its capacity to continue to serve as an effective AoS between the urban areas of Coalville and Whitwick.

The Purpose of the Area of Separation

1.5. The purpose of the AoS is to prevent coalescence of Coalville and the village of Whitwick, seeking to retain the individual character and identity of both, as defined within Policy EN5 of the North West Leicestershire Local Plan (2011 to 2031). The policy seeks to achieve this by preventing land uses other than agriculture, forestry, nature conservation, leisure, sport and recreation and preventing development which would “demonstrably adversely diminish the present open and undeveloped character of the area”.

1.6. The AoS falls within the boundaries of the town of Coalville and the village of Whitwick, both within the district of North West Leicestershire. It is primarily farmed as arable land but includes paddocks to the southeast and two areas of newly planted woodland. The AoS is divided into two halves by Green Lane, which, lying on a low topographic ridge, reinforces the division. Green Lane provides vehicular access to two residential properties and Glebe Farm and outbuildings.

1.7. The AoS is completely encircled by urban development and infrastructure, some of which are always visible throughout the AoS. These are defined as:

- South and West: major highways infrastructure of the A511 which sits immediately to the area's boundary, beyond which is Whitwick Retail Park and residential properties focused around Long Lane;
- Northwest; Hermitage Road which links Coalville and Whitwick. This is a busy local route which is aligned on both sides with a mixture of terrace, semi-detached and detached homes. This route provides a physical and visual barrier between the AoS and Hermitage Fishing Lake and Recreation Ground which is located further west (also designated as AoS).
- Northeast: Hall Lane which is a Local Road. This route is fronted by residential properties which face onto the AoS. These properties form the frontage of the residential development focused on Rosslyn Road and Tressall Road.
- Southeast: This urban area is defined by a number of varied characteristics, namely, Coalville Community Hospital, Coalville Rugby Club, a small area of agricultural / industrial buildings and residential properties accessed from and focused on the local route of Broom Leys Road.

2. POLICY / SPD REVIEW

Introduction

2.1. This section reviews the local policy context, the NWLDC Local Plan, and supporting evidence and inspectors commentary for the AoS and Policy EN5.

North West Leicestershire District Council Local Plan, 2011 – 2031 and the New Local Plan

2.2. The key policy within the NWLDC Local Plan is Policy En5. The current version of the New Local Plan has an identical policy, also with the moniker EN5. The aims of the EN5 policy in both plans are to:

"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."

2.3. The policy of policy En5: area of separation, is worded as:

"(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."

2.4. Policy En3 also relates to the site in the form of the creation of additional woodland.

"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."

2.5. The Inspectors Report (October 2017) of the Examination in Public (EIP) of the NWLDC Local Plan contained the following comments concerning the AoS and policy EN5:

76. With respect to the eastern AoS, the SFA (Settlement Fringe Analysis) recommended the retention of woodland and the enhancement of gateway rural views between Whitwick and Coalville. At the same time, the SFA did not rule out some level of development, with potential for mitigation.

79. With reference to national policy (the NPPF), *AoS is not recognised as a protective designation by the NPPF. However, core principles of the NPPF are that planning should take account of the different roles and characteristics of different areas with reference to their relative environmental value, should deliver conservation of the natural landscape and should identify where development would be inappropriate. The AoS is different from surrounding areas in the level of built development, topography and landscape and are of recognised local value in avoiding the coalescence of distinct built up areas.*

80. Read in isolation, Policy En5 is restrictive and inflexible. However, in permitting rural and recreational land uses, it does not impose a complete ban on development. Nor does it impede development required to meet the housing and employment requirements of the Plan, where these can be accommodated elsewhere within the scope of the Plan Strategy. In the context of the Plan as whole, Policy En5 is justified in its terms, provided the defined boundaries of the AoS, to which it relates, are also justified on robust evidence.

83. Importantly though, on the evidence provided to this Examination, there is scope for reconsideration of the detailed boundaries and land uses of the AoS, 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.

2.6. The Inspectors Report therefore suggests a reconsideration of both the detailed boundaries and the land uses of the AoS is viable. The robust evidence required to define the boundaries of the AoS is provided by the AoS study (2019, updated 2022) described below.

Character Areas

National Character Area (NCA) 73 Charnwood

2.7. The AoS is located within NCA 73: Charnwood which can broadly be defined by its upland qualities with open summits and rocky outcrops as well as a mixture of land uses including heathland, pastoral farmland, parkland and woodland.

2.8. The characteristics of the AoS including arable land, horse paddocks and recreational grounds do not correlate with those listed for the NCA. However, two areas of recently planted woodland do align with the recommendations set out within the Statements of Environmental Opportunity, namely to *'manage and expand the native woodlands throughout Charnwood to reinforce the wooded character'*.

East Midlands Regional Character Assessment

2.9. At the regional scale the study area is located within Character Type 10d: Forested Ancient Hills as defined within the East Midlands Regional Character Assessment. At regional level many of

the characteristics of the LCA are similar to those described at national level (of which the AoS does not correlate).

2.10. Recommendations for shaping the future landscape which are relevant to the AoS are identified as:

"The aim should be to protect the character of the landscape and limit the visual impact of any new development by locating it on previously developed land or close to existing settlement. Mechanisms include Design Statements for those villages and towns most prone to infill development and expansion, the use of best practice innovative architectural ideas and planning solutions that minimise impact on local landscape and townscape character and tree and woodland planting around settlement fringes to help integrate new development into the landscape.

Woodland forms a significant component of this landscape, and new woodland planting would be generally appropriate, making a contribution to increasing the overall woodland coverage in the region and integrating new development into the landscape. Local Authorities should plan for new woodlands, ensuring new planting schemes take full advantage of opportunities to enhance nature conservation and recreation. However, care should be taken to ensure new woodland does not damage the area's traditional land use mix."

Leicestershire Character Assessment

2.11. The AoS study area is located at the junction of two character areas: Charnwood Forest and The Coalfield. Of these two character areas, the AoS is considered to better align with the Coalfield characteristics, to include "*…an area of gently undulating landform, dominated by mixed farmland"*.

2.12. Although urban and industrial influences are rarely far away, there remains substantial areas of open, mainly arable, farmland. The area has few woodlands but hedges, hedgerow trees and small copses sometimes give a wooded effect locally.

The Charnwood Forest Landscape Character Assessment, 2019

2.13. The Charnwood Forest Regional Park is supported by Policy En4 in the North West Leicestershire Local Plan, to inform the boundary and ongoing enhancement of the Charnwood Forest Regional Park.

2.14. Area 6 (Thringstone/Markfield Quarries and Settlement) encompasses the north east section of the AoS, and is described as;

"A highly settled landscape with a high proportion of quarries, often fringed with woodland. Farmland consists of a mix of arable and pasture with a varied field pattern while areas of new planting around quarries contrast with areas of ancient woodland".

2.15. Relevant Management Recommendations include:

"Maintain habitat diversity through management of woodlands, open grasslands and water features including SSSIs and wildlife sites to retain and enhance the matrix of habitats found in the area.

Ensure any new residential development is focused at the main settlements and includes adequate landscape proposals to integrate development into the landscape.

Gap up hedgerows and replant where lost to strengthen field pattern through the area."

2.16. The north-east part of the AoS is covered by Policy En4 in the North West Leicestershire Local Plan.

National Forest

2.17. The AoS is located within the National Forest, which extends across Leicestershire, Derbyshire and Staffordshire. The Nation Forest forms part of Policy En3 with an emphasis on creating an attractive and sustainable environment, enhancing its role as a carbon sink, provide increasing leisure opportunities and contributing to the National Forest Company's woodland cover targets. The policy states:

"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 ….. 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.

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; 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."

2010 Settlement Fringe Study

2.18. The Settlement Fringe Study was undertaken by TEP to assess the landscape value and the visual quality of the land around settlement fringes within the county to assess the potential for future development and mitigation requirements.

2.19. The study assessed two areas within Coalville, covering the extent of the AoS and determined that the areas had a Moderate/High scope for mitigation that would allow these areas to accommodate change without adverse effects providing mitigation is in keeping with the existing landscape character and retained key viewing corridors.

2017 Landscape Character Study and Landscape Sensitivity Study

2.20. A study was commissioned by Leicestershire County Council to review LCAs across the county and to assess sensitivity to change. The AoS study area spans across two character areas: Charnwood Forest and The Coalfield.

2.21. The Study assesses Charnwood Forest to have a Medium/High sensitivity to change from residential (up to three storeys) or commercial development (B1/B2). Whereas, The Coalfield is determined to have a Medium sensitivity to development.

Summary

2.22. The AoS spans across the settlement boundaries of Coalville and Whitwick within the North West Leicestershire District.

2.23. Policy En5 identifies the boundary of the AoS and outlines the importance of retaining the identity and character of the individual settings of Coalville and Whitwick and preventing coalescence.

2.24. The AoS is located within LCA 73: Charnwood. However, the landscape characteristics of the AoS (arable land, horse paddocks, recreational grounds etc.) diverge from the typical landscape characteristics described for the wider character area at a national level (upland qualities etc.)

2.25. At a county level, the AoS is placed across two Character Areas: Charnwood Forest and The Coalfield. The AoS specific site characteristics are thought to better align with the Coalfield Character Area (gently undulating landform, mixed farmland etc.)

2.26. The 2017 Landscape Character Study and Landscape Sensitivity Study concluded that Chanwood Forest has a Medium/High sensitivity to change from residential/commercial development, whereas and The Coalfield has a medium sensitivity.

2.27. Policy En3 relates to the National Forest and promotes the protection, conservation and enhancement of the National Forest across Leicestershire, Derbyshire and Staffordshire. Policy En4 relates to the Charnwood Forest Regional Park and landscape enhancement across several areas within the district. The AoS sits within Area 6 (Thringstone/Markfield Quarries and Settlement).

2.28. The 2010 Settlement Fringe Study has assessed two areas which cover the extent of the AoS and determined these areas to have a Moderate/High scope to accommodate mitigation that would allow for landscape change without adverse effects.

Area of Separation Study Coalville Urban Area July 2019, updated 2022.

2.29. Our analysis also considered the content of a focused assessment of the existing AoS, the AoS Coalville Urban Area Study which was carried out by The Landscape Partnership in 2019 and then updated in 2022 following the construction of the Whitwick Coalville Leisure Centre. Our critique is focused on Area A only (see Figure 1).

2.30. The aim of the AoS study (2019, updated 2022) was to provide a technical assessment of the AoS for its justification and inclusion in the local plan, it should be noted however, that the AoS study makes the prior assumption that justification for the AoS is resolved, this is discussed further in paragraph 4.4 below. The assessment breaks the Area of Separation into 14 Landscape Units of differing sizes, their definitions based on shared characteristics. This information is presented in Figure 2 along with their assigned values. The landscape units were each evaluated for their contribution to the sense of separateness using 8 criteria with a value of A (high) to E (low). These criteria are:

- Physical Features
    - *Topography*
    - *Vegetation*
- Perceptual Factors
    - *Public Visibility*
    - *Private Views*
    - *Contribution to the character and setting of settlements*
    - *Landscape linkage*

- Landscape Value
    - *Scenic quality*
    - *Recreational value*

2.31. The scoring from A-E for each was presented in a grid to give a visual reference and overall impression, rather than a total scored value. This was then used to assign a level of contribution to separation within the AoS by accounting for the value of each criterion. Contributions are defined as:

- Primary - *the land unit comprises a fundamental component of the openness that separates adjacent settlements 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 adjacent settlements 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 adjacent settlements in terms of landscape character and visual perception.*

2.32. The AoS study (2019, updated 2022) finds that eight of the 14 land units, approximately 90% of the area, are judged of primary importance in their contribution to separation four are judged to be of secondary importance and two are considered incidental.

2.33. Our critique identifies that the categorisation of the land units and the definition and scoring of criteria are too broad. As parcels have not been sufficiently broken down to reflect the value of the AoS for assessment, conclusions made have not always been as accurate as they could be. This is discussed in detail subsequently in section 4.

Conclusion

2.34. In summary, the policy context is as follows:

- At a national level, the NPPF does not recognise Areas of Separation as protected areas, yet it provides the context for the AoS defined as local policy EN5.
- Policy EN5 in the NWLDC Local Plan and New Local Plan seeks to prevent the coalescence of Coalville and the village of Whitwick, seeking to retain the individual character and identity of both. It seeks to achieve this by preventing land uses other than agriculture, forestry, nature conservation, leisure, sport and recreation and preventing development which would adversely affect the open and undeveloped character of the area.
- The inspector's report from the EIP of the Local Plan commented that the AoS would benefit from enhancement of the gateways to Coalville and Whitwick to strengthen the sense of separation and to retain and enhance the existing woodland. It also stated that Policy EN5 is restrictive and inflexible but does not impede development. It also states that some development would be possible with suitable mitigation. Finally, it finds that robust evidence is necessary to define the boundaries of the AoS. This is then provided by the AoS study (2019, updated 2022).
- The AoS study categorised the AoS into 14 distinct land units and evaluated their contribution to the sense of separation using 8 separate criteria, and valued each from A-E, and accounted in a final judgement of either Primary, Secondary, or Incidental

contribution. Of the 14, eight were judged to be of Primary, four of Secondary and two of Incidental importance.

- A critique of the methodology and findings of the AoS study is provided in section 4.

3. BASELINE OBSERVATIONS

Introduction

3.1. This section considers the baseline landscape features and characteristics that contribute to the Landscape Value of the AoS. This enables a judgement on whether development is possible and can be mitigated for, without degrading the landscape value or the ability of the AoS to meet it's stated aims. A summary of the baseline characteristics is illustrated on figure 3.

Baseline Conditions

Topography

3.2. Topography generally falls from 165m in the east to 145m AOD in the west. This overall gradient, coupled with localised variations in levels give the appearance of a gently undulating landscape with a broad sense of openness to the east and visually contained fields to the south and west.

Land Use

3.3. The AoS is primarily farmed as arable land. These are mid-sized, irregular shaped fields, many of which are defined by hedgerows.

3.4. Coalville Rugby Football Club is located towards the south of the area, its recreational fields are bound by mature vegetation, including linear groups of mature trees.

3.5. New areas of young woodland have been planted to the rear of properties that align with Hermitage Road and to a northern field adjacent to Green Lane.

3.6. The southeastern boundary of the site has paddocks and kennels that align with the A511 and appear to be associated with Glebe Farm.

3.7. Allotments form the northernmost part of the area, sitting immediately south of homes located on George Street and Hall Lane in Whitwick.

3.8. The baseline conditions of the AoS have been explored through desk-based studies and site visits. The findings of these studies describe the degree to which the AoS currently serves to retain individual settlements' character and identity and how it prevents the physical coalescence of Coalville and Whitwick.

Recreation

3.9. The AoS provides a range of recreational activities which are accessible to the wider Coalville and Whitwick catchment. These are defined as:

- Coalville Rugby Football Club: Formal recreational sports pitches.
- Public Rights of Way; PRoW 06/4, 03/2, 06/2, 06/1 and 04/3 provide a network of footpaths that appear to be well used by a broad range of users, providing sustainable links.
- Children's Play Areas: A small formal play area which is accessed via Hermitage Road.

- Allotments: Located to the north of the site providing food growing opportunities to residents.
- However, these provisions are comparatively small in scale when compared with the private agricultural land and the potential number of users that they can be of benefit to.

Vegetation

3.10. Large areas of intensely farmed arable land forms the main land use across the AoS. These large open areas are interspersed by:

- Native hedgerows which define field boundaries,
- Linear tree belts which align with the A511, Coalville Rugby Football Club. Field boundaries to the north of the site see an increase in tree lined hedges.
- Two areas of young woodland which have been planted in recent years that reflects the wider tree planting strategy being implemented as part of the New Forest. The new young woodland also includes meadow and scrub and is beginning to mature into a diverse habitat.

Scenic Quality

3.11. The scenic quality varies throughout the AoS as the influence of urban development and major infrastructure recede.

3.12. Generally, the scenic qualities are experienced best between Green Lane and Whitwick. Inter-visibility between these two areas is relatively free from development, or the upper parts of the Whitwick urban edge are glimpsed at a distance against a rising wooded backdrop. There is a level of tranquillity in the part of the AoS, and the overall perception when in this area is that of being in a rural landscape.

3.13. Areas to the southwest are not tranquil being largely influenced by:

- Large agricultural buildings and hard standing at Glebe Farm
- The domestic landscape of horse paddocks,
- Views to the rear of homes located on Hermitage Road
- Glimpses of, and the high levels of noise generated from the A511.

Visibility / Views

3.14. Generally, there is a greater amount of visibility and longer-range views from areas in the north and east. This is in parts due to a combination of gently rising landform and a greater sense of openness.

3.15. Intervisibility between Green Lane and Whitwick is viewed across gently undulating arable fields.

3.16. Many residents at the urban edge of Whitwick face onto the open landscape. Hedgerows at field boundaries will serve to reduce longer range views of these residents. However, they will still experience a sense of undeveloped openness.

3.17. Residents of Hermitage Road rear onto the AoS. Recently planted woodland is beginning to establish and this will largely serve to contain their views in the coming years.

- There are two residential properties and Glebe Farm located on Green Lane. Views from the ground level of these properties are restricted by hedgerows which align with the Green Lane verge. Views from upper floors look out across open arable fields beyond which urban edge of Whitwick is clearly visible.

- Views into the site from the south from the A511 are completely screened by well-established tree belts.

3.18. Several footpaths traverse parts of the site. The majority of these are located across the south of the AoS, running in parallel with the A511. These are Footpaths 03/2, 06/4 and 06/2. Views from these footpaths generally look south over horse paddocks. When breaks in large boundary hedgerows occur, views open to the north across newly planted woodland or arable. These views are typically contained to each individual field and are influenced by built form development. Views across one field extend to the rising Holly Hayes Ancient Woodland to the rear.

Classification and Designation

3.19. There is no local landscape designation within the AoS (beyond its designation as an AoS itself).

3.20. Nationally and regionally the area falls within the National Forest and the northern tip of Charnwood Forest.

Evaluation and Conclusion

3.21. The Landscape value of the AoS can be established by combining the relative value attached to it. The landscape will be valued differently for a variety of reasons. Considering the value at the baseline stage will inform later judgments about the significance of effects and required mitigation for any potential developments.

3.22. The value of the AoS lies in the sense of separation it creates between Coalville and Whitwick, the sense of openness with views across a gently undulating arable landscape with hedgerows, occasional trees, and some young woodland. A sense of tranquillity exists in some areas of the AoS, especially along Green Lane and much less so within proximity of the A511. Some parts of the AoS have a degree of enclosure, within single or pairs of fields, such as adjacent to the A511 and in the south. Many homes along Hermitage Way and in Whitwick face or rear onto the AoS providing valued views from ground and first-floor windows and providing a semi-rural aspect. The AoS is the location for leisure and recreation, though this is limited to the few footpaths and the rugby club. In terms of historic landscape value, this is limited to the disused railway and the remaining field patterns dating to before the 1840's. In addition, there are a number of *important* hedgerows. This information is shown on figure 3, which combines many elements involved in assigning landscape value.

3.23. Development within the AoS could be possible if it does not degrade the value of the landscape as perceived by stakeholders.

4. RE-EVALUATING OF THE AOS STUDY

Introduction

4.1. This section details our critique of the AoS study (2019, updated 2022), which identified 14 land parcels judged each as either Primary, Secondary, or Incidental in their contribution to separation and in preventing coalescence of Coalville and Whitwick. Figure 2 illustrates the land units for Area A of the AoS.

4.2. The AoS study (2019, updated 2022) provided the evidence upon which Policy EN5 is justified and defines the boundaries of the AoS.

4.3. This critique identifies that the broad categorisation of some of the land parcels, namely 5 and 8, does not account for differences in character across the land parcels and challenges the criteria upon which the judgements are based. Figure 4 illustrates our re-evaluated findings based upon a more granular approach.

Evaluating the AoS Study, 2019

4.4. The AoS study (2019, updated 2022) uses the definition of coalescence as *"the process of coming or growing together to form one thing or system*" (Cambridge English Dictionary) and states that "*On this basis, the concept of coalescence is engaged not only when two settlements physically join, but also as they are perceived as coming closer together as a result of incremental development"* AoS study (2019, updated 2022). The assumption made by the AoS study , using this definition of coalescence, is that the AoS has no capacity for development regardless of the outcome of the assessment. This instils a bias in the methodology, to establish the assessment area boundaries of the site, from the outset and results in the lowest contribution of a land unit being *Incidental*. It is therefore impossible for the contribution of a land parcel to be *None* using this methodology.

4.5. The study highlights that the AoS provides separation between different areas of Coalville and different parts of Whitwick, namely in land units 1,2,3 and 7,10,11, and 12 respectively. The study correctly assumes that "*in the assessment of units the role in separation between different parts of the same settlement carries relatively less weight than the separation between the two main settlements*." Though we would argue that their contribution to Policy EN5 is negligible which is purely in regard to separation and coalescence between the two conurbations. The judgement of Land units 1,2 and 3 as incidental would therefore be demeed inaccurate and should be judged as 'None' as they only provide separation between areas of the same settlements.

The Criteria

4.6. As described above, the AoS Study (2019, updated 2022) employed a scoring matrix to assess each land unit with the following 8 step criteria: Physical (*Topography & Vegetation*), Perceptual (*Public Visibility, Private Views, Contribution to the Character and Setting of Settlements & Landscape Linkage*) and Landscape Value *(Scenic Quality & Recreational Value*). Each criterion was then judged from A (high) to E (low) and presented on a grid to give a visual guide to assess the contribution as either *Primary, Secondary* or *Incidental*.

4.7. Following a review of the 2019 Study, we believe the criteria used to measure the contribution to the AoS is somewhat misleading, resulting in making some of the land units scores artificially high.

4.8. Firstly, 'Vegetation' is defined as "*the presence of features such as trees, hedges and woodland which have the effect of screening or enclosure*". Although the presence of vegetation undoubtedly contributes to landscape character and overall value, the study uses both the presence of vegetation for screening to cause separation while simultaneously using openness to establish separation. These two positions are in direct contradiction of each other when used generally rather than specific to context. Therefore vegetation should not be afforded such weight in influencing a score which will ideally amount to "*a fundamental component of the openness that separates adjacent settlements*." By assuming that less vegetation results in increased openness and therefore a greater sense of separation it skews the findings when in fact a dense woodland can achieve an equal or greater sense of separation, depending on context. We agree in principle that openness can achieve a sense of separation but strategically placed vegetation can also. The criterion requires a clear definition and an explanation of how it would be employed. In policy EN5, the purpose of the AoS is to ensure the physical separation and maintain individual identities of Coalville and Whitwick, the presence or absence of vegetation is highly contextually specific in this respect. It should also be noted that the planting of woodland throughout the AoS, in contrast to the application of the criteria in the study, would contribute to Local Plan policy EN3 supporting the National Forest and would be an appropriate landscape improvement, which is also recommended in the Settlement Fringe Assessment.

4.9. Secondly, 'Recreation' is scored depending on the degree to which a "land unit can be appreciated and enjoyed for recreational use can contribute towards its value for the community". Although community use and recreation are important considerations in terms of landscape value, we believe this does not contribute to the 'openness that separates adjacent settlements' or the overall "separation of settlements and the prevention of coalescence" and therefore should not be taken into account as part of the scoring matrix which determines a land unit's overall contribution to the AoS. Rather, it is the character of the spaces themselves and not the relevant activity. In addition, recreation and leisure can be increased through the development of limited areas of the AoS and, using this metric, can be used to mitigate any effects.

4.10. Thirdly, for 'Contribution to Character' the criterion is not clearly defined with value A-E, simply valued as 'a limited contribution' (score A) to 'a major contribution' (score E) with no description as to difference between them or what elements are involved in the contribution to character. The study states that "*the character of an area of land can affect the appreciation of a neighbouring settlement or development (e.g. where properties in a settlement front onto open*

countryside and there could be a strong historic, visual or functional relationship with the adjacent land). Conversely, physical barriers such as major roads, railway lines and associated earthworks or where buildings back onto an area may reinforce separation despite the proximity." This statement is not clear, either in meaning or intention. Is a landscape with an open characteristic therefore less likely to contribute to a sense of separation, and a more enclosed character to have an increased sense of separation? Furthermore, this contradicts the descriptor for the 'Vegetation' criterion, as described above.

4.11. These items noticeably influence the scoring of some land units which we believe is misleading and should therefore be re-evaluated.

The Land Units

4.12. As part of the Study, the AoS was divided into multiple component parts. These were defined as land units. The Study divided the AoS into 23 Land Units with Land Units 1-14 located within Area A of the AoS, Land units were identified "*based on common characteristics*." Figure 2 illustrates the land unit boundaries as defined in the AoS study, 2019, and their overall contribution to the Separation of Settlements and Avoidance of Coalescence.

4.13. The AoS report does not provide justification on how the extent of individual land units were determined other than '*based on common characteristics'* with no description of what common characteristics are relevent or were used to categorise each land unit. We believe this approach to be too broad and that a more granular approach will fully represent the diversity and distinctiveness of the individual land units within the AoS.

4.14. To give an example, land unit 8 is defined in the AoS Study as "...the single largest unit by area and extent and located in the centre of the Area of Separation A. Its open character means it provides a critical component in the functionality of the Area of Separation. It also combines with several other adjacent units of similar open rural character. For these reasons the unit is assessed as making a Primary contribution to the Area of Separation." Our study concludes that land unit 8 comprises of several distinct parts which are each different from the next in terms of their visibility, orientation and overall contribution to the setting and openness of the AoS. This critique re-evaluates the land units which is rooted in a granular approach.

Re-evaluating the AoS Study, 2019

4.15. The following text provides a revisited assessment of the land unit boundaries using a granular approach, along with the criteria of which they were valued, accounting for a reduced weighting of 'recreation' and 'Vegetation', and the overall contribution that the land unit makes to the separation of settlements and avoidance of coalescence. Furthermore, the scores presented here include the reduced weighting of separation between areas within settlements.

4.16. Figure 4 illustrates the revised land unit boundaries and value based on our critique of the methodology above, cross referenced with findings gathered during numerous site walkovers.

Land Unit 1 and 2

4.17. Land units 1 and 2 sit wholly within Coalville. They cannot be considered to contribute towards preventing the coalescence of Coalville and Whitwick, but rather separating two areas of

Coalville. They are effectively contained by dense, mature vegetation which provides (a) a physical separation from the wider open landscape and (b) prevents the units from being experienced from Whitwick.

4.18. We broadly agree with the scoring within the 2019 & 2022 study for these land units. However, the fact that the land units are located wholly within Coalville, negates any significance in terms of their contribution to the separation of settlements and the prevention of coalescence.

4.19. As such, their contribution to separation is judged as **None**.

Land Unit 3

4.20. Land Unit 3 also sits within Coalville. This recreational facility undoubtedly provides a valuable recreational provision for residents of both Coalville and Whitwick (which doesn't appear to be fully reflected in the 2019 or 2022 scoring). However, its nestled location into the existing developed edge of Coalville, coupled with it being contained by dense, mature vegetation means that it is not perceived as part of a wider landscape. Therefore, we disagree with the scoring which suggests that the unit is highly visible from roads and open space.

4.21. As with land Units 1 and 2, this land unit serves to separate two parts of Coalville only. It does not contribute towards maintaining the separation of settlements and the prevention of coalescence between Coalville and Whitwick.

4.22. As such, its contribution to the Area of Separation is judged as **None**.

Land Unit 4

4.23. Land Unit 4 is defined as Coalville Rugby Football Club. As a land unit, its contribution to the wider landscape and AoS is very limited due to the extents of mature vegetation that define the sports field boundaries on all sides. The 2019 AoS study concludes that the overall contribution of the land unit to the separation of settlements and avoidance of coalescence as being Primary. However, this scoring appears to be focused on the unit scoring highly for recreation and vegetation. This creates an artificially high score for the land unit based on the quality of vegetation and the type of activity that occurs. We argue that these are not factors that meaningfully contribute to separation of settlements or avoidance of coalescence.

4.24. The 2019 AoS study acknowledges that the land unit is well contained and visually separated from adjacent units. The unit is not read as part of a wider landscape and the internal areas are visible from other areas in the AoS. Given the contained and screened nature of the unit, coupled with the high scores for vegetation and recreation, which push scoring artificially high, we judge that unit's contribution to the Area of Separation is **Incidental**.

Land Unit 5

4.25. The AoS study judges the land surrounding Glebe Farm as being a fundamental component of the openness that separates adjacent settlements in terms of landscape character and visual perception. Our findings challenge this based on several factors: The land unit is formed from distinct parts, with varied characteristics. Whilst the land unit scores high in visibility, our assessment concludes this not to be the case. The main area of the land unit is centred around large agricultural buildings, areas of hard standing and an access road from the A511. The

majority of the parcel is defined as being within the private curtilage of the farm which is bound by large buildings and vegetation.

- Built form and the sight of moving traffic and noise arising from the A511 exert a degrading influence over the sense of separation in this area. The scale of the buildings and curtilage also prevents views out into the wider landscape and adjacent land units.
- Areas outside the curtilage of the farm are used as paddocks and grazing. These are visually and physically separated from the farm by vegetation and are contained on their southern boundary by a large linear tree group that aligns with the A511. These areas are perceived as being both separate from the broader land unit and the wider AoS.

4.26. In summary, Land Unit 5 is made up of 2 distinct parts, recategorized as 5a and 5b which do not share the same characteristics. The presence of large buildings and large areas of hard standing diminish the quality of the landscape, the visibility and perception of the unit and its linkages to the wider landscape. As such, the contribution of both 5a and 5b to the Area of Separation is judged as **Secondary**.

Land Unit 8

4.27. The AoS study identifies an extensive area of open agricultural land to the centre of the Area of Separation as Land Unit 8. This land unit is assessed as being the single largest component of the area of separation.

4.28. The land unit is focused around a number of arable fields that have been grouped due to shared land use characteristics. However, each field offers a varied contribution to the AoS. Due to them being collectively grouped into one large unit, they have been judged as providing a Primary contribution to the Area of Separation. This is the case for some parts of land unit 8, but we contest that this is not the case across the whole unit.

4.29. Figure 4 illustrates land unit 8 as a series of separate units based on their individual characteristics and varied contribution to the AoS. These are identified as 8a, 8b, 8c, 8d, 8e and 8f, the justification for these divisions is as follows:

- 8a: has a very similar character to 5a in that these fields are distinctly detached from the broader AoS, although it is arable not paddock. These parcels are greatly influenced by noise emanating from the A511, which detracts from their scenic qualities. Large boundary hedgerows physically and visibly separate the units from the wider landscape and other Land Units within the AoS. Aside from occasional field entrances, there are very few opportunities to experience views beyond each unit boundary. As such, they are not perceived as being linked to other units. The sloping landform and intervening buildings and vegetation prevents these fields from being viewed from afar. They do not form part of the backdrop when looking towards Coalville from Whitwick. As such, their contribution is judged as **Incidental**.
- 8b: Topography of this contained field sits lower than that of the wider group of units to the east. As such, it sits behind higher ground when viewed from Green Lane and Whitwick in the northeast. Young woodland is located between this parcel and the development situated along Hermitage Road (refer to photograph 2). This provides a buffer which will both screen and physically separate existing development from the AoS in this location. Similarly, young woodland planted to the north of Green Lane will establish a similar screening effect between Whitwick in the north and the wider areas of AoS. This combination of lower topography, emerging woodland and containment provided by field boundaries reduce the

contribution of this land unit when measured against its public visibility, private views, contribution to physical separation between settlements and contribution to the identity of settlements. Considering these differences, Land Unit 8b's contribution is judged as **Secondary**.

- 8c: has similar characteristics to 8b in that land form provides an effective barrier to the broader AoS. When looking north east through a break in vegetation on its southern boundary, the top of existing homes (Forest View) located on Green Lane can be seen protruding above a ridgeline (refer to photograph 4). Landform across this parcel has a similar effect of reducing the importance of this land unit when measured against its public visibility, private views, contribution to physical separation between settlements and contribution to the identity of settlements. Considering this, the contribution of 8c is also judged as **Secondary**.
- 8d: Overall, we agree that 8d has a greater degree of visibility and contributes to a sense of openness from some locations within the wider landscape. However, views are generally experienced from higher ground in the north where the unit is visible against a wooded backdrop. Close range views are experienced from Green Lane, including private views from two properties (Forest View). Boundary hedgerow hedgerows serve to obscure views at ground level. Unlike units 6, 8e and 9, the significance of 8d is reduced by its proximity to, and containment provided by Coalville Rugby Football Club and Glebe Farm. Tall, mature vegetation at the unit's southern boundary prevents the parcel from being experienced from the south. Its links with units 5b and 4 are not discernible. As such, its contribution to the AoS is more meaningful in its northern half towards the centre of the AoS where it merges with units 8e and 6. This formation and degree of containment to its southern boundary reduces, in the southern half of the unit, the public visibility, landscape linkage and contribution to the character and setting of settlements from that stated within the AoS study. Considering this, the contribution of 8d is judged as **Secondary**, albeit its northern boundary should be carefully considered where it interfaces with adjacent units.
- 8e and 8f: form much of the open agricultural character and together comprise the substantial part of the landscape that separates Coalville from Whitwick with a sense of openness. These units relate strongly to each other. Any development in these areas would physically and perceptually significantly erode the open characteristics of the AoS and the separation the landscape provides between Coalville and Whitwick. Considering this, the contribution of 8e and f is judged as **Primary,** the same as that in the AoS study.

Conclusions

4.30. The critique of the AoS Study methodology highlights a need for breakdown of parcels to allow for an accurate assessment of the AoS. The broad definition of coalescence precludes development prior to assessment. Additionally, the reduced weighting of contribution to separation between areas within a settlement is not accounted for sufficiently in areas 1,2 and 3. These units are not providing contributions towards ensuring a degree of separation between Coalville and Whitwick but are rather separating two parts of Coalville. It can therefore be concluded that this is different from what the AoS seeks to achieve.

4.31. As discussed in paragraphs 4.8 and 4.9, the scoring in the AoS study incorrectly places emphasis on '*recreation'* and '*vegetation'* for the assessment of an AoS. These items relate more to land use and the quality of the landscape rather than ensuring separation. Land use and vegetation are items that can be readily changed and improved. As such, scores within the study are judged as being artificially high. Additionally, the '*contribution to character'* is not clearly defined and its

description is a contradiction of itself and that of *'vegetation'*. The reduction in weighting of recreation and the enclosed nature of unit 4 result in it being judged as Incidental.

4.32. Parts of the study place an unnecessarily strong emphasis on grouping land units based on land use. This is particularly pertinent to land unit 8. A more granular study of this area identifies that each field contribution varies from the next and that some parts of this land unit are not necessarily perceived as being a fundamental or valuable contribution to the AoS, especially those sub-parcels, 8a-d, located further westward.

4.33. Generally, units which align with the A511 contribute less to the AoS. This is due to the degrading influence of the A511 and the degree of containment and severance in linkages caused by boundary treatments, the scoring of units 5a, 5b and 8a are therefore judged to be Incidental.

5. OPPORTUNITIES

Potential for New Development

5.1. The re-evaluation in section 4 concludes that parts of the AoS can readily accommodate development without any impacts arising that would give rise to the erosion of the area of physical separation, compromise the prevention of coalescence between settlements or adversely impact the contribution to the identity of settlements. These are land units 1 and 2.

5.2. From a spatial perspective, land unit 3 could also accommodate development without compromising the AoS. However, this is a valuable recreation provision that serves the community, and we would not recommend development in this location. Similarly, whilst land unit 4 could potentially accommodate development without giving rise to adverse impacts upon the wider AoS, we would not recommend development in this location due to its current use as a recreational ground for Coalville Rugby Football Club.

5.3. Land units 8a, 5a and 5b are considered to be fringe sites that sit entirely separate to the AoS. These sites are influenced by agricultural buildings and noise emanating from the A511. These are detracting features that degrade the landscape. These land units are visibly and physically separated from the wider AoS by intervening vegetation and the built form and defined curtilage of Glebe Farm. This reduces the influence of the units upon the wider setting and the influence of the wider setting upon each land unit. As such, these are judged as incidental to the AoS and the development of these land units would not give rise to adverse impacts upon the performance of the AoS in terms of their contribution to physical separation between settlements and contribution to the identity of settlements. It is recommended that any development in these areas should not exceed 3 storeys and would be appropriately mitigated with vegetative screening.

5.4. Land units 8b and 8c are well contained by vegetation and partly screened by landform. This is particularly pertinent to the southwestern portions where the visibility of the landscape is restricted to a small envelope. It is judged that developing these parcels will have minimal impacts on the sense of separation for homes located on Hermitage Way will be barely discernible with the maturing of young woodland which is located to the rear of these properties.

These parcels offer an opportunity to create a high-quality transition into the main core areas of the AoS.

5.5. The development of land unit 8d will introduce development within proximity of the main core area of the AoS. The existing strong tree line that forms the northern extent of the Coalville Rugby Football Club, provides a basis from which to extent woodland planting from across the north of land unit 8d. This will serve two purposes; to provide screening which echoes that character already found at the north of 5b, and to also establish an east to west band of woodland which will serve to increase connectivity and link habitats across the AoS. A woodland belt across this land unit would be perceived as a minor loss of open land which is observed from a small portion of the current AoS and would provide sufficient mitigation for low-density and low-scale development in the southern portion of unit 8d.

5.6. Following our evaluation and revision of land units' capacity to accommodate development, we conclude that the AoS can accommodate development within some of the areas identified above. These are land units 1,2,5a, 5b, 8a, 8b,8c and partially in 8d. This is illustrated on figure 5.

5.7. High-level framework considerations are:

- Land use: Consider employment to align with the A511 (to land units 8a and 5a). This reflects the existing pattern of commercial areas found adjacent in Coalville. Commercial buildings in these locations could serve as a noise attenuation buffer to the A511.
- Transition: Use land units 8b, 8c and 8d to create a gradual transition from urban areas into the core areas of the AoS. Ensure the density and arrangement of development gradually reduces to reflect the transition from urban to semi-rural. This can serve to increase and enhance the awareness of the AoS as a community resource and has the potential to vastly improve the existing urban edge of Coalville which is currently defined by the A511.
- Connectivity: Retain a sense of openness around all existing footpaths and enhance the hierarchy and legibility of these routes to promote sustainable links between Coalville, Whitwick, Coalville Rugby Football Club, Hermitage Fishing Lake and Recreation Grounds and Whitwick and Coalville Leisure Centre.
- Green Infrastructure: Reinforce green infrastructure and the creation of new habitats to tie in with the new young woodlands that have been implemented within the AoS. This will transform the intensely farmed arable land into a series of connected habitats, whilst positively contributing to the ambitions of the wider National Forest initiative.
- Open Areas: Retain large, open areas (particularly to the east of Green Lane). This area currently provides the main core area of the AoS. Retaining these key areas as existing will retain the sense of openness with visual links to the wider landscape, including the rising Holly Hayes Ancient Woodland which forms the wooded skyline.

Potential for Added Social Value

5.8. Development of the form described above with a sensitive transition towards the AoS core can bring additional benefits to the AoS and the people that use it. Increased social value in the form of improved accessibility and recreation facilities is possible, funded by development. Additionally, this would ensure that further development of the AoS is prevented by providing an outer edge of public open space adjacent to the arable areas, creating a liminal space between the residential and agricultural.

5.9. The gateways to both Coalville and Whitwick can also be strengthened, increasing the distinctiveness of both helping to preserve their identitities, whilst also providing access to the AoS for social use.

Potential for Added Environmental Value

5.10. There is potential for added environmental value through a dramatically increased Biodiversity Net Gain (BNG) with increased woodland and native hedgerow planting in place of arable and paddock monocultures.

5.11. The installations of green infrastructure corridors and connections can link existing woodland, both internal and external, increasing the ecological resilience. This will support the National Forest and Charnwood Woodland, better integrating the AoS into the surrounding landscape.

5.12. Woodland planting with woodland edge glades would hugely increase the habitat diversity and support the local wildlife assemblages, whilst simultaneously ensuring the physical and visual seperation of the connurbations. Additonally a series of permissive paths provides greater opportunity for access increasing social value and leisure use.

APPENDIX 1: FIGURES

NOTES

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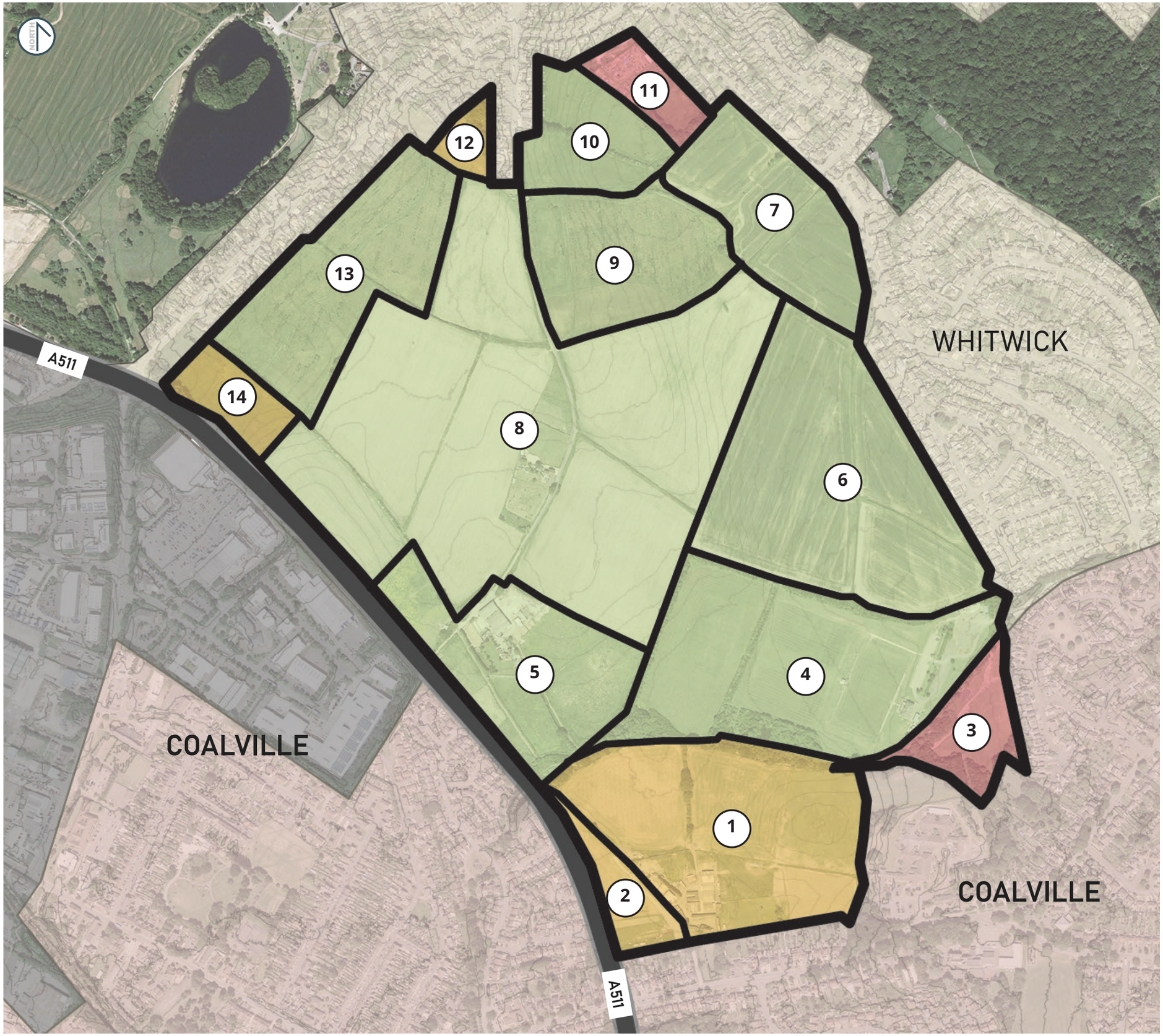
LEGEND

- Policy En5 AoS Boundary
- North West Leicestershire District Council Parish Boundary

URBAN WILDERNESS

[redacted]
registered in Scotland SC371979

client		
William Davis		
project		
Coalville		
drawing title		
Figure 1 - AoS Location Plan		
drawing status		
Planning		
drawn by	checked by	date
JP	CH	05 Jan 24
scale		paper size
NTS		A3
job/dwg no.		rev
478-UW-P-001		-



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LEGEND

- Land Parcel 1-14

Overall Contribution to the Separation of Settlements and Avoidance of Coalescence:

- Primary
- Secondary
- Incidental
- None

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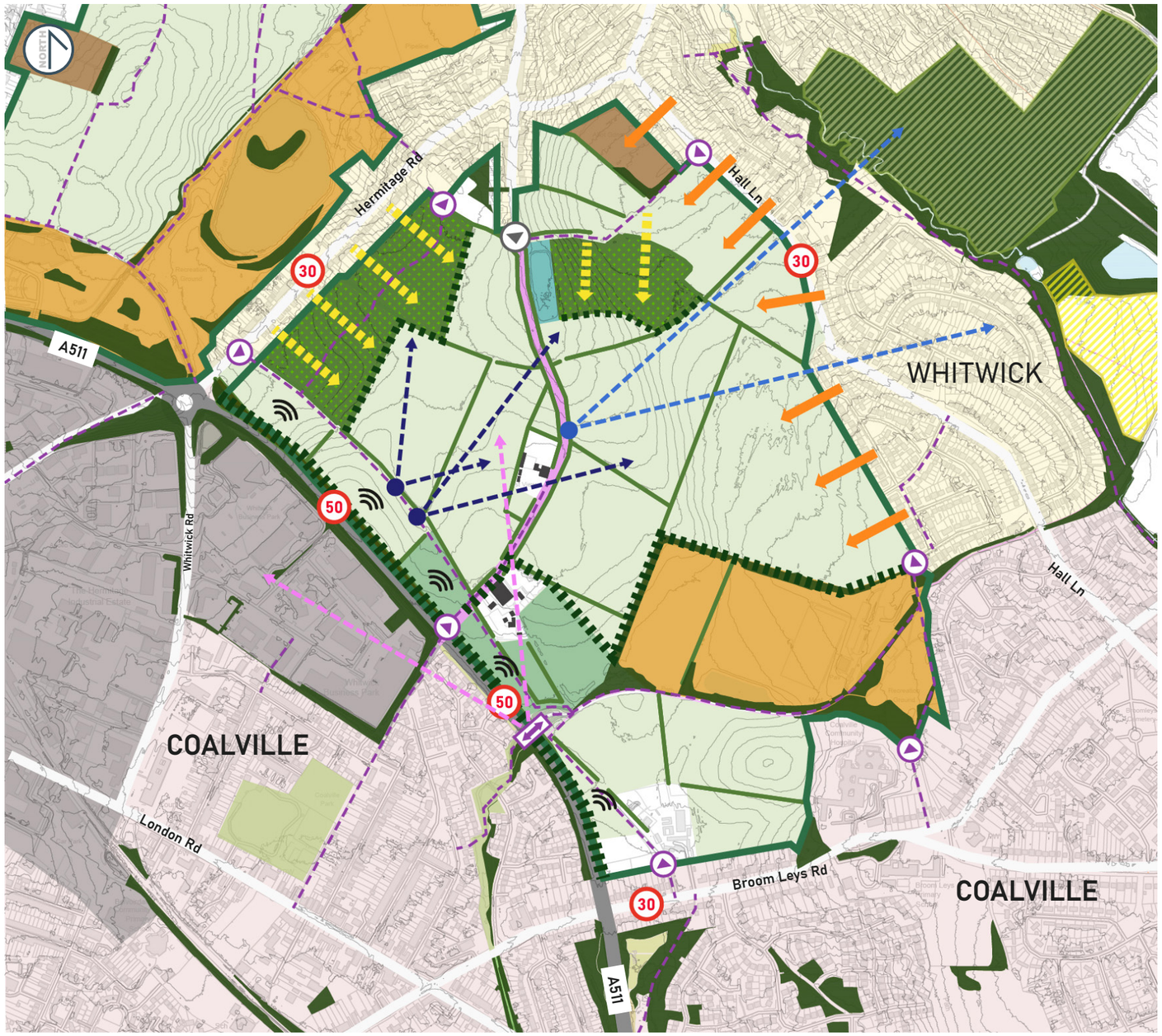
[redacted]

registered in Scotland SC371979

client		
William Davis		
project		
Coalville		
drawing title		
Figure 2 - 2019 AoS Study Land Units		
drawing status		
Planning		
drawn by	checked by	date
JP	CH	05 Jan 24
scale		paper size
NTS		A3
job/dwg no.		rev
478-UW-P-002		-



LEGEND

- Policy En5 AoS Boundary
- Coalville
- Whitwick
- Commercial / Industry Land (Coalville)
- PRoW
- Pedestrian Access into AoS
- Bridged Access
- Major A Road
- Vehicular Access into AoS
- Local Speed Limits
- Existing Woodland
- Hedgerow
- Newly Planted Woodland
- Ancient Woodland
- SSSI
- Waterbodies
- Sustainable Urban Drainage Area
- Arable Land
- Horse Paddocks
- Recreational Land
- Allotments
- Established Vegetation / Screening
- Noise Influence from Major A Road
- Positive views directly into the AoS
- Restricted visual permeability into the AoS due to newly planted areas of woodland
- Scenic Views from PRoW (partially contained by landform and vegetation) with noise influence from the A511 compromising the scenic qualities of the AoS
- Connection along Green Lane providing public access into centre of AoS
- Panoramic scenic views from within the AoS across open landscape towards Ancient Woodland and hills to the north east from Green Lane (not currently accessible to the public)
- Elevated Views across the Site from Bridge

NOTES
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client
William Davis

project
Coalville

drawing title
Figure 3 - Landscape Baseline Plan

drawing status
Planning

drawn by	checked by	date
JP	CH	05 Jan 24

scale	paper size
NTS	A3

job/dwg no.	rev
478-UW-P-003	-

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LEGEND

- Land Parcel 1-14

Overall Contribution to the Separation of Settlements and Avoidance of Coalescence:

- Primary
- Secondary
- Incidental
- None

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client		
William Davis		
project		
Coalville		
drawing title		
Figure 4 - Re-Evaluated Land Units		
drawing status		
Planning		
drawn by	checked by	date
JP	CH	05 Jan 24
scale		paper size
NTS		A3
job/dwg no.		rev
478-UW-P-004		-

NOTES

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LEGEND

- Land Parcel 1-14
- Development Capacity:
- High
- High-Medium
- Medium
- Medium-Low
- Existing Development
- Proposed Landscape Mitigation to include Woodland and Habitat Creation

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registered in Scotland SC371979

client		
William Davis		
project		
Coalville		
drawing title		
Figure 5 - Development Capacity Plan		
drawing status		
Planning		
drawn by	checked by	date
JP	CH	28 Feb 24
scale		paper size
NTS		A3
job/dwg no.		rev
478-UW-P-005		-

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	**Agent's Details (if applicable)**
Title	[redacted]	
First Name	Samantha	
Last Name	Lockwood	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	Long Whatton and Diseworth Parish Council	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
	X	Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Please see sheet attached.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Samantha Lockwood

Date: 15/03/24

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our planning policy database and will be used to inform you of future consultations and progress in respect of local development documents. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

BREEDON ON-THE-HILL PARISH COUNCIL

in North West Leicestershire

correspondence and enquiries:
[redacted]
Telephone: [redacted]
email: [redacted]
*web:*www.breedononthehill.org.uk
[redacted] Samantha Lockwood

Thank you for the opportunity to comment of the Draft North West Leicestershire Local Plan (2020 – 2040).

Breedon on the Hill Parish Council is preparing a Neighbourhood Plan for its area. A considerable amount of community engagement has been undertaken to inform the preparation of the neighbourhood plan, including a community questionnaire undertaken in June 2021 which received 134 responses. This feedback has been used to support our comments on the Draft Local Plan where appropriate.

New Settlement (Isley Woodhouse)

The Parish Council objects to the proposed new settlement at Isley Woodhouse (IW1) which extends into Breedon on the Hill parish. Our 2021 Questionnaire Survey showed that 68% of respondents did not support the development of new settlements as a way of meeting the need for housing growth. Over 90% were concerned about the impact on traffic growth and the local landscape. Infrastructure capacity- education, healthcare, public transport, utilities- as well as flood risk, heritage and biodiversity impact were also raised as issues.

Landscape

Breedon Hill rises 122 metres above sea level in a generally low-lying landscape and affords distant views across several counties. The Hill is probably North West Leicestershire district's most important environmental site. The Bulwarks- the remaining earthworks comprising a single bank and ditch around the Breedon Hill site, is a Scheduled Monument. The Church of St Mary and St Hardulph at the top of the hill is Grade I Listed. The site lies within Breedon on the Hill Conservation Area. Breedon Hill SSSI comprises the largest area of species-rich Carboniferous Limestone grassland in Leicestershire. Breedon Hill is identified as a primary landmark in the emerging Breedon on the Hill Neighbourhood Plan. The proposed new settlement at Isley Woodhouse would have significant adverse impact on the character and importance of Breedon Hill.

North West Leicestershire District Council is reminded that Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the authority shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72 contains similar requirements with respect to buildings or land in a conservation area. In this context 'preserving' means doing no harm.

The Barnwell Manor and Forge Field cases illustrate the need to demonstrably give "considerable importance and weight" to the desirability of preserving heritage assets and to refer expressly to the advice of the NPPF in cases where there is harm to heritage assets has been identified.

Tonge is a hamlet of around 45 dwellings located some 1.5 km to the east of Breedon on the Hill and 5 km to the south-west of Castle Donington, close to East Midlands Airport. The proposed new settlement would bring large-scale development even closer to Tonge with very significant impacts on the character of the settlement. The emerging Breedon on the Hill Neighbourhood Plan identifies a provisional Area of Separation between Tonge and the proposed new settlement. The Area of Separation can only apply within the Neighbourhood Area, so the new Local Plan provides the opportunity to extend the Area of Separation beyond the parish boundary.

Agricultural Land Quality

The NPPF requires that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered when deciding what sites are most appropriate for development. The proposed new settlement lies in an area of Grade 3 agricultural land and close to Grade 2 land. Consequently, the site is likely to be Grade 3a land- the best and most versatile agricultural land.

Noise and Air Pollution

The proposed new settlement is located in an area that is constantly affected by noise, light and air pollution from aircraft and airport operations, road traffic (particularly the A453) , businesses, Donington Park Race Track and the annual Download Festival.

For new residents, this never-ending noise pollution will cause serious issues both physically and mentally. Communities that are exposed to sound pollution can experience a range of negative effects, including hearing loss, sleep disruption, and stress. In some cases, exposure to sound pollution can also lead to cardiovascular problems and cognitive impairment in children.

Drainage

The new settlement lies within the catchment of the Boden/Ramsley and Diseworth Brooks. These watercourses also serve Breedon on the Hill, Tonge, Diseworth and Long Whatton. Flood risk is a major concern for local people- 55% of respondents to our 2021 Questionnaire Survey were concerned about flood risk where they lived.

Breedon on the Hill has a history of flooding. The most notable recent event was a major flood on 15 June 2016 which caused the internal flooding of at least 20 properties in the village and serious disruption. Following the flood event in 2016, Leicestershire County Council began a project to investigate the sources of flood risk and to assess the viability of options to reduce the risk of flooding in the village. In Breedon on the Hill flooding can come from several sources and therefore the Parish Council is keen to ensure that the proposed new settlement includes both attenuation of runoff from new roofs and hardstanding, and new areas of flood storage to intercept surface water.

Water quality is also important and the District Council will be aware of multiple criminal charges being brought against East Midlands Airport Ltd by the Environment Agency for pollution entering the river system.

Infrastructure

Planning the delivery of infrastructure alongside new development is intrinsic to achieving sustainable growth that achieves well-being and economic prosperity. Development without proper infrastructure is unlikely to result in successful and harmonious places.

The current gas, electricity and sewerage systems do not have sufficient capacity to cope with the scale of development proposed. New primary schools, a secondary school, sports and recreation, healthcare and community hall are likely to be required. The new settlement should have sufficient access to services and employment opportunities within the development itself without reliance on the facilities within existing communities which are already over-stretched.

Transport

The National Planning Policy Framework (paragraph 74) 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).’

The proposed location of the new settlement is poorly served by public transport. There is no genuine choice of transport modes- residents of the proposed new development will be wholly reliant upon the private car for

most journeys. Indeed, the majority of those travelling to East Midland Airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.

The traffic generated by the proposed new settlement would have a significant impact upon the local and strategic road network. Contrary to the NPPF, there would be no genuine choice of transport modes unless provision is made for a light rail connection linking the new settlement to East Midlands Airport and on to East Midlands Parkway.

Deliverability

The costs of providing the necessary transport and infrastructure to support the proposed new settlement have increased significantly over recent years while at the same time there are ongoing economic changes that are directly impacting on the performance of the housing market. As such the viability of the new settlement is declining, with cost inflation now outpacing house price inflation. The Parish Council is concerned that the new settlement will not be able to viably provide the level of transport and infrastructure improvements required to make it sustainable.

Further, major new housing developments in Leicestershire have generally failed to meet anticipated delivery rates and/or required significant public funding for necessary infrastructure. The Parish Council is not convinced that the proposed new settlement will deliver 1,900 dwellings, of its total provision of 4,500 dwellings, in the period up to 2040.

Draft Policy S2 – Settlement Hierarchy

Tonge is currently classified as a Small Village with very limited services, where development will be restricted to conversions of existing buildings or the redevelopment of brownfield land or affordable housing. Through the Local Plan Review, Tonge is set to move to the small villages or hamlets category where new development is limited to that suitable for countryside locations.

Brook Farm on Moor Lane, Tonge is a vacant site that was previously used as a plant nursery. There is a dwelling on site which has not been occupied for years and is in disrepair. There are many derelict glasshouses with broken glass across the site and dense areas of overgrown vegetation.

Although, housing development in Tonge is restricted, the emerging Neighbourhood Plan supports the redevelopment of the derelict Brook Farm site to bring it back into active use, to secure environmental improvements and to support the provision of housing to meet local needs.

Draft Policy S2 should be modified to allow communities the opportunity to apply the Settlement Hierarchy flexibly, through neighbourhood plans, to find solutions to local planning issues in a way that does not undermine the broad development strategy of the Local Plan. If this is not done, slavish application of the Settlement hierarchy will prevent communities from achieving sustainable development at a neighbourhood level.

Local Housing Needs Villages, such as Wilson, would be suitable locations for housing development that meets the requirements of NPPF paragraph 84 which provides for isolated homes in the countryside in special circumstances.

Draft Policy S3 – Local Housing Needs Villages

Draft Policy S3 allows for housing development in Local Housing Need Villages if the occupant has a demonstrable local connection to the Local Housing Needs Village or Parish in which the application is located. This is essentially a ‘personal need’ policy that is open to abuse. GDPR requirements mean that personal information on which the need is based cannot be disclosed, so applications cannot receive the same level of scrutiny. Proposals for housing development in Local Housing Needs Villages should be community-led and not by the undisclosed personal requirements of individuals.

Draft Policy S3 should not be regarded as a ‘Strategic’ policy.

Criterion 3 of Draft Policy S3 is unacceptable. The residency period is too short and doesn’t explain what happens if the three year requirement is not met. Any housing secured under this policy should be have occupancy restrictions and/or treated as affordable housing to prevent abuse.

Draft Policy S4 – Countryside

Draft Policy S4 fails to recognise the importance of Breedon Hill. Breedon Hill rises 122 metres above sea level in a generally low-lying landscape and affords distant views across several counties and much of North West Leicestershire district. The Hill is probably North West Leicestershire district’s most important environmental site.

The emerging Breedon on the Hill Neighbourhood Plan identifies Breedon Hill as a primary landmark with views from and of the Hill protected. However, the importance of Breedon Hill in the landscape extends beyond the Neighbourhood Area (and beyond North West Leicestershire district) and therefore should be protected by the polices of the Local Plan.

Policy AP3 – Renewable Energy

The areas Identified as potentially suitable for small scale or medium/large scale turbines defined on the Policies Map are misleading and largely irrelevant. The areas identified as potentially suitable for wind turbines have only been the subject of detailed assessments in respect of wind speed and proximity to residential properties. No assessment has been undertaken in respect important factors such as landscape character or potential impacts upon heritage assets or their settings. Consequently the maps indicate that wind turbine development could be acceptable in sensitive areas such as Breedon Hill. Landscape sensitivity is an important consideration in determining suitable locations for wind turbines and other large-scale renewable developments, so North West Leicestershire District Council should, in common with many other planning authorities, undertake a sensitivity study to inform Policy AP3.

Neighbourhood Plans

Regulation 14 consultation on the Pre-submission Draft Neighbourhood Plan has ended and the Parish Council hopes to submit the updated Draft Plan to North West Leicestershire District Council in the coming weeks. It is likely that the Neighbourhood Plan will be ‘made’ ahead of the Publication version of the Local Plan (Regulation 19).

North West Leicestershire District Council is therefore reminded that:

- In accordance with NPPF paragraph 67, the strategic policies of the new Local Plan should set out the housing requirement for designated neighbourhood areas;
- In accordance with Planning Practice Guidance paragraph 006 (Reference ID: 61-006-20190723), where a neighbourhood plan has been brought into force, the local planning authority should take its policies and proposals into account when preparing the local plan. Local plan policies should not duplicate those in the neighbourhood plan, and do not need to supersede them unless changed circumstances justify this. It is important for local plans to make appropriate reference to neighbourhood plan policies and proposals. It follows that the new Local Plan should not duplicate the Limits to Development, Settlement Boundary, Local Green Spaces, Areas of Separation, housing allocations etc. of the Breedon on the Hill Neighbourhood Plan and should instead include cross-referencing to those policies.

Samantha Lockwood 15/03/2024
[redacted] Breedon on the Hill Parish Council

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Peter	
Last Name	Leaver	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	Nurton Developments Ltd	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate? Policy S1 and paragraphs 4.15 to 4.17		
	x	Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Introduction

1. Nurton Developments Ltd (NDL) is a Birmingham based promotor of strategic development opportunities and developer of industrial and warehouse premises.

2. NDL is particularly active in the Midlands. It has successfully promoted Branston Locks, a mixed use sustainable urban extension to Burton-upon-Trent. This development has consent for up to 2,500 homes, 1 million sq ft of B Class industrial and logistics floorspace, and other uses. The industrial element of the scheme is marketed as Quintus. 425,000 sq ft has already been built and let.

3. NDL has a controlling interest in Equation Properties, a specialist developer of industrial and warehouse premises – both big box (100,000 sq ft plus) and mid-box (25,000 sq ft to 100,000 sq ft). Equation Properties is actively pursuing development opportunities on allocated and consented sites in the Midlands.

4. NDL is promoting a number of strategic employment sites in the Midlands which are particularly suitable for large scale industrial and logistics units. This includes opportunities for strategic warehousing in North-West Leicestershire.

Summary

5. NDL is pleased that the draft Local Plan allows for the provision of strategic warehousing (B8). However, it considers the allowance made to meet need for road-based strategic warehousing (of 106,000 sqm) is wholly insufficient. In addition, no allowance is made to meet the need for any rail-based strategic warehousing.

6. Clause 3 to Policy S1 refers to the requirement of land for strategic B8 having regard to the outcome from the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study. We understand that this study is in production and its scope is limited to apportioning the needs set by the Leicester & Leicestershire Strategic Distribution Study of 2021 (referred hereafter as the 2021 Study). We contend that the scope of this study should include a **fresh review of need**, as it is clear

that the 2021 Study has **substantially under-estimated the need for new floorspace**, particularly for road-based distribution.

7. This is demonstrated by the amount of completed development (i.e. take-up) in both Leicestershire and North-West Leicestershire in the first 4 years of the study period (2020 to 2041). In Leicestershire, completions of big box rail-based distribution floorspace between 2020 and 2024 amounted to 500,799 sqm – **45.3%** of the projected need for the whole 21-year study period. Completions of road-based big box distribution floorspace in Leicestershire between 2020 and 2024 amounted to 972,263 sqm – **66.3%** of the projected need for the whole study period.

8. Specifically, we have estimated that an additional allowance of 106,000 sqm, as referenced by paragraph 4.16, equates to only **1.55 years of supply** based on take-up rates of road-based schemes in North-West Leicestershire over the last 12 years. This will be wholly inadequate to accommodate future growth based on past and recent take-up.

9. In addition, no express allowance has been made by the draft Local Plan for rail-based distribution floorspace. This is despite the 2021 Study identifying two key rail-based Areas of Opportunity in the District – AO2 and AO3 – to meet this sector of the market.

Projected Need and Supply

10. The 2021 Study forecasted need over the period from 2020 to 2041 and compares this to known supply as at 2020 (when the Study was produced). This is summarised below in Table 1.

Table 1 – Forecast Need and Supply

	Need (sqm)	Supply (sqm)	Shortfall (sqm)
Rail-Based Floorspace	1,106,000	338,000	768,000
Road-Based Floorspace	1,466,000	1,073,000	393,000

11. The supply for rail-based floorspace comprised remaining consented plots at East Midlands Distribution Centre (102,000 sqm) and East Midlands Gateway (236,000 sqm). Both are in North-West Leicestershire and have since been fully built out. The 2021 Study considered the shortfall could be fulfilled solely by the proposed development of Hinckley NRFI. A DCO application has now been submitted for this scheme and is currently under examination. It proposes floorspace of 850,000 sqm.

12. The supply for road-based schemes, as at April 2020, is set out in Table 43 of the 2021 Study. This is reproduced overleaf.

Table 43: Site Supply Road Only– Vacant Units and Plots with B8 Consents (exc pre-lets)

Local Authority and Site	000s sqm
Hinckley and Bosworth	
Unit 1 Mountpark Phase II	62
Blaby	
Land West of St Johns Enderby	99
Charnwood	
Rothley Lodge, Loughborough Road, Rothley	11
Artform International, Loughborough (built, available)	14
Harborough	
Tornado 186 Magna Park (built, available)	16
Magna Park South (Glebe Farm)*	279
Magna Park North (Mere Lane)**	320
M1 Access, Lutterworth (built, available)	11
X Dock 377, Magna Park (built, available)	35
Quantum, Magna Park (built, available)	38
Hurricane Warehouse (4400) Magna Park (built, available)	24
Leicester	
D&B Leicester Distribution Park	9
North West Leicestershire	
225 at Interlink, Beveridge Lane, Bardon (built, available)	21
Zorro, Coalfield Way, Ashby-De-La-Zouch (built, available)	22
Former Coal Lounge Disposal Point (built, available)	62
Unit 2, Mountpark Phase II (built, available)	50
Total	**1,073**
Permissions with pre-lets, excluded from supply	552

Source: Planning applications, developer estimates, CoStar availability April 2020
* Up to 8 plots
** Up to 7 plots
Figures may not sum due to rounding

13. Many of these sites have already been developed. Details are provided below under the heading of Take-Up.

14. Once these sites have been taken into account as forming part of the supply, there is a shortfall of 393,000 sqm across the County. It is unclear how exactly the District Council calculated that 50% of the shortfall equates to 106,000 sqm. However, we understand that allowance has been made for planning permissions granted since April 2020 (e.g. Aldi's development at Nailstone (now built out) in Hinckley and Bosworth and the Newlands' scheme at Sawley).

Take-Up

15. The take-up of strategic warehousing in North-West Leicestershire for the period 2012/2013 to 2019/2020 (both rail and road-based) is provided by Stantec in North-West Leicestershire – The Need for Employment Land Study of November 2020 (Appendix B). It is re-produced overleaf.

COMPLETIONS 2012/13-2019/20

STRATEGIC WAREHOUSING

Site	Settlement	Sq m	Year completed
GAINS			
EMDC	Donington	84,000	2012/13
Interlink, Bardon	Bardon	12,077	2015/16
DHL at East Midlands Airport	Castle Donington	83,445	2016/17
Beveridge Lane, Ellistown	Ellistown	169,800	2016/17
Beveridge Lane/South Street	Bardon	20,900	2016/17
EMDC	Castle Donington	10,707	2016/17
Beveridge Lane	Ellistown	29,218	2016/17
Ashby Business Park	Ashby	21,936	2017/18
Sawley Crossroads	Sawley	56,701	2019/20
Land At Cargo East, North Of Beverley Road, East Midlands Airport	Castle Donington	46,071	2019/20
Plot 1, EMDC	Castle Donington	51,450	2019/20
Total gains		586,305	
No losses are recorded for strategic warehousing			

16. This breaks down with 440,148 sqm of completions being road-based floorspace and 146,157 sqm being rail- based floorspace (all at East Midlands Distribution Centre). Since 2020, there has been significant further development of strategic warehousing completed in North-West Leicestershire. This is summarised below in Table 2.

Table 2 – Development Completed in North-West Leicestershire since April 2020.

Development	Operator	Floorspace (Sqm)
East Midlands Gateway	Kuehne & Nagel	18,166
East Midlands Gateway	Shop Direct	51,306
East Midlands Gateway	XPO (for Nestle)	59,177
East Midlands Gateway	Amazon	48,030
East Midlands Gateway	Games Workshop	16,499
East Midlands Gateway	DHL	62,243
East Midlands Gateway	Amazon	13,935
East Midlands Gateway	Arvato	20,466
East Midlands Gateway	Ceva (for Amazon)	59,456
East Midlands Gateway	DHL	17,837
East Midlands Gateway	Maersk	63,638
Mercia Park	DSV	53,256
Mercia Park	JLR	271,733
East Midlands Distribution Centre	Mediq	24,893
East Midlands Distribution Centre	Speculative and Available	13,291
East Midlands Distribution Centre	Speculative and Available	31,842
Unit 2 Mountpark, Bardon	Countrywide	33,597
Interlink 225, Bardon	Logicor	20,903
Total		880,269

17. The completed development since April 2020 breaks down with 379,490 sqm being road-based floorspace (Mercia Park, Mountpark and Interlink) and 500,799 sqm being rail-based floor space (East Midlands Gateway and East Midlands distribution Centre).

18. Table 3 below provides a summary of completions in North-West Leicestershire over the last 12 years.

Table 3 – Summary of Completions in North-West Leicestershire from 2012–2024

-	Road (sqm)	Rail (sqm)	Total (sqm)	Average per annum (sqm)
Completions between 2012/13 – 2019/20	440,148	146,157	586,305	73,288
Completions between 2020/21 – 2023/24	379,490	500,799	880,269	220,067
Totals	819,638	646,956	1,466,574	122,215
Average per annum	86,303	53,913	122,215	-

19. There have also been substantial levels of take-up of road-based distribution floorspace since 2020 in other parts of the County beyond North-West Leicestershire. These include large elements of the supply identified by Table 43 of the 2021 Study. The two largest consents listed are at Magna Park – 279,000 sqm at Glebe Farm (southern extension) and 320,000 sqm at Mere Lane (northern extension) in Harborough District. The southern extension has been fully built out, providing for 261,055 sqm in 11 different units. At the northern extension, a further 4 units totalling 125,418 sqm have been built out and let.

20. Only three unbuilt plots remain, with these being marketed on a build to suit basis, providing potentially 186,000 sqm of floor space. It is anticipated that these remaining plots will be built and let out in the next 2/3 years. No further consented land remains at Magna Park.

21. Elsewhere in the County, there have been major developments since 2020 at Mountpark, Bardon (Unit 1 – VF Corporation – 53,789 sqm), Nailstone Colliery (Aldi – 120,924 sqm) and at Hinckley Park (a speculatively built unit, Hinckley 340 – 31,587 sqm). All of these are located in Hinckley & Bosworth Borough.

22. Finally, a number of the sites in Table 43 are existing units. The majority of these have now been let (e.g. Zorro at Ashby-de-la Zouch to EV Cargo).

Quantitative Analysis

23. Take-up of large warehouse units in Leicestershire for the four complete years from April 2020 to March 2024 is summarised below in Table 4.

Table 4 – Take-up since 2020 in Leicestershire by Local Authority

	Rail-Based Floorspace (sqm)	Road-Based Floorspace (sqm)	Total Floorspace (sqm)
North-West Leicestershire	500,799	379,490	880,289
Harborough	-	386,473	386,473
Hinckley & Bosworth	-	206,300	206,300

Totals	500,799	972,263	1,473,062

24. The projected need for the period from 2020 to 2041 is for 1,106,000 sqm of rail-based floorspace. The completion of 500,799 sqm in the first four years of the study period equates to **45.3%** of the projected need for rail-based floorspace over the whole study period. By comparison, the years 2020 to 2024 represent only 19% of the whole study period in terms of time.

25. Similarly, the projected need for the period from 2020 to 2041 is for 1,466,000 sqm of road-based floorspace. The completion of 972,263 sqm in the first four years of the study period equates to **66.3%** of the projected need for the full study period.

26. Both of these percentages demonstrate conclusively that the 2021 Study fundamentally under-estimated the overall need for both rail-based and road-based strategic warehousing. This is not surprising. The Study was based on research undertaken in 2020 when there was great uncertainty about the economy and market because of the Covid-19 induced lockdown. Since 2020, the market has outperformed expectations to a phenomenal degree, with demand fuelled by growth in e-commerce and structural changes to operating practices in both the industrial and logistics sectors (e.g. 'Just-in- Case' instead of 'Just-in-Time' practices and re-shoring). Whilst the market has steadied, with developers and investors taking a more cautious approach because of the hike in interest rates, demand levels from occupiers remain healthy.

27. Prior to any decisions being made about how the need for strategic warehousing is apportioned, between the respective local planning authorities in the County, a wholesale re-evaluation of the need for both rail and road-based floorspace is required. Otherwise, insufficient land will be identified to meet need and demand. This will stunt the economic performance of the County, the Midlands and the UK, given the increasing importance of this sector.

Qualitative Analysis

28. The under-estimation of need is particularly acute for North-West Leicestershire. This is for both road and rail-based strategic warehousing.

29. North-West Leicestershire has been the biggest contributor of built development in the County over the first four years of the study period (2020 to 2024). Of the total of 1,473,062 sqm developed in the County since 2020, 880,289 sqm has been developed in North-West Leicestershire. This equates to **59.8%** of all development in the County.

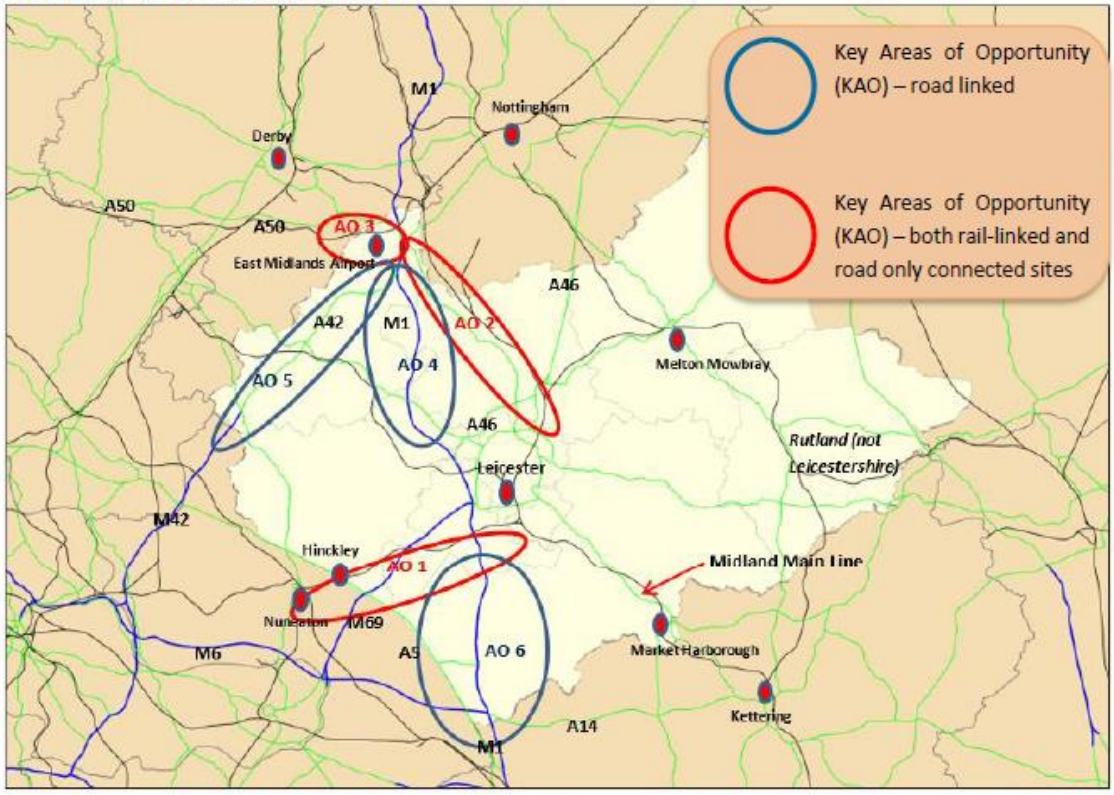
30. The District Council has proposed to contribute 106,000 sqm of road-based floor space. This represents just **0.48 years of supply**, based on the rate of take-up of all floorspace in North-West Leicestershire over the last four years.

31. If the 106,000 sqm contribution is compared to take-up of just road-based development, then this represents **1.55 years' supply**, based on take-up from 2012 to 2024 (average of 68,303 sqm per annum – see Table 3), and 1.2 years' supply based on take-up from 2020–2024 (94,873 sqm per annum). This illustrates how inadequate the current allowance for road-based floorspace for North-West Leicestershire is.

32. No contribution is proposed to be made to the County's need for rail-based floorspace. Instead, it seems total reliance is to be placed on the proposed scheme at Hinckley NRFI. This is a risky strategy.

33. In addition, it fails to build on the platform set by the successful development of the intermodal SRFI at SEGRO Logistics Park East Midlands Gateway, which is now fully operational. It is presumably for this reason why the 2021 Study identified two rail-based Areas of Opportunity – AO2 and AO3 – which pivot on East Midlands Gateway (and East Midlands Airport). This is illustrated below by Figure 15 of the 2021 Study.

Figure 15: Areas of Opportunity



NB: Boundaries of key areas are not definitive and are shown for indicative purposes only

34. The Council's approach also does not have regard to the sequential order set by the 2021 Study in identifying new sites. Pararaph 11.19 of the Study advocated that land, meeting the locational criteria set out by the Study, should be identified and allocated in a sequential order. This order is: -

- Extension of existing strategic distribution sites.
- Satellite sites close to rail-served sites, where rail-served sites cannot be extended.
- New strategic distribution sites on previously developed land.
- New strategic distribution sites on greenfield land.

35. The second preference is clearly relevant to North-West Leicestershire. Consideration should be given, as a priority, to identify a range and choice of sites which can fulfil this role in respect of East Midlands Gateway.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Peter Leaver

Date: 15.3.2024

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 2018. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage and cannot be treated as confidential. Other details, including your address and signature, will not be publicly available.

You should not include any personal information in your comments that you would not wish to be made publicly available.

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Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

The deadline for responses is the end of Sunday (11.59pm) 17 March 2024

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

Details of what we are consulting on, and why, can be found on the Council website at www.nwleics.gov.uk/localplanmysay. You can also participate in the consultation online.

Please complete both Part A and Part B.

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed to act on your behalf, please complete only the Title, First and Last Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	[redacted]	
First Name	Lesley	
Last Name	Allman	
Job Title (where relevant)	[redacted]	
Organisation (where relevant)	Allman Communication Ltd	
House/Property Number or Name	[redacted]	
Street	[redacted]	
Town/Village	[redacted]	
Postcode	[redacted]	
Telephone	[redacted]	
Email address	[redacted]	

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?		
		Proposed policies
	Y	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

I am commenting on BOTH the proposed new housing settlement at Isely Woodhouse (Policy IW1) to the West of Diseworth and to the potential location of the Freeport development (EMP90) to the east of Diseworth.

Taken together, these two developments will effectively suffocate our village.

I **do not support** the housing development at Isley Walton (Policy IW1). Reasons for this are:

- It will destroy 750 acres of fields and 7.5 miles hedgerows and have a negative impact on **biodiversity** as well as destroying the rural nature of our village
- It will further increase the risk of **flooding**, which is already a major issue in Diseworth
- It will create major **transport** issues, adding lots more traffic to roads that are already unable to cope, especially with an airport, a race track and major logistics operations already nearby.
- **Infrastructure** such as schools, GP surgeries etc are already overstretched and will be even more overwhelmed
- Air, noise and light **pollution** will be further increased. Our proximity to the airport and motorways means we already have poor air quality and it could become a **public health issue**

I **do not support** the Freeport development (EMP90) and ask NWLDC to exclude the green and productive fields around our rural village, which is a conservation area, from their forthcoming planning applications and to seek alternative brownfield locations for their developments instead.

The same objections as above apply i.e. **biodiversity, flooding, transport, infrastructure and pollution**. Additional objections are:

- The development is contrary to the Local Plan which states that "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."

- Investment zones and freeports are leading to a just build mentality that has already resulted in the **loss of large areas of open countryside**. I don't want our village to be gobbled up in this way.
- The promise of quality jobs is a myth, these will be very **low level, low paid jobs** which will be hard to fill and will put further stretch on local infrastructure
- No amount of buffering, screening etc will mitigate the impact of the **air, noise and light pollution** this development will create. It will have a negative impact on the health and wellbeing of village residents.
- Democracy is threatened by the imposition of this Freeport development, which has not had to follow the usual process **democratic process** and, therefore, bypassed the inbuilt checks and balances that would normally apply.

As the Leader of Leicester County Council, Councillor, Nick Rushden said in February 2023 he said:

"[This is] totally the wrong place to put an industrial development of this enormity. There is no need to decimate this rural area and disrupt the neighbouring village when there are plenty of brownfield sites locally that would be much more suitable for this aspect of the overall Freeport development."

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: [redacted]

Date: 15/3/24

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From: [redacted]
To: [redacted]; PLANNING POLICY
Cc: [redacted]
Subject: EXTERNAL: Response to NWLDC Draft Local Plan by LW&D FWG - final
Date: 15 March 2024 13:31:17
Attachments: Response to NWLDC Draft Local Plan by LW&D FWG - final.docx

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Dear Sirs,

In case, it “glitches in the system”, alongside the our submission through your online portal, attached is a copy of our response to your Draft Local Plan, which we trust you will read with care and attention.

The scale of flood risk in Diseworth is extraordinary as this Plan admits, so we expect the policies and controls to manage that risk will also need to be extraordinary, beyond standard process. National strategic economic growth imperative needs to be in balance with and not blindly supersede any local protections.

We look forward to your comments and we invite you to a meeting to address our specific concerns regarding flood risk, concerns we trust you will be able to allay. And to receive assurance that our recommendations can be adopted into the Local Plan to give necessary protection to residents of Diseworth and Long Whatton from any intended or unintended consequences resulting from how planning applications are assessed, managed and controlled to mitigate flood risk.

Yours sincerely,

Louis della-Porta

On behalf of Long Whatton & Diseworth Flooding working Group

Response to NWLDC Draft Local Plan

From Long Whatton & Diseworth Flood Water Group

15th March 2024

Dear Sirs,

We wish to draw your attention to an areas of concern regarding the recent publication of the Draft Local Plan, specifically to the potential development of land [316 hectares] based around Isley Walton [SHELAA 2021. IW1], whose boundary is adjacent to the West of the village of Diseworth. Also, the potential industrial development of land south of the A453, bordering the North East of Diseworth [SHELAA 2021. EMP90].

Long Whatton & Diseworth Flood Working Group (FWG), who are recognised by the Parish Council, is a local volunteer group of residents who work to take direct positive action to reduce the risk of flooding to homes in Diseworth.

Over the last 3 years we have successfully cleared, by hand, tons of debris in over half a mile of the Brooks through the village and towards Long Whatton, which is where the industrial development is indicated for. We have made a considerable improvement in reducing flood risk in both frequency and severity of event. We have also installed remote monitoring of water levels in the Brooks with early warning alert for the residents and Airport engineers. We are also, in conjunction with Leicester County Council and Trent Rivers Trust, looking at natural water slowing mitigation upstream of Diseworth covering the catchment land for the Brooks, which is where the housing development is indicated for.

Thus, as a group, we have a significant objection to the proposed housing development at Isley Walton and the proposed industrial estate to the North East boundary of the village.

With the publication of the draft local plan, we at Long Whatton & Diseworth Flood Water Group (FWG) offer our deep concerns with regard to unintended increased flood risk to both villages, and in particular to the high risk to Diseworth due to the land allocations for Isley Woodhouse new town and large scale B8 shed developments east of Diseworth (EMAGIC/SEGRO).

Significantly, if the two large developments either side of Diseworth are sanctioned without any serious question, or check and balances, then NWLDC be highly vulnerable to the charge of having failed against their own existing policies on environmental protection, carbon net zero targets **[ref: Reg 18 3.5 NPFF environmental objective]** and statutory duties to safeguard their constituent's quality of life. **[ref: Reg 18 3.5 NPFF social objective].** These two proposed developments are likely to be irreconcilable with policies.

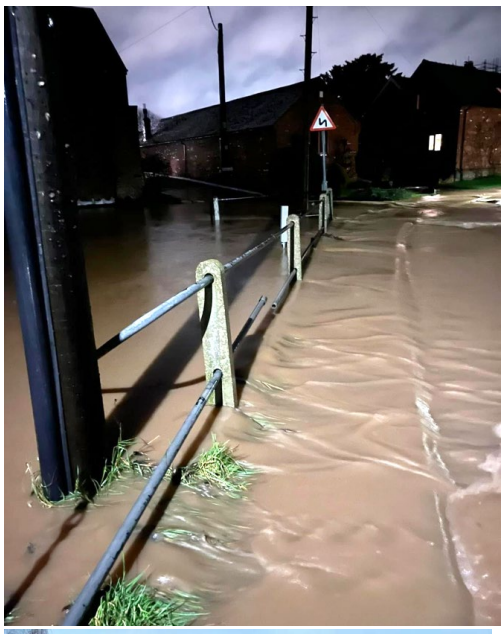
It is difficult to support the recent re-drafting of the Local Plan on the basis of the significantly increased flood risk it poses to Diseworth and potentially to Long Whatton. Support for good development for our region would be welcomed. Unfortunately, the two particular proposed developments either side of Diseworth are of such a large scale, and in terms of surface water management, precisely in the wrong location, as we will explain in detail, in that they are constitute bad developments for Diseworth, and to a lesser extend Long Whatton.

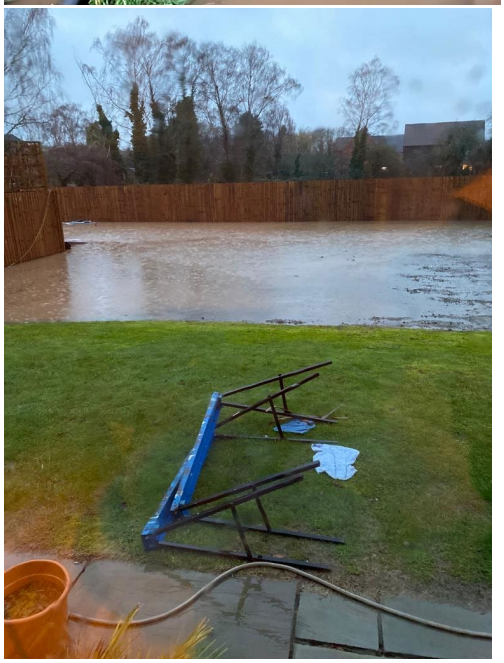
Diseworth Brook runs through the heart of the village and is fast flowing reactive in nature. This is due to the specific topology around Diseworth, sitting in a local depression with lands from

North, West and South sides sloping into the village, and flat land to the East. And due to the soil type, predominantly clays, which causes quick soil saturation during rainfall resulting in fast volume runoff into the brook and village.

With moderate rainfall, particularly if the land is saturated, the brook quickly runs to full capacity as the capacity range is very restricted through the Diseworth.

The end effect in Diseworth is catastrophic with regular material damage to property.

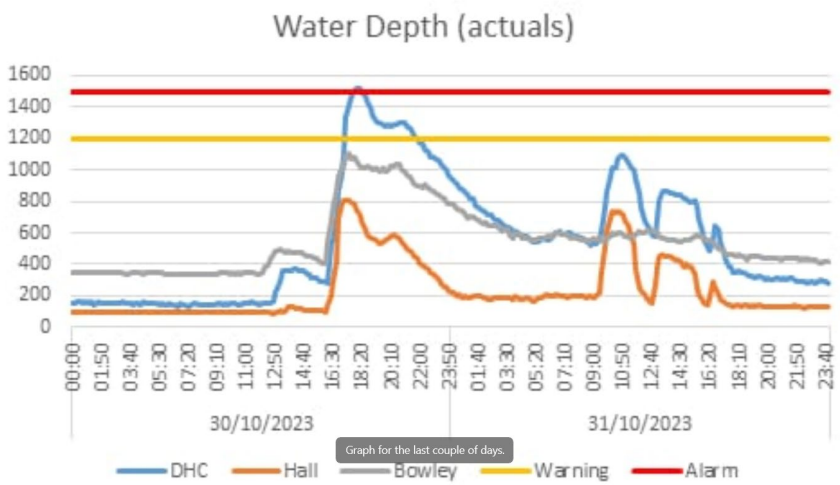




FWG in conjunction with LCC have for several years been recording brook water level and capacity limits through Diseworth.

Diseworth Flood working Group installed 3 water level monitors at the 3 bridges.
LCC have just commissioned a similar (more permanent) set of water level monitors.

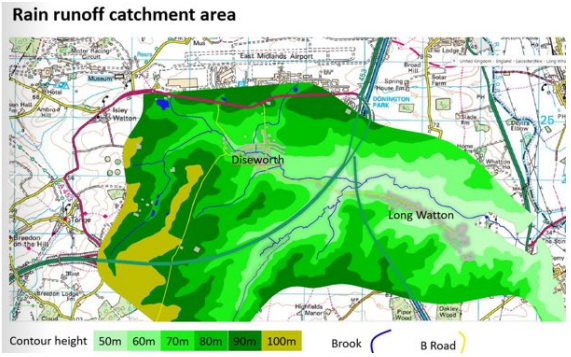
3 Diseworth Flood Working Group



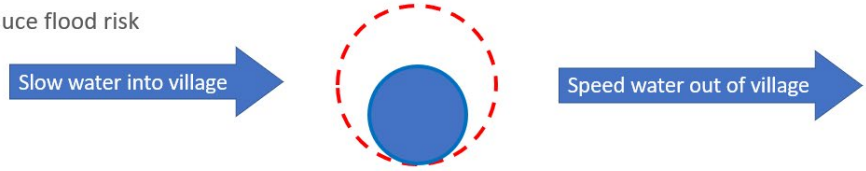
We also know the Brook back fills due to storm release from Severn Trent combined sewer pipes directly into the Diseworth Brook, as well as, water level rising due to overcapacity limits at the Long Whatton sewer treatment facility. These both contribute to rising water levels.

FWG has worked hard over the years to implement a mitigation plan to reduce flood events in Diseworth and has been successful in reducing the number and severity of flooding to properties.

We observed & mapped how water gets into the Brooks



Our strategy to reduce flood risk



1. We work with EMA to control water release
2. Next to do: Natural flood plains & leaky dams
3. We monitor water levels
4. We issue Flood risk warning
5. Clearance completed to 1km downstream from village

FWG is working closely with Leicestershire County Council (LCC) and Trent Rivers Trust on a long-term mitigation plan to reduce risk to the village. This critical invention work could be made a costly irrelevance by the large-scale Isley Woodhouse development running across such a large area of green field rain catchment land adjacent and upstream to Diseworth, and with the proposed large scale industrial land allocation running adjacent and downstream to Diseworth, both together place an unacceptably increased flood to Diseworth and potentially Long Whatton.

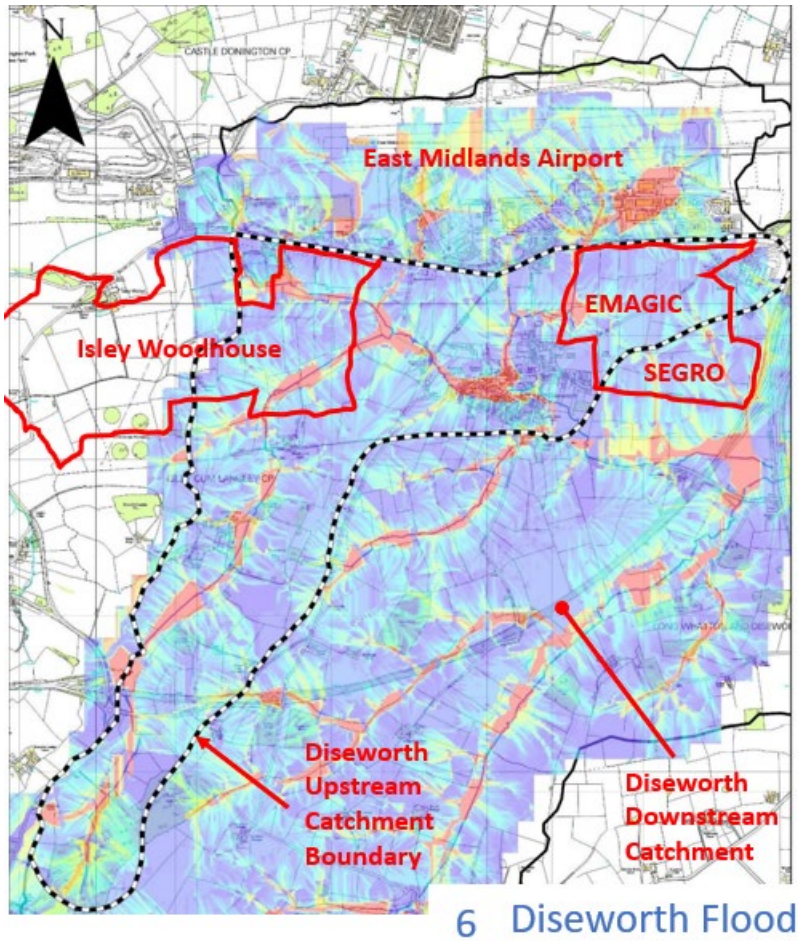
Without full mitigation (which we are sceptical can be economically delivered if accounted for properly), we know that flood risk will increase in both increased frequency and severity. This is evidenced by the clearance work in the Brooks we have undertaken over the last three years. The number of flood events and material severity of those events have fallen, for similar volumes of water entering the village, as we have speeded up water flow out of Diseworth.

[Reg 18 5.61] *states "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."*** With such a proposed large scale of catchment land being hard surfaced, there is a high risk that the strategy of slowing water volume flow into Diseworth and speeding water flow out of Diseworth could actually be reversed, leading to higher flood risk and severity. This increased risk is more likely if the planning applications are modelled and mitigated independently rather than the water system being treated as a single dynamic system. i.e. principle of unintended consequences are likely to apply, with no accountability for outcome. i.e. each application could claim it's nothing to do with them. This would be disastrous.

Over 200 Ha of land adjacent to Diseworth – representing two thirds of the natural rainwater runoff catchment area into Diseworth Brook will be concreted over with hard surface infrastructure and buildings. As Diseworth Brook runs through the heart of the village and is a fast flow reacting brook, the risk of increased frequency and scale of flooding in the village is

unavoidably increased due to these developments. The sheer scale of contributory flood risk from these developments will be such that mitigation will not be economically viable. If these developments go ahead, then NWLDC will have relinquished it's duty of care and knowingly condemned Diseworth and downstream Long Whatton to certainly of material flooding and increased damage to property.

SCIMAP analysis, below, shows flow connectivity within the Long Whatton Brook/Diseworth Brook Catchment. Areas of high flow connectivity are indicated by the red, yellow and lighter blue shading.

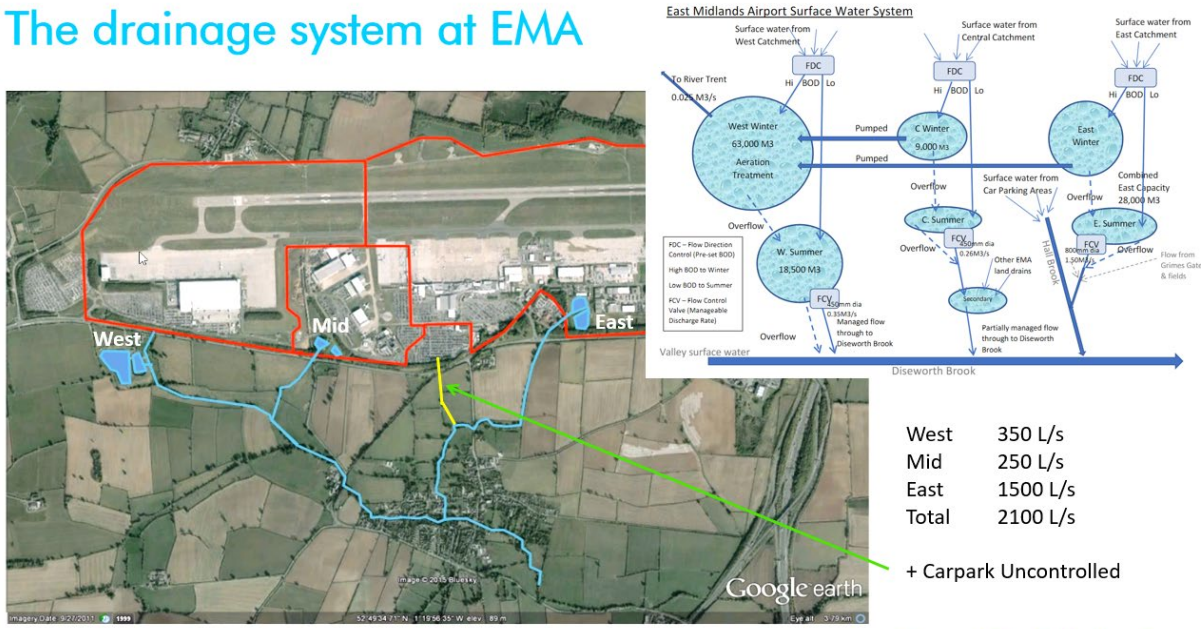


Diseworth Upstream Catchment area is 1000 Ha. East Midlands Airport (EMA) catchment area is 310 Ha. Critically, Isley Woodhouse and EMAGIC proposed developments will be around 160 Ha, representing 16% of the upstream catchment. The downstream catchment area will be impacted by the Freeport development by round 40 Ha. Converting such a large percentage of catchment area to hard surfaces will bring greatly increased flood risk to Diseworth and Long Whatton. The faster flow into the downstream brook will cause back-up and so increased flood risk to Diseworth.

Over the last two years EMA has worked closely with FWG (with LCC support) to coordinate controlled releases from their rainwater storage ponds and underground tanks, avoiding release when the brook is running high. Water releases from the hardstanding's across EMA are currently carefully managed so as not to exacerbate the risk of flooding. Residents are in regular contact with EMA during periods of flood risk. Increasing areas of hardstanding would make this

task extremely difficult and place the fine balance we have currently achieved in an extremely precarious position.

When EMA release at full flow the brook in the village centre rises by an additional 0.5m in 20 minutes, with the brook in flood condition at 1.2m. By doing so, we have materially reduced flooding in Diseworth and protected property that hitherto was flooded.



5 Diseworth Flood Working Group

This additional 0.5m in brook water level from EMA releases represents 2,100 L/s flowrate into the brook, with only 25 L/s diverted to River Trent. Of the 310 Ha of EMA catchment, 99% is directed into Diseworth Brook, so 160 Ha of new hard surfaces without mitigation will bring an additional 2,000 L/s of fast flow water into the brook, raising the water level by a further 0.5m. **Without full scale mitigation across the whole dynamic water catchment area this will almost certainly guarantee greater flooding in Diseworth.**

[Reg 18, 5.68] *states "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."* Mitigation will reduce this risk, but would the scale of mitigation be guaranteed to be reliable and effective over the long-term? Would the town developers be legally bound to deliver safe flood risk mitigation, principally through SuDS, throughout the full life of their respective developments or with the B8 Shed developments? We know through experience with new housing developments that over time residents concrete or tarmac over permeable driveways to reduce maintenance, so will the calculations made factor in long-term drift? We know through experience that developers model flood risk to best data available, which lags and is out of date in our fast-changing climate, so typically underestimate risk severity. We have experienced this with a new build development in Diseworth.

[Reg 18, Draft Policy AP8 – Sustainable Drainages Systems] states *"(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".* Mitigation will reduce flood risk, but would the scale of mitigation be cost effective to be implemented properly for

long-term effectiveness? This policy is highly problematic as we know the developers backed uo by Freeport and Dept of Levelling up sanction, can override local planners concerns or objections. This policy states if not financially deliverable surface water can be mitigated in an alternative way. This could allow a reduced level of mitigation. It that were to occur residents in Diseworth could face far greater flood risk due to these developments. **We demand the policy is tightened up to "surface water drainage issues from the development MUST be mitigated in an alternative way."**

[Reg 18, Draft Policy AP7 – Flood Risk (Strategic Policy) 2 (c)] states "*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."* When mitigating against flood risk impacts it is left with developers to establish a baseline. They often do to the lowest legal requirement. By nature, even if unintended, vested interest marking their own work, although legal practise, risks underestimating the scale of mitigation required. We have experienced this problem with new builds within Diseworth.

As the impacts will be so great in scale on Diseworth, we demand NWLD planners commission independent baselines audits to ensure impacts are not underestimated. As a minimum, all water runoffs should be measured over a full yearly cycle both on site and directly in Diseworth. The granular detail specific to Diseworth needs to be accurately measured and evidenced over a full weather cycle.

We demand the policy is tightened up to state ***"****The development does not place itself or existing land or buildings* ***within the water catchment area*** *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."*

The proposed developments being greenlighted by this Local Plan will clearly lead to overdevelopment which will bring long term structural and environmental difficulties to this rural region, which ultimately NWDLC will have to bear the burden of rectification for generations ahead. Is the short-term gain for Levelling Up politics of the day and Freeport exploitation really worth the long-term price that NWLDC and its residents will have to bear?

As the proposed developments either side of Diseworth are so disproportionate in scale to the locale, it is imperative that in planning consultation and decision-making process, that all developments around the village need to be considered in their totality to understand and mitigate the cumulative effect to flood risk. To deal with each planning application separately and independently will be not good science, as the water behaviour within the catchment area is interdependent and dynamic.

To deal with each planning application separately and independently will be a disaster for the locale and could implicitly encourage separate applications for the very purpose reducing baseline liabilities (intended or unintended consequences). We are beginning to see this, where the single proposed industrial development scoping application East of Diseworth is now being submitted into smaller separate applications.

To comply with [Reg 18 5.61], we call on the Local Plan to clearly set out a policy framework to assess, model and manage the cumulative effects of multiple large-scale developments as a whole for the small sensitive locale of Diseworth. We call for a single system level water catchment evaluation, in principle as defined by SCIMAP, (see previous map) from which any single or separate planning application has to be impact assessed against.

[Reg 18 4.4] states: *"1. Enable the health and wellbeing of the district's population. [Enabling health and wellbeing]"*. With regards to parish of Long Whatton and Diseworth the proposed developments will have exactly the opposite effect. The fear, as well as reality of flooding in both villages is tangible and causes significant stress to its residents.

[Reg 18 4.4] states: *"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]."* The proposed scale of development around Diseworth with loss of 200 Ha of ancient farmland, will not by definition, deliver to these stated objectives. Flood risk will significantly increase. Greenhouse gases will rise with significant vehicle increase from Isley Woodhouse and Industrial Development East of Diseworth. Loss of countryside land to building development will reduce greenhouse gases absorption and release significant greenhouse gases, all working against carbon neutrality. Off shoring the problem is an abdication of responsibility as it does not recognise the scale of climate change, we are facing. This objective is strategically incoherent.

We support good balanced growth and development that enhance the area, the proposals around Diseworth are demonstrably not good nor balanced to the residents in the locale.

[Reg 18, Draft Policy AP7 – Flood Risk (Strategic Policy) (1)] states *"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."* With the history of significant flooding in Diseworth, this policy will have completed failed if the two proposed developments either side of Diseworth go ahead, as the probability and reality of flooding in Diseworth is high.

Without truly significant mitigation, the combined hard standing and concreting over of the land will drastically increase risk of flooding in the village and the successful endeavours of our self-help Flood Working Group will be undone and destroyed.

It is extremely alarming to us as a group to know that the proposed developments will put Diseworth back into a high risk of flooding category, with all the misery and expense that flooded homes entail.

These two proposed land allocations and subsequent applications, will deliver one of three permanent outcomes for Diseworth:

1. Reduce flood risk (say to a 1:1000 year event)
2. Keep flood risk about the same
3. Increase flood risk

Without our recommendations being adopted in the Local Plan and implemented through planning process and control, we fear option 3 as most likely to happen. There is a once in a generation opportunity to improve on outcome 2 , so why not reduce current scale of flood risk to Diseworth? It does not make long-term strategic sense to not improve, as the cost burden will fall on NWLDC, LCC, and others to play an increasingly costly game of mitigation as our climate change speeds up to more frequent intense rainfall events for which Diseworth is structurally unable to cope with.

We strongly appeal to this Plan to be revised to ensure outcome 1 will be delivered as the only acceptable outcome for Diseworth. This is supported by **[Reg 18, 3.5]** which sets out NPPF strategic objectives for a balanced implementation of economic, social and environmental objectives.

These two developments are a significant threat to our village and wellbeing of our residents, and we wish to record our significant concerns against their implementation in the strongest terms. If reduced flood risk cannot be delivered to Diseworth and Long Whatton through this Local Plan then we cannot support this Local Plan.

Yours sincerely,

Louis della-Porta

on behalf of Long Whatton & Diseworth Flood Working Group

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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	Personal Details	Agent's Details (if applicable)
Title		[redacted]
First Name		B.
Last Name		Ward
Job Title (where relevant)		[redacted]
Organisation (where relevant)	MyPad 2020 Limited	Marrons
House/Property Number or Name	C/0 Agent	[redacted]
Street		[redacted]
Town/Village		[redacted]
Postcode		[redacted]
Telephone		[redacted]
Email address		[redacted]

PART B – Your Representation

Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.
Use this box to set out your response. (Continue on a separate sheet /expand box if necessary) Please see enclosed document.

Declaration

I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed: Ben Ward

Date: 15/03/2024

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Marrons

Draft North West Leicestershire Local Plan (2020 – 2040) Consultation (Regulation 18)

Representations

Marrons on behalf of MyPad

March 2024

1.0 Draft Policy S1 – Future Development Needs

1.1 Draft Policy S1 identifies future needs for housing development across the Plan Area between 2020 and 2040, amounting to 13,720 dwellings or 686 dwellings per annum (dpa). These figures are based upon the Statement of Common Ground for the Leicester and Leicestershire Housing Market Area ("the SoCG") dated June 2022, the principal purpose of which was to redistribute unmet housing need from Leicester City Council to the composite Housing Market Area ("HMA") authorities, of which North West Leicestershire District Council is one.

1.2 As at April 2022, the Local Housing Need ("LHN") figure for North West Leicestershire calculated using the Standard Method was 372 dpa. As recognised within the supporting text to Draft Policy S1 and as per the advice in the Planning Practice Guidance ("PPG"), the LHN only represents **a minimum starting point** for calculating the level of housing need and does not produce a housing requirement. In formulating the housing requirement, plan-making is required to pay regard to a variety of other factors, as set out within the PPG:

- **The Standard Method does not attempt to predict the impact of changing economic circumstances or the impact other factors might have on demographic behaviour.**

- **Circumstances where it may be appropriate to plan for a greater level of housing growth than the LHN includes, but is not limited to:**

  - **Growth strategies for the area that are likely to be deliverable, for example where funding is in place to promote and facilitate additional growth**

- **Strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or**

- **An authority agreeing to take on unmet need from neighbouring authorities, as set out in a statement of common ground.**

- **There may also be situations where previous levels of housing delivery in an area, or previous assessments of need, are significantly greater than the outcome of the Standard Method.[1]**

- **Total affordable housing need can then be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments, taking into account the probable percentage of affordable housing to be delivered by eligible market housing led developments. <u>An increase in the total housing requirement included in the plan may need to be considered where it could help deliver the required number of affordable homes</u>.[2] [Emphasis Added]**

1.3 In respect of unmet housing need, draft Policy S1 has clearly been formulated following extensive engagement with other HMA authorities regarding Leicester City Council's unmet housing need as reflected in the SoCG. However, unmet need is just one factor to consider in formulating the housing requirement. There are a variety of factors referred to within the PPG, as set out above. In order to understand how these factors have been addressed within the housing requirement, we have had regard to the Leicester & Leicestershire Housing & Economic Needs Assessment ("HENA") and comment further on this matter below.

<u>AFFORDABLE HOUSING</u>

1.4 As acknowledged by the HENA and the PPG, the need for affordable housing is a consideration in setting the housing requirement. The PPG is very specific that an increase in the total housing requirement included within the plan may need to be considered where it could help to deliver the required number of

[1] Paragraph: 010 Reference ID: 2a-010-20201216

[2] Paragraph: 008 Reference ID: 67-008-20190722

affordable homes. However, there is only limited treatment of this matter within the HENA.

1.5 The HENA states that the affordability adjustment within the Standard Method represents a 43% upward adjustment to household projections. It is stated that this will "in theory" more than deal with the needs of concealed/overcrowded households and contribute to boosting the delivery of market and affordable housing. The LHN figure, the HENA observes, represents a 38% boost on long-term delivery rates within the HMA, which is also said to contribute to boosting affordable housing delivery.

1.6 Firstly, the affordability adjustment is an intrinsic part of the Standard Method which produces the LHN figure. If this was on its own sufficient to address matters of affordable housing delivery in general, it would not be necessary to consider affordable housing need in formulating the housing requirement, as advised by the PPG.

1.7 Secondly, whilst the LHN may boost affordable housing delivery over "historic delivery trends," historic delivery trends for all forms of housing have been vastly under the level of need across England, contributing to the current housing crisis. The Centre for Cities, for example, estimates that compared to the average European country, Britain today has a backlog of 4.3 million homes that are missing from the national housing market as they were never built.[3] The HMA may see the delivery of more affordable housing via the baseline LHN figure than it has done historically, but this does not mean it will be enough to meet prevailing needs.

1.8 To illustrate the latter point, the HENA (Table 9.40) estimates affordable housing need in North West Leicestershire to be 382 dpa. This represents 55% of the annual housing requirement figure in Draft Policy S1. For the sake of comparison, Policy H4 of the adopted North West Leicestershire Local Plan (2017) requires affordable housing contributions on greenfield sites of between 20% and 30% and between 5% and 15% on previously developed sites. Over the last 10 years, an average of 146 affordable dwellings per annum have been delivered in North West Leicestershire, which represents 30% of the current annual housing requirement figure (481 dpa).

[3] The-housebuilding-crisis-February-2023.pdf (centreforcities.org)

1.9 As such, whilst draft Policy H1 should see a change in delivery in the amount of housing overall compared to the current housing requirement and therefore the number of affordable completions, viable levels of the latter are not likely to meet the affordable need figure referred to in the HENA. In fact, the figures above would suggest that only half of the affordable need figure would be met through the overall level of provision proposed within Draft Policy S1.

1.10 Considering an uplift to the housing requirement to meet affordable housing needs is not only consistent with the advice of the PPG, but also mandated by the NPPF which at paragraph 60 states the overall aim regarding the delivery of homes should address the needs of groups with specific housing requirements to aim "**to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community."**

GROWTH AND INFRASTUCTURE

1.11 The HENA only gives this matter perfunctory consideration, stating that the HMA is "not an identified as a growth area" and "it is not expected that there are strategic infrastructure improvements which will need to come forward to 2036 which will have an impact on overall housing need."

1.12 This approach is surprising given the content of the Leicester and Leicestershire Strategic Growth Plan (2018) ("SGP"), which is currently being updated. The SGP recognises the intrinsic link between new housing, employment and infrastructure. It is self-evident that in order to deliver infrastructure, it must first be enabled through new growth, which may well need to take place above baseline housing need as reapportioned through the SoCG.

1.13 The development of the SGP and its longer-term vision to 2050 must shape plan-making in the area, particularly in relation to the overall level of housing provision that can facilitate the SGP's infrastructure-led vision. In our view, it is premature to conclude that the housing requirement does not require an uplift to facilitate growth and infrastructure aspirations and this matter should be addressed alongside the review to the SGP.

SUSTAINABILITY APPRAISAL

1.14 We note that there appears to be no further iteration of the Sustainability Appraisal (SA) to accompany this current consultation in respect of the amount of housing or the selected spatial strategy. The latest evidence in this regard appears to be Interim Sustainability Appraisal Report of Spatial Options dated September 2022, which does not appear to test the level of growth proposed through this iteration of the Draft Plan nor its overall distribution.

1.15 The Spatial Options SA considered four scenarios in respect of the amount of dwellings required over the plan period – Low, Medium, High 1 and High 2. The High 2 scenario of 730 dpa informed the preferred initial option at the previous stage of consultation (Option 7b) and so the justification for a lesser housing requirement figure (686 dpa) and the sustainability effects are unclear. The Spatial Options SA only refers to 686 dpa in passing, noting that it lies within the range of the High 1 and High 2 scenario. Whist this may be the case, the difference between the two figures (880 dwellings over the plan period) is not insubstantial and the preferred growth scenario should be subject to SA with a clear explanation as to why it has been selected over the initial preferred option.

PLAN PERIOD

1.16 The latest iteration of the Local Development Scheme ("LDS") dated October 2023 forecasts plan adoption for October 2026. Accordingly, a plan period to 2040 would fall short of the minimum 15 year time horizon from adoption, as required by paragraph 22 of the National Planning Policy Framework. This would suggest a plan period to 2041 as a minimum, but even this would allow for very little slippage against the programme within the latest LDS, suggesting that a plan period to 2042 or 2043 would be more appropriate.

2.0 Draft Policy S2 – Settlement Hierarchy

2.1 We support the identification of the Coalville Urban Area as the Principal Town and the top tier of the proposed settlement hierarchy. That is justified by the evidence base, namely the Settlement Study 2021, which concluded that the Coalville Urban Area was, by a considerable margin, the most sustainable settlement in the District based on the available services, facilities and infrastructure. That is reflected in the scoring of each settlement as set out at Table 5.1 of the Settlement Study, for which Coalville scored 33 compared to a score of 23 for the next settlement down (Ashby de La Zouch). This differential clearly justifies identification of the Coalville Urban Area as its own rung within the settlement hierarchy and emphasises the primacy it should have in the

accommodation of new growth. We also support the identification of Hugglescote as part of the Coalville Urban Area, which is appropriate given its physical and functional relationship to the wider conurbation.

2.2 It is welcome that Draft Policy S2 clearly describes the role and function of Coalville within the hierarchy and within the overall spatial strategy.

2.3 It is unclear why the proposed new settlement at Isley Woodhouse has been included within the District's hierarchy of settlements, given that it is not an existing location with services, facilities and infrastructure that can sustainably accommodate growth. There is no indication within the Settlement Study 2021 nor Draft Policy S2's supporting text as to why this is the case and we would encourage the LPA to review this approach.

3.0 Draft Policy H1 – Housing Strategy

3.1 We note and support the provision of Draft Policy H1 (Limb 4) that states the overall distribution of new homes will be guided by the development strategy and settlement hierarchy set out within Draft Policy S1. However, we would expect Draft Policy H1 and its supporting text to clearly explain how its strategy for growth is shaped by the settlement hierarchy, the consideration of reasonable alternatives and how the total number of new homes for each part of the Plan Area has been arrived at, having regard to the settlement hierarchy and the broad approach articulated therein. Unfortunately, it does not do so.

3.2 To understand the amount of housing growth apportioned to each settlement, one needs to refer to the proposed housing and employment allocations section of the Plan (which is a different document). To understand the level of commitment at each settlement, one needs to refer to Appendix A of the latter. In our view, Draft Policy H1 should consolidate this information into a single table so that the role of each part of the Plan Area in accommodating housing growth is clear from the strategic policies of the emerging local plan to guide future decision-taking.

3.3 In general terms, it is not clear how the net apportionment of growth to each settlement follows the settlement hierarchy. The Coalville Urban Area, as the Principal Town, will accommodate 1,666 dwellings (net of commitments) over the plan period. By contrast, the Key Service Centres will accommodate 2,326 and the New Settlement at Isley Woodhouse 4,500 (of which 1,900 is anticipated to come forward within the current plan period). Of the net residential growth

provided for through the emerging plan, the strategic apportionment of dwellings equates to the following percentages across the Plan Area:

- **Coalville – 25%**
- **Key Service Centres – 34%**
- **Local Service Centres & Sustainable Villages - 12%**
- **New Settlement – 28%**

3.4 We would observe that this pattern of growth does not follow the settlement hierarchy as articulated at Draft Policy S2, in that it does not reflect the primacy of Coalville as the Principal Town but rather filters down housing numbers to a number of sustainable settlements and locations further down the hierarchy, in particular, the new settlement at Isley Woodhouse and the Local Service Centres / Sustainable Villages. Given that one of the strategic plan objectives is to reduce the need to travel and to regenerate Coalville, this more dispersed approach does not appear to be compliant with the emerging local plan's strategy or its underlying evidence base.

3.5 Whilst we recognise the need for all sustainable parts of the Plan Area to grow proportionately, and that there are locations that are also well-placed to sustainably accommodate strategic housing growth, there is too little emphasis on Coalville within the spatial strategy. We consider that further housing growth should be directed to this location, in order to deliver sustainable patterns of development that reduce the need to travel.

3.6 In addition to the above, we would note a significant part of the housing apportionment to Key Service Centres (some 1,076 homes) is directed towards Castle Donington, a short distance from the proposed new settlement at Isley Woodhouse. This would mean that within the plan period, the development strategy would rely on a relatively small area to deliver almost 3,000 dwellings or 44% of net growth.

3.7 There appears to have been little consideration as to whether the local housing market in the Castle Donington area can absorb the level of build out required to underpin the spatial strategy, noting that market absorption rates play a significant role in the speed of build out. The sustainability credentials of the area, as currently reflected within the emerging settlement hierarchy and its evidence base, would also not appear support the role of this area in the provision of such large-scale growth, particularly not when compared to the

Coalville Urban Area. Overall, in order to secure sustainable patterns of growth and to ensure that the spatial strategy is deliverable, we would suggest a more appropriate balance is struck between the housing apportionment to Castle Donington and the surrounding area, and that to the Coalville Urban Area.

3.8 In terms of the overall level of housing provision, we note the proposed supply-side contingency of 10% against the minimum housing requirement. This is welcome, in principle, but it would appear the level of contingency is, in fact, closer to 8%. We would also question whether 10% contingency is sufficient considering the risks to the delivery of the spatial strategy identified above, particularly the reliance on a new settlement and the level of concentration near Castle Donington. Taking account these risks, we recommend a greater level of supply-side contingency is applied to the overall level of housing provision amounting to at least 15%. This would also help to address the issues concerning the overall level of affordable provision identified in our representations to Draft Policy S1.

3.9 In respect of SA, as with the housing requirement, it is unclear how the spatial distribution scenario adopted in the current Draft Plan has been tested and how it performs against reasonable alternatives. Previous consultations had identified Option 7b as the preferred option, which called for 1,785 dwellings at the Coalville Urban Area and 1,785 dwellings at the new settlement, compared with the current strategy which identifies 1,900 for the new settlement within the plan period and 1,666 for Coalville, alongside significantly increased provision at the Key Service Centres. It is unclear where the Draft Plan's chosen spatial strategy has been subject to SA, if at all, and how it compares to the reasonable alternatives.

3.10 In respect of the spatial strategy generally, we note the Plan Objectives which include the delivery of new homes, including affordable housing, reducing the need to travel by private car and facilitating the efficient use of natural resources, including brownfield land. We also note the advice of paragraph 70 e) of the National Planning Policy Framework, which requires local planning authorities to support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for new homes.

3.11 Elsewhere, paragraph 123 of the NPPF sets out that planning policies and decisions should promote the effective use of land in meeting the need for new homes and other uses, while safeguarding the environment.

3.12 Paragraph 124 sets out that planning policies should encourage multiple benefits from both urban and rural land and promote the development of under-utilised land and buildings, especially where this would help to meet identified needs for housing.

3.13 The above advice of the NPPF and the Plan Objectives suggest strongly that local planning authority should seek to optimise the use of previously developed land and land within existing settlements. Such an approach can help limit the need to release sites for development outside of existing settlements within the open countryside, promote regeneration (the regeneration of Coalville is identified as an important Plan Objective), and direct growth to where it can be met most sustainably thereby reducing reliance on the private car.

3.14 Unfortunately, there is little within the Draft Plan and its evidence base (e.g. an urban capacity study, for example) that demonstrates how the existing built-up areas will be efficiency utilised to meet development needs to the extent reasonably possible. Such an approach could avoid the need to release so much land outside of existing settlement boundaries in less sustainable locations thereby promoting more sustainable patterns of growth.

3.15 Failing to make efficient use of the Coalville Urban Area in the allocation of land for development, given its sustainability credentials and position within the settlement hierarchy, will not lead to sustainable patterns of growth and we would recommend to the local planning authority that it fully explore opportunities for meeting growth needs at this location, in preference to others.

4.0 Land at Ashburton Road, Hugglescote

4.1 MyPad is promoting Land at Ashburton Road, Hugglescote for approximately 50 dwellings along with new public open space. A Vision Document has been appended to these representations, which sets out the merits of this site and how it can come forward to make a substantial contribution to meeting affordable housing need within the plan period.

4.2 The site is located within the Coalville Urban Area, within the Limits to Development, where there should be a presumption in favour of bringing

forward suitable sites for development given the tenor of the spatial strategy and the Coalville Urban Area's position at the top of the settlement hierarchy.

4.3 Given our representations above regarding Draft Policy S1, as well as the unlikelihood of affordable housing need being met given the overall level of housing provision within the Draft Plan, the fact that the site would be delivered as an affordable housing scheme should be given substantial weight in the selection of sites for development, and in preference to sites outside of the prevailing Limits to Development in less sustainable locations

5.0 Conclusion

5.1 MyPad 2020 Limited is promoting Land South of Ashburton Road, Coalville for approximately 50 affordable dwellings.

5.2 As set out above, we consider that the housing requirement set out within Draft Policy S1 does not adequately respond to key matters, including the meeting as much of the affordable need arising as possible and responding to the opportunities identified in the Strategic Growth Plan. Similarly, it is evident that the chosen housing requirement has not been subject to a robust SA process and it is unclear how it performs against the reasonable alternatives within the SA framework, particularly when compared to the previous preferred option.

5.3 Whilst we support the identification of the Coalville Urban Area including Hugglescote as the Principal Town, the spatial strategy articulated at Draft Policy H1 does not appear follow the settlement hierarchy, resulting in a less sustainable pattern of growth.

5.4 In light of its robust sustainability credentials, too few dwellings are directed to the Coalville Urban Area and the result is a less sustainable and a more dispersed pattern of growth. As with the proposed housing requirement, it is not clear how the Draft Plan's chosen spatial option performs against the reasonable alternatives through the SA process.

5.5 Allied to the above, insufficient consideration has been given to how land within the Coalville Urban Area can come forward to make a significant contribution to meeting housing needs. Given the advice of the NPPF and the Plan Objectives, we consider that the capacity of the Coalville Urban Area should be fully explored and suitable land released for development, in preference to sites outside of the Urban Area and in less than sustainable locations.

5.6 In light of the above, we request that the LPA considers Land to the South of Ashburton Road, Hugglescote for a residential allocation. The site is fully deliverable and can be brought forward with no adverse impacts arising delivering substantial benefits, including much-needed affordable housing within the Plan Area's most sustainable location and within the established Limits to Development.

PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT

ASHBURTON ROAD | HUGGLESCOTE

VISION DOCUMENT

JANUARY 2024

CONTENTS

1.0 INTRODUCTION

2.0 THE VISION

3.0 PLANNING CONTEXT

4.0 HERITAGE CONTEXT

5.0 OPPORTUNITIES & CONSIDERATIONS

6.0 DEVELOPMENT VISION

7.0 SUMMARY

Prepared by

Marrons

on behalf of

mypad

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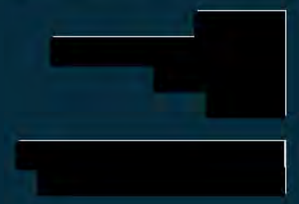

INTRODUCTION

EXECUTIVE SUMMARY

Marrons have been instructed to prepare this vision document by MyPad to demonstrate deliverability of development on land at Ashburton Road, Hugglescote ("the Site"). The key objectives of the document are:

1. **To present a vision to guide development proposals**
2. **To set out a summary of site considerations and local context**
3. **To present illustrative concept proposals and the benefits that development of the Site could offer**

The Site is a logical and deliverable location for development, being well-placed geographically to provide new homes for the district, and close to existing residential development and local amenities. The Site comprises an agricultural parcel of land (red line), with an adjoining land parcel to the east (blue line) which is under the same ownership and currently leased to the Parish Council as public recreation space.

A high-level approach to site analysis has been taken at this early stage, identifying known constraints and considerations. More detailed analysis of the Site and its context will follow, together with specialist technical guidance, to support a future planning application.

Specialist analysis of the planning and heritage context by Marrons is included within this document to inform the suitability of development on the Site.

Analysis of the Site's locality and context has informed the preparation of an illustrative masterplan included within the document. This in turn demonstrates the ability of the Site to deliver up to circa 54 dwellings on the Site, and it is proposed that the development provide 100% affordable homes.

It is shown within the document that the Site is deliverable, with the potential to supply new affordable housing. The Site is available now, offers a logical location for development and is achievable with the potential for development to commence on site within 5 years.

FIG. 1 **THE SITE CONTEXT**

SITE LOCATION

The Site is within a highly sustainable location in the Coalville Urban Area, close to established services and amenities which can be accessed through sustainable modes of transport.

Local amenities within walking distance of the Site include:

- Local shops
- Public houses
- Primary School
- Recreation areas
- Post office
- Health centre

The Site lies around 1.5km south of Coalville town centre, which offers an array of public amenities including shops, education, healthcare services, pubs, supermarkets and restaurants.

The area is well connected to other towns and cities by bus and road links, with the A511 connecting the settlement with the A42 and M1 motorway. As such, development proposals for the Site would constitute sustainable development.

FIG 2 **AMENITIES AND CONNECTIVITY PLAN**

THE SITE

The site is largely unconstrained, with the western parcel comprising of approximately 2.4 hectares (6 acres) of agricultural land. The adjoining eastern parcel comprises of open grassland used as a public recreation ground and extends to approximately 1.7 hectares (4.2 acres). The recreation ground including a children's playground in the north-east corner.

There is dedicated and direct access to the Site off Ashburton Road, which adjoins the Site's northern boundary, with no constraints anticipated in relation to the provision of site access, highway safety and capacity.

Both land parcels are accessible to pedestrians via a network of public footpaths that criss-cross the Site.

The Site is bound to the west by Donington-le-Heath Conservation Area and Manor House museum and gardens, which includes Grade II and II* Listed buildings. Analysis of these heritage assets and any potential harm caused to their setting by proposed development is described later in this document.

Donington-le-Heath Woodlands adjoins the site to the south and west, designated as a wildlife habitat and an area for public use. The woodlands cover circa 2.5 hectares and includes some 6,000 native trees, providing an established tree line and visual enclosure to the southern and western boundaries of the Site. Public footpaths criss-cross the woodlands, connecting to the public footpaths crossing the Site.

Further tree planting exists along the recreation ground's eastern boundary with the primary school, further limiting views in and out of the Site. A low hedgerow runs along the northern boundary with Ashburton Road, allowing a visual connection to the existing residential development north of the Site.

The two land parcels are divided by a hedgerow of negligible quality. Further ecological work will be carried out for a future planning application but at this early stage the hedgerow is not deemed to be a constraint to development.

Overhead power cables cross the site from north to south. It is anticipated that these cables will be grounded and/or diverted as part of any proposed development.

The Site is located wholly within Flood Zone 1, with the nearby River Sense located around 250m south of the Site and posing no flood risk to development.

TOP **VIEW OF THE SITE FROM ASHBURTON ROAD**
BOTTOM **VIEW OF THE SITE FROM THE SOUTHERN BOUNDARY**

TOP LEFT **VIEW EASTWARD ALONG ASHBURTON ROAD**
TOP RIGHT **VIEW EASTWARD ACROSS THE SITE**
BOTTOM LEFT **VIEW WITHIN RECREATION GROUND LAND**
BOTTOM RIGHT **VIEW WITHIN RECREATION GROUND LAND (PLAYGROUND)**

THE VISION

"To create a well-connected, attractive and sustainable new community in Hugglescote.

With proposals that positively responds to their local setting, bring forward development that provides high quality new homes catering for modern family living, with public open space, ecological benefits and heritage enhancements combining to create a new community to be enjoyed by all."

up to 54 new affordable homes
a new neighbourhood for modern family living

sustainable and connected
pedestrian permeability including enhanced public footpath routes

public open space
quality green spaces and enhanced ecological benefits

heritage benefits
enhancement of the heritage setting and improved connectivity

PLANNING CONTEXT

THE DEVELOPMENT PLAN

Planning law requires decisions on planning applications to be taken in accordance with the statutory development plan unless material considerations indicate otherwise. In this case, the relevant document of the statutory development plan is the North West Leicestershire Local Plan (NWLP) which was first adopted in 2017 and subsequently updated by a partial review in 2021. The NWLP makes provision for a minimum of 9,620 dwellings will be delivered over the plan period 2011 to 2031.

The policies map associated with the NWLP shows that the Site lies within the established limits to development and in the Coalville Urban Area which is the Principal Town within NWLP's settlement hierarchy and thus the most able to sustainably accommodate growth. The Coalville Urban Area is described as having an extensive range of services and facilities including employment, leisure and shopping which are accessible with sustainable means of transport. The largest amount of new development is therefore focused towards Coalville.

Policy S3 identifies the Limits to Development within the District. These provide boundaries around settlements within which new development is directed. Whilst there are restrictions in relation to development outside of the Limits to Development within land designated as countryside, there are no such limitations inside the Limits to Development subject to other policies within the development plan. Given that the NWLP's spatial strategy is to direct most development towards the Coalville Urban Area, additional development coming forward within Coalville will not be inimical to the NWLP's spatial strategy. Additional development within the established Development Limits of Coalville may result in provision over and above the housing requirement within the NWLP, but as set out above this is a minimum figure and not a barrier to additional development coming forward in a sustainable and policy compliant manner.

The eastern field is currently leased to the Parish Council and is being used functionally as an open space. Paragraph 103 of the National Planning Policy Framework (NPPF) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the open space is clearly shown to be surplus to requirements, the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or the development is for alternative sports and recreational provision.

Inset Map 10: Coalville Urban Area, Coleorton, Ellistown, Ravenstone and Swannington

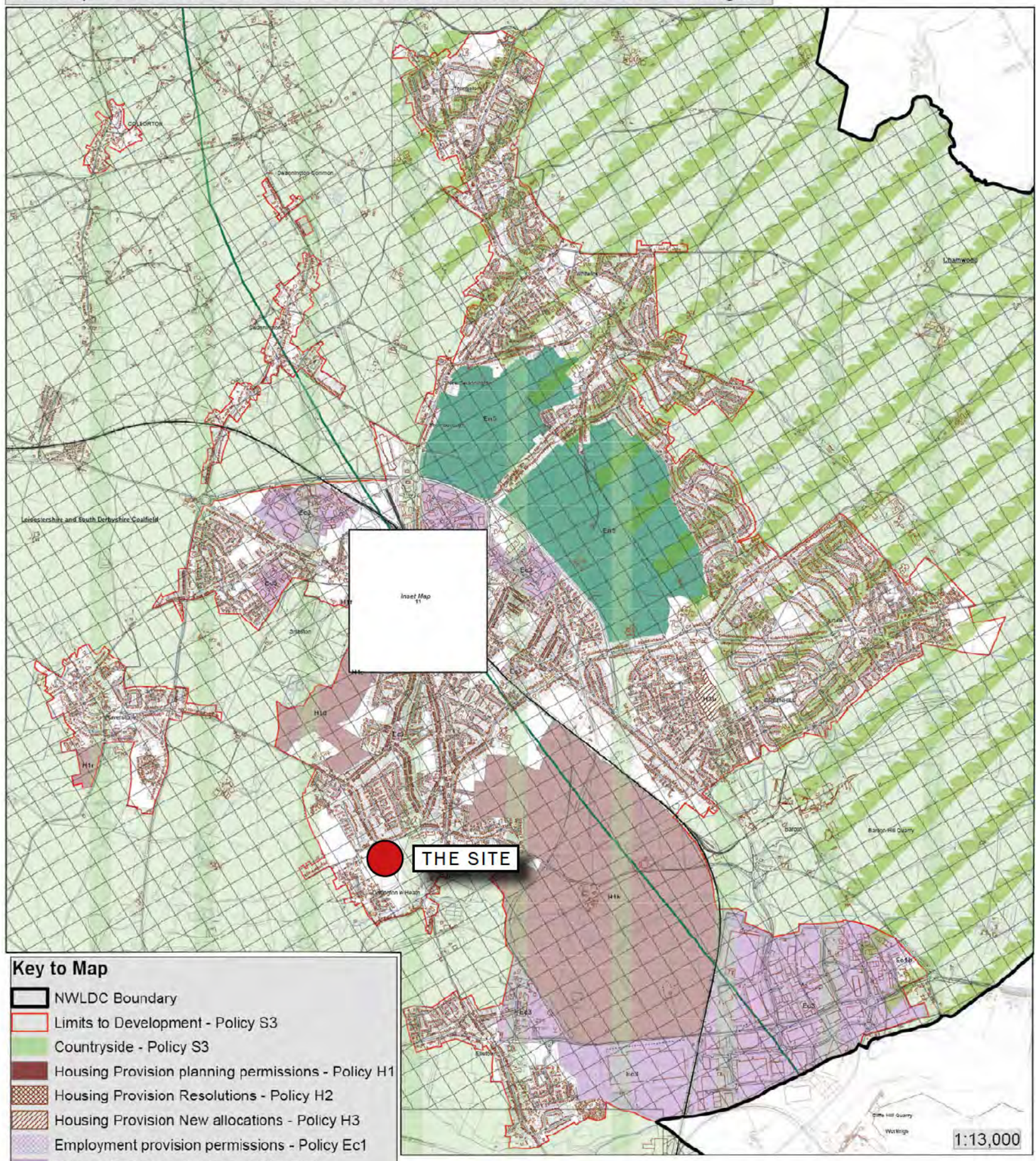

FIG 4 **EXTRACT FROM NWLCD'S LOCAL PLAN POLICIES MAPS**
INSET MAP 10: COALVILLE URBAN AREA, COLEORTON, ELLISTOWN, RAVENSTONE AND SWANNINGTON

EMERGING DEVELOPMENT PLAN

The Council is currently undertaking a review to the NWLP known as the Local Plan Review (LPR). The LPR will set out the amount and distribution of new development within the District to 2039. A number of consultations have been carried out in respect of the LPR. The latest was carried out in early 2022 and related to Development Strategy and Policy Options. Within the Consultation Document, the LPA identified its preferred option in respect of the classification of settlements as well as the amount and apportionment of residential and other forms of growth.

As part of the LPR Consultation, it was proposed that the current settlement hierarchy be retained with the Coalville Urban Area incorporating Hugglescote continuing as the Principal Town within the first tier of the settlement hierarchy. As part of the options for the distribution of housing, a number of options were considered and only two taken forward which would each cater for a lower amount of residual housing growth and a higher one. In both of these options the Principal Town (i.e. the Coalville Urban Area) was identified as a location for between 500 and 1,785 dwellings depending on the overall scale of development planned for. As such, it remains clear that the Coalville urban area will continue to be a focal point of growth in the District over the next plan period.

OPPORTUNITIES, CONSTRAINTS & SITE DEVELOPMENT OPTIONS

It is clear from the forgoing analysis that the Site represents a suitable location for residential development given that it is within the settlement boundary of the District's principal settlements, which has been and will continue to be a key focal point for housing growth given its strong sustainability credentials.

At a site level there are two principal constraints and opportunities that will influence the scale and disposition of development across the Site. The first is the extant open space use on the eastern field and second is the Grade II and Grade II* listed buildings beyond the western boundary and the conservation area of which these form part.

An illustrative masterplan proposal has been presented later within this document which seeks to address these issues. The masterplan proposes development of the western field, ensuring retention of the existing open space use in the eastern field. Proposed development on the western field would see the delivery of a generous amount of public open space and structural landscaping to the west and to the south to address the relationship with the adjacent heritage assets and surrounding woodland.

Opportunities also exist for heritage setting enhancements including improved access and car parking, or for educational purposes such as interpretation materials than enhance the experience of the heritage assets.

WIDER PUBLIC BENEFITS

In this section we discuss the wider non-heritage related public benefits arising from development of the site. Heritage related benefits are discussed in subsequent sections.

The NPPF requires planning decision-makers to weigh any less than substantial harm arising to a heritage asset or its setting against the public benefits of the proposed development. Whilst the proposed development of the Site provides opportunities to enhance the setting and significance of the adjacent heritage assets to the west, development would comprise 100% affordable housing.

The latest evidence on the amount of affordable housing required within the district derives from the 2017 Strategic Housing Market Assessment (SHMA) and identifies a need for 199 affordable dwellings per annum. Monitoring data within the latest Annual Monitoring Report (AMR) shows that this figure has only been met/exceeded in one monitoring year since 2013/14 demonstrating that there is an accumulated affordable housing shortfall in the District even against the figure provided within the dated evidence base on affordable housing need. From our analysis when affordable stock losses are taken into account there is an accumulated shortfall in affordable housing delivery of 1,058 dwellings measured against the need figure in the 2017 SHMA. As at April 2020, the affordable housing waiting list for North West Leicestershire comprised 950 households.

It is recognised that affordable housing delivery must be balanced with viability considerations and due to market conditions in Coalville, only 20% of net housing completions are required to be delivered as affordable dwellings compared with 30% in the rest of the District apart from Ibstock. As the AMR itself acknowledges, given that the greatest amount of development is set to take place in Coalville, the lower affordable housing policy requirement for this area distorts the District-wide figures and results in lower affordable housing delivery than would otherwise be the case if Coalville was a more viable market. It stands to reason that the delivery of 100% affordable housing scheme is a significant public benefit given the District-wide shortfall which can at least in part be explained by more restrained affordable housing delivery within the Principal Town of Coalville. The proposed development would assist in redressing the balance of affordable housing delivery in the District within a policy compliant location and would help to remedy the accumulated shortfall. This is a substantial public benefit that outweighs the less than substantial harm to the setting of the heritage asset.

In addition to the benefits arising from the delivery of affordable housing in the context of a District-wide shortfall, the proposed development of the Site also provides the opportunity to secure a substantial amount of land as freely accessible public open space in perpetuity through, for instance, a freehold transfer to the Parish Council whereas at the moment the eastern field is merely leased to the Parish Council, which is a more transitory arrangement.

Given the forgoing we conclude that the wider public benefits accruing from the proposed development are significant and, alongside the potential heritage-related public benefits, result in a compelling case to outweigh the less than substantial harm arising to the setting of adjacent heritage assets resulting from development of the Site.

HERITAGE CONTEXT

FIG 5 **HERITAGE ASSETS PLAN**

HERITAGE SUMMARY

Given the Site's proximity to Donington-le-Heath Conservation Area and listed buildings, analysis of the heritage context is critical to successfully avoiding and mitigating harm to heritage assets alongside delivering meaningful enhancements to their settings.

There are no known designated or non-designated heritage assets within the Site. Heritage assets surrounding the Site include the Donington-le-Heath Conservation Area to the immediate west and the Hugglescote Conservation Area to the east.

The Grade II* listed building of Manor House and adjacent Grade II listed barn lie to the west of the Site. More distantly, to the east, lies the Grade II listed building of the Church of St John the Baptist.

No further heritage assets, that might be indirectly impacted upon by the Site's development, were identified within the search area.

ARCHAEOLOGY

Due to the proximity of the Site to the medieval Manor House, it has an elevated archaeological potential. The postulated course of a moat is believed to lie within far western parts of the Site, evidence for which would be of local to regional importance. Ridge and furrow earthworks in the eastern field are of local interest.

Previous advice given by the Senior Planning Archaeologist at Leicestershire County Council also states that Neolithic and Bronze Age remains have been found on the site of the Manor House. Should they exist within the Site, such remains would likely be of regional level of interest at most.

A desk-based assessment can establish the likely nature and extent of any remains, and ensure that impact upon them is avoided or mitigated successfully. The retention of western areas of the Site as open space would avoid impact upon remains associated with the Manor and will offer opportunities for landscape enhancements coupled with interpretation that improve the ability appreciate heritage assets.

DONINGTON-LE-HEATH CONSERVATION AREA

The Site is located to the immediate east of the conservation area, which predominantly lies either side of Manor Road to the west.

The Site makes a positive contribution to its eastern setting, forming a residual part of its rural hinterland which extends more widely to the west of the conservation area. There are pleasant views of the conservation area from the Site, which are almost entirely characterised by a mature tree canopy associated with The Manor House. Reciprocally, views over the Site from the conservation area make a very low positive contribution to the significance of the conservation area.

Overall, with appropriate mitigation the conservation area shows a low sensitivity to the Site's development.

HUGGLESCOTE CONSERVATION AREA

The Site lies c.750m to the west of the Hugglescote Conservation Area. Accounting for intervening modern development and established tree planting, it currently makes no contribution to the setting and significance of the asset.

The conservation area would not be affected by the future redevelopment of the Site for residential use.

MANOR HOUSE AND BARN

In accordance with Paragraph 200 of the NPPF, The Manor House is a heritage asset of the highest significance. The house dates to the 16th century, with earlier 13th century elements. The adjacent barn is also medieval in date, restored in the 20th century. Both buildings now form part of a museum and tearooms.

The Site lies c.70m to the east and currently makes a low positive contribution to their setting.

The intimate garden setting of the house makes a high positive contribution to the setting and significance of the assets. To the immediate east, between the Site and the Manor House, is a large grassed car park which ephemerally serves the museum. Views over the car park and on to the Site are heavily filtered by mature tree planting. Reciprocally, views of the Manor House from the Site are highly limited. Together they make a very low positive contribution to the setting of the barn and Manor House.

According to the Hugglescote and Donington-le-Heath Neighbourhood Plan, the Site may have once formed part of the extended grounds of the Manor House. Any designed connection is now a matter of historical or archaeological record, with the Site comprised of two 19th century fields that may have been farmed by the manor.

The Manor House and Barn show a low sensitivity to the development of the Site. Accounting for existing tree cover and potential landscape mitigation, the character and extent of current views to or from the Manor and barn in relation to the Site would largely remain unchanged. Historical connections between the Manor and its wider rural setting may be diminished, however a suitable scheme of landscaping and interpretation may equally offer opportunities for enhancement.

TOP **MANOR HOUSE (GRADE II*)**
BOTTOM **BARN (GRADE II)**

MANOR HOUSE (GRADE II*)

CHURCH OF ST JOHN THE BAPTIST

In accordance with Paragraph 200 of the NPPF, the church is a heritage asset of the highest significance. Designed by Leicestershire architect J B Everard in the French Gothic style, the church displays fine architectural detailing and craftsmanship in Revival architectural styles which were popular during the 19th century.

The Site makes a minor positive contribution to the setting of the church, with incidental views of uppermost parts of the church's spire observed from central and western areas of the Site.

Whilst the development of the Site may mean that the character and extent of incidental views of the spire may be reduced to a degree, the church would remain observed from many areas. Retention of views of the church within the layout of any future scheme, would ensure that the Site's development has a neutral impact upon the setting of the church.

TOP **CHURCH OF ST JOHN THE BAPTIST**
BOTTOM **VIEW OF THE CHURCH ACROSS THE SITE**

OPPORTUNITIES FOR MITIGATION AND ENHANCEMENT

Pending the nature of any landscaping scheme, redevelopment of the Site promotes a number of opportunities to enhance the setting of the Grade II* listed Manor House and Grade II listed barn, alongside the Donington-le-Heath Conservation Area.

Open space to the west of developed areas of the Site could incorporate a restorative historic landscaping scheme inspired by the Manor House's domestic and/or agricultural operations.

Equally land adjacent to the museum's car park could be allocated for additional museum amenities, such as improved access and car parking, or for educational purposes, such as interpretation materials that enhance the experience of the heritage assets.

A scheme of planting could be introduced along the western extents of the Site's built up area to mitigate the appearance of development if deemed necessary.

KEY HERITAGE POINTS

No designated or known non-designated heritage assets would be directly impacted upon.

Remains of local archaeological interest or higher may exist within western parts of the Site which are not forecast for development. The remainder of the Site is unlikely to include remains of such significance that the principle of the Site's development cannot be established.

The Donington-le-Heath Conservation Area, Grade II* listed Manor House and Grade II listed barn show a low sensitivity to development. The degree of harm could be mitigated with an appropriate scheme of landscaping along the western side of the Site.

A restorative landscaping scheme in the west of the Site alongside the possible provision of improved amenities for the museum has the potential to bring meaningful enhancements to the setting of the Donington-le-Heath Conservation Area, Grade II* listed Manor House and Grade II listed barn.

TOP **VIEW FROM WITHIN THE SITE TOWARDS THE CONSERVATION AREA WITH THE MANOR HOUSE GROUNDS SCREENED BY TREE PLANTING**
BOTTOM **CAR PARK TO THE MANOR HOUSE**

OPPORTUNITIES & CONSIDERATIONS

- 2.4 ha / 6 acres of open arable land (red line) adjoining Ashburton Road;
- 1.7 ha / 4.2 acres of grass land currently leased to the Parish Council as a recreation ground (blue line), including a playground;
- Dedicated direct vehicular access off Ashburton Road;
- Existing pedestrian permeability via public footpaths crossing the Site;
- The Site is relatively flat with a fall from north to south;
- The Site adjoins Donington-le-Heath Conservation Area to the west, which includes two Listed buildings at Manor House museum. There is an opportunity to provide meaningful enhancements to the setting of these heritage assets;
- The museum's grass car park directly adjoins the Site, with an opportunity for proposals to improved access and parking for the museum, or to provide interpretation materials for education purposes and enhance the experience of the heritage assets;
- Donington-le-Heath Woodlands adjoins the Site to the south and west which, together with tree planting to other boundaries, provides landscape screening, a sense of enclosure and limiting views;
- Overhead power lines cross the site from north to south, can be grounded and/or diverted;
- The Site has no ownership constraints;
- The Site is situated within Flood Zone 1, with the River Sense located 250m south of the site and not considered to be a risk of flooding for the Site at this stage.

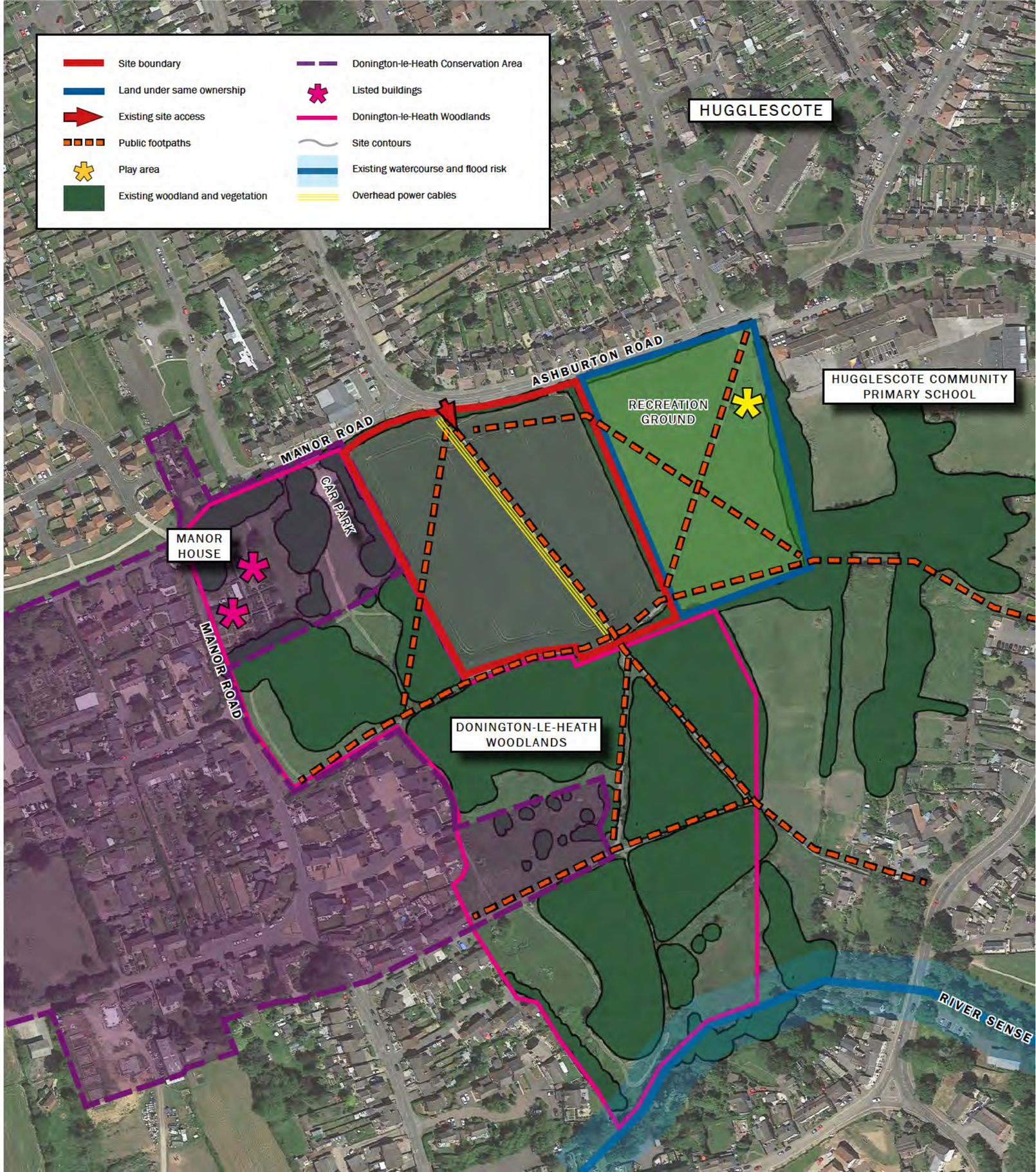

FIG 6 **OPPORTUNITIES AND CONSIDERATIONS PLAN**

DEVELOPMENT VISION

RESPONDING TO SITE CONSIDERATIONS

It has been identified within this document that there are two principal considerations that would influence the scale and disposition of potential development across the Site:

- The extant open space use on the eastern field; and
- The heritage assets to the west of the site, principally the Grade II and Grade II* Listed buildings beyond the western boundary and the conservation area of which these form a part.

An illustrative masterplan is presented on the following page which seeks to address these issues as well as respond to the other considerations identified in the site analysis exercise.

It is proposed that the freehold of the recreation ground could be transferred to the Parish Council for the ongoing public benefit and enjoyment of the open space.

ILLUSTRATIVE MASTERPLAN

It is proposed to provide development on the western field, retaining the existing recreation ground on the eastern parcel. The following pages present an illustrative masterplan setting out the principles of proposed development, and an illustrative housing layout providing more detail on how a future residential scheme may come forward.

Development of the Site would bring forward the following features and benefits:

- Provision of new residential development of upto 54 dwellings, designed to a high standard to cater for modern family living. It is proposed that the Site would provide 100% affordable homes;
- Provision of a dedicated vehicular access from Ashburton Road;
- Provision of a permeable and legible network of streets and circulation routes through the development that ties into the surrounding network, maximising opportunities to promote walking, cycling and public transport where possible. This strategy would include the retention and formalisation of existing public footpaths through the Site;
- Delivery of additional open space and structural landscaping to the west and south to address the relationship with the adjacent heritage assets and surrounding woodland;
- Creation of attractive, accessible and connected open spaces within the site, that are usable and beneficial to future residents;
- It is proposed that the freehold of the recreation ground could be transferred to the Parish Council for ongoing public benefit;
- Opportunities exist for heritage setting enhancements such as the provision of expanded car parking and improved access for the museum;
- Provision of residential housing with an urban form, density and scale that is appropriate to the surrounding context;
- A sustainable drainage system would be incorporated into the scheme design which responds to site topography. This will ensure the appropriate management of surface water and that development does not lead to any increase in flood risk on or off site.

ASHBURTON ROAD

HUGGLESCOTE COMMUNITY PRIMARY SCHOOL

RECREATION GROUND

PUBLIC OPEN SPACE AND POTENTIAL HERITAGE ENHANCEMENT

MUSEUM CAR PARK

ATTENUATION BASIN

ATTENUATION BASIN

DONINGTON-LE-HEATH MANOR HOUSE (MUSEUM)

DONINGTON-LE-HEATH WOODLANDS

FRAMEWORK LEGEND

- Site boundary
- Land under same ownership
- Proposed site access
- Primary vehicular routes
- Secondary vehicular routes
- Existing public footpaths
- Existing public footpaths re-routed
- Play area
- Potential to improve heritage connectivity
- Residential development parcels
- Proposed and enhanced tree and hedgerow planting

ILLUSTRATIVE MASTERPLAN

ILLUSTRATIVE HOUSING LAYOUT | prepared by MyPad

DELIVERING HIGH QUALITY HOMES

MyPad is an established residential developer specialising in the delivery of partnership housing schemes.

MyPad have a strong reputation for working with registered housing providers, housing associations and local authorities to create the dwellings that our communities need - affordable housing and a range of options.

MyPad's team of experts are dedicated to the design and delivery of high-quality homes at the heart of thriving communities. From managing a land purchase to handover of completed dwellings, MyPad works with partners and contractors on every stage of a build, from land to living.

mypad

SUMMARY

up to 54 new affordable homes
a new neighbourhood for modern family living

sustainable and connected
pedestrian permeability including enhanced public footpath routes

public open space
quality green spaces and enhanced ecological benefits

heritage benefits
enhancement of the heritage setting and improved connectivity

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