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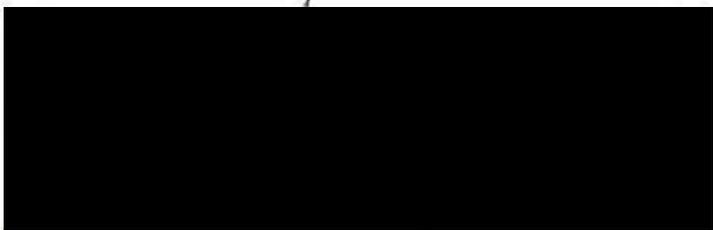
D.M. & J.S. HUMPHRIES

IAN NELSON

Planning Infrastructure Policy

I AM writing to you to let you know I have submitted a site to be included in the strategic housing & economic LAND availability as you are aware we are already on your list of possibility sites this is to let you know that the Planning Inspectorate has identified a site adjacent to 18 MASEFIELD close which would support a dwelling so we ask of you when reviewing the County Line to include it in the Line of which it was in and you decided to take it out Jenny Davis also wrote to me identifying the plot

Your



Part B - Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph(s) Policy Policies Map

4. Do you Consider the Local Plan is:
(Please tick as appropriate)

i) Legally Compliant	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
ii) Sound	Yes <input type="checkbox"/>	No <input type="checkbox"/>
iii) Complies with the Duty to co-operate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

5. Please give details of why you consider the Local Plan not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

We Requested the Limits of Line^{be} Retained in its ORIGINAL Position on the current LOCAL PLAN of which there is a building Plot and is sustainable. We wrote to the PLANNING officer JENNY DAVIS who wrote back and identified a building Plot within the Limits of development and is sustainable for the letters were sent she replied back

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

saying that she would not give this plot. officer recommended she has ready passed 2 on the same site in the current limits of development request that the Local Plan line be put Back to the current Limits of development reinstating the building Plot

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local Plan consultation
Date: 07 February 2024 17:17:39

Dear Sir/Madam,

I have just attending the consultation in Castle Donington.

Isley Woodhouse

Being a resident of Isley Walton I would want to see us as having a separate identity and object to the use if Isley in the proposed new settlement name.

From the road plans I have seen, there appears to be a major roundabout at the top of the hill between the existing A453 and Melbourne road close to The Rookery which will over look Grade 2 listed buildings. The obvious place to put a relief road would be either at Castle Donington traffic lights or at DHL roundabout and cutting straight across to Moor Lane, this would go roughly through the middle of the development and would take traffic away from Isley Walton.

Will the A453 be turned into a dual carriageway from Donington Services to Castle Donington traffic lights?

Can Isley Walton be screened from the development, from Glebe cottages to the White House on A453 and along the Melbourne road to Church View with a 30m width of tree planting on top of a bund? This would help us keep the identity of our village whose history goes back to when it was owned by the Knights Templars.

Is there any justifications for the loss of so much farm land? It appears that the easy option has been taken here without any care for the our country's food production, carbon emissions and our sacred countryside in general.

Isley Walton is alive with bats, barn owls, brown hare and badgers amongst many other forms of wildlife, roe deer now can be found in the area, on land they have never been sited before. What is going to be done to mitigate the impact on the wildlife.

Flooding - the fields by Moor Lane flood as does the Melbourne road at Church View, this will only be made much worse by any development.

The only parking for Isley Walton Church is on the A453, which is a very busy road 24/7, what will be done to safe guard people wanting to go to the Church when the roads get even more busy.

Where is the power coming from for these developments as as far as I am aware the grid is very close to capacity.

I have not seen any options for use of brownfield sites, are you suggesting that there are no more left in NW Leics?

Park Lane

Again is there any justification for the loss of agricultural land, when the Castle Donington bypass was built I thought there would be no more development allowed to the west of the bypass?

On the board it showed a conservation area around Donington Hall, great news but can this be extended to include all the former deer park, the current deer park to the west of the Hall is an area of SSSI, to the east side the Park Lane proposal comes right up to the boundary of the deer park and this surely has to be screened from any development.

Again this looks like an easy option taken to choose to develop here.

As there are no plans of what the developers are proposing, it is hard to give more detailed responses.

Your sincerely,

Angus Shields



From: Peter Forster [REDACTED]
Sent: Monday, February 12, 2024 4:53 PM
To: CHRIS ELSTON <CHRIS.ELSTON@NWLeicestershire.gov.uk>
Subject: Re: EXTERNAL: Re: 4500 houses at Isley Walton

Dear Mr Elston,

Thank you for your email

I have given thought to the development and attended the meeting at the Hub in Castle Donington. Unsurprisingly all attendees were against the proposals and they understood the magnitude of the developments.

My view is that these proposals are an extremely easy solution to the problem you have and yet again does not take any account of the people who live here and will have to suffer construction for 25 years. I was not aware of the Freeport Development including warehousing from the services at the M1 island towards Diseworth and then housing from Diseworth through to Isley Walton. The development does therefore simply extend the Freeport development as I anticipated.

The extension of 1400 homes from the Park Lane Development I knew about however destruction of the Bluebell Wood is ridiculous. The chap from NWLDC did say at the Hub to avoid being assaulted said the wood would remain and the red line was incorrect. I don't know if this is true but knowing how you operate the submission may well exclude the wood but you will simply amend the plan from when planning is obtained and approve it anyway.

The plan below indicates the amount of planning applications in one week which suggests over development. Some are minor alterations but one is the detailed planning of the warehousing development within the Park Lane site. The plans prepared by J C Balls are drawn in complete isolation to the development making it impossible to see what is proposed, how it affects the area and how it sits in the existing development. The advertisement of such has been non-existent and this is a prime example of getting things approved as it were by going through the back door. No one knows that this is proposed which is a dereliction of your duty.

Below is a comment from a resident which sentiments are felt by most in Castle Donington over the development proposals:

"In the ten years we've lived here it's changed almost beyond recognition. Yes we need housing but it needs to be in balance with facilities including medical and recreational. We don't have any protected areas for wildlife, not one nature reserve and green spaces are vital for people's mental and physical health as well as mitigating air pollution. As far as warehouses are concerned. There's plenty empty as it is and this is not an area of high unemployment!"

I understand that these proposals are Government led however the Governments policy is completely wrong as this has been driven by developers lobbying the lobbyists whose age is sub 30. Have no commercial awareness of what they are recommending to government. The housing built on Park Lane has achieved absolutely nothing to sort the housing crisis as they are 90% second or third homes purchases. What is needed is more affordable homes for the homeless in Derby which has increased by 63% on last year and 83% in Nottingham. Think

about that! The amount of legal immigration is nearly 1,000,000 a year. This is unsustainable however you continue to build homes for them.

These developments are on Green fields and when it's gone it's gone. I've said before these proposals are easy for NWLDC to satisfy Government policy when the policy is wrong as you allow building of the wrong house type. Your justification of the warehousing is to bring jobs to the area but the employees cant afford the houses your allowing to be built at a cost of £300,000 to 1,000,000 when the employees earn minimum wage. Brownfield sites need to be utilised and identified and other areas of NWLDC be taken into the mix instead of ALL development be in Castle Donington .

There is no joined up thinking about surface water drainage. The flooding is becoming far more usual and all the building carried out forming hard areas is making it far worse. If there are flood defences it causes problems either down or upstream of rivers





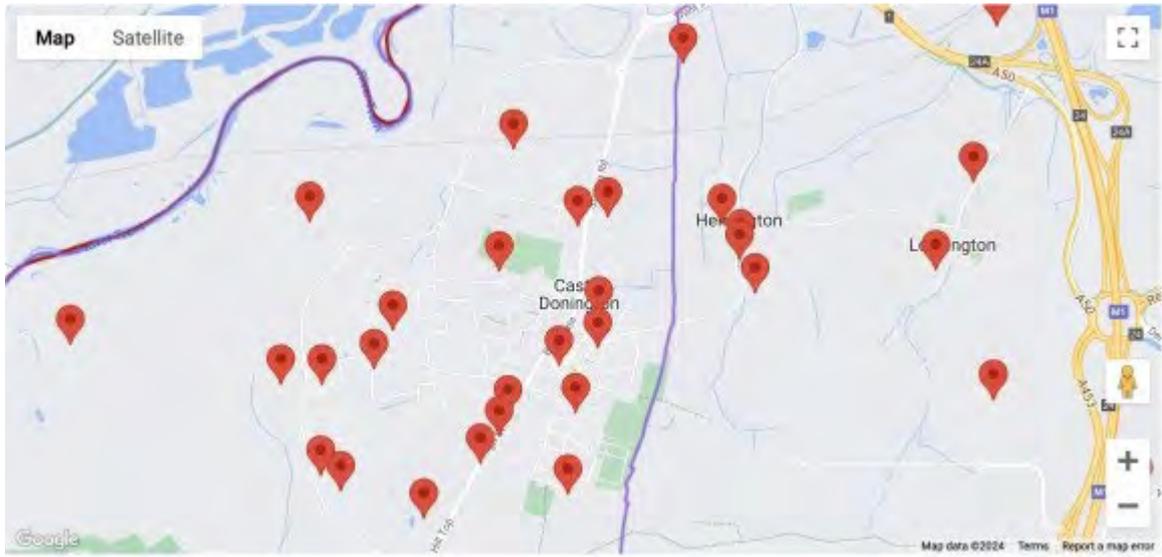
The above photos are the Trent at Shardlow in flood. As the crow flies the 1st roundabout in Donington was in flood in January 2024 following storms and the flood water was from the Trent. That is 1.5 to 2 miles away.

This is going to get worse

I understand Clowes Developments are to commence work at J1 on the A50 where the land to be used is on the flood plain. I didn't realise planning was approved as my last notification was Clowes had failed with an appeal. Yet here we are and commencing work on the flood plain. Flood Plain means it floods yet you've said it acceptable.

I object to the Housing proposals at Isley Walton and Park Lane. Common sense needs to prevail which clearly it isn't being used in terms of who the houses need to be built for and potential flooding in areas prone to flood

Peter Forster



From: [IAN NELSON](#)
To: [PLANNING POLICY](#)
Subject: FW: EXTERNAL: [REDACTED]
Date: 13 February 2024 16:42:29
Attachments: [REDACTED]

Another one to register and acknowledge. Just the bit highlighted is relevant to the local plan.

Thanks

Ian

From: CHRIS ELSTON <CHRIS.ELSTON@NWLeicestershire.gov.uk>
Sent: Tuesday, February 13, 2024 12:19 PM
To: IAN NELSON <IAN.NELSON@NWLeicestershire.gov.uk>
Subject: FW: EXTERNAL: [REDACTED]

Hi Ian

Comments at the bottom of the e-mail below on the Local Plan consultation.

Chris



Chris Elston
Head of Planning and Infrastructure
01530 454782 | chris.elston@nwleicestershire.gov.uk | www.nwleics.gov.uk
Twitter @NWLeics | Facebook This Is NWLeics



From: john mcphoe [REDACTED]
Sent: Thursday, February 8, 2024 3:58 PM
To: CHRIS ELSTON <CHRIS.ELSTON@NWLeicestershire.gov.uk>
Subject: EXTERNAL [REDACTED]

[REDACTED] [Personal information redacted]

As I said in the meeting the larger 2040 strategy needs to be shared across the district as castle Donington is being over developed by housing and industrial and village facilities are unable to cope currently.

If the new village is given the go ahead the road infrastructure will be impossible noise dust and light pollution from the race track and the airport will lead to complaints.

I look forward to hearing from you on points raised.

Kind regards

John McPhee

From: [REDACTED]
To: [ALISON GIBSON](mailto:ALISON.GIBSON@nwleicestershire.gov.uk)
Subject: EXTERNAL: Fwd: Houses in multiple occupation: Article 4 Direction @ Local Plan Poliy
Date: 13 February 2024 16:05:32
Attachments: [Article 4 letter to NWLDC.docx](#)

----- Original Message -----

From: [REDACTED]
To: Alison.Gibson@nwleicestershire.gov.uk
Sent: Tuesday, February 13th 2024, 15:57
Subject: Houses in multiple occupation: Article 4 Direction @ Local Plan Poliy

Dear Alison,

Thank you for your letter dated the 6th February, 2024 concerning the above. The contents of my letter dated the 22nd May, 2020 with reference to the Report to Cabinet held on the 4th February, 2020 still are still relevant to the proposals in the new North West Leicestershire Local Plan 2020-2040. I attach a copy of that letter.

I still consider that it is discriminatory to include this policy for Kegworth alone.

Please would you submit this e.mail and my previous letter dated the 22nd May, 2020 for my reasons for objecting to this policy.

Kind regards,

Lesley Pendleton,

Honorary Alderman, Leics. County Council.



22nd May, 2020.

Mr. Chris Elston,
Head of Planning and Infrastructure,
North West Leics. District Council,
Council Offices,
Coalville,
LE67 3FJ.

Dear Mr. Elston,

Re: Article 4 Direction : House in Multiple Occupation in Kegworth Consultation.

I write in response to your report to Cabinet dated the 4th February, 2020 with reference to article 4 Direction: houses in multiple occupation in Kegworth (the Report to Cabinet) and would like my objections and comments to be taken into account when a further report is made to Cabinet on this matter following the consultation period. It is obvious that Kegworth would be a popular location for people who wished to rent a property because of its unique position in the north of North West Leicestershire near to East Midlands Airport, Ratcliffe on Soar Power Station, the large developments at East Midlands Gateway et al, as well as its closeness to major roads, and to the Sutton Bonington Campus of Nottingham University.

I object most strongly to the imposition of this Article 4 Direction with regard to rented accommodation in Kegworth for between 3 and 5 unrelated persons. In my opinion, the report and the request by Kegworth Parish Council discriminates against the students of Nottingham University Sutton Bonington Campus, Landlords who own small properties in Kegworth and Kegworth village itself. Before any article 4 Direction is confirmed to be implemented in Kegworth, I would urge the District Council to carry out a study of rented property in the other villages such as Castle Donington, Long Whatton, Diseworth, and Belton, as well as in Ashby and Coalville, to see how many smaller properties are let in these areas for up to 6 unrelated tenants, in order to have comparisons with Kegworth. It may be that a large proportion of the properties in these areas are also let to between 3 and 5 unrelated tenants, especially as the properties in these villages and towns are also close to East Midlands Airport and East Midlands Gateway.

Presumably, if the Article 4 Direction comes into force, each time a property changes from student tenants to a family as tenants, "planning permission or change of use" would be required. As tenancies are for 6 months or more, applying for "planning permission" every six months would be a bureaucratic nightmare!

As Clerk to Kegworth Parish Council for 35 years and a Leics. County Councillor representing Kegworth, I received very few complaints from other residents of Kegworth about the properties that were let as HMO's, and indeed none about the smaller properties that were let to students et al. The usual complaints were about parking and the failure of the Refuse Collectors to take the refuse or recycling from the tenanted houses. The latter because it was placed in the incorrect bags and boxes. I can count on one hand the times I received complaints about anti-social

behaviour and these were dealt with swiftly by the student liaison officer at the Sutton Bonington Campus with whom I had excellent mutual communication.

Tenants who park their cars on the driveways of or near to the smaller HMO's are not causing any more of a parking problem than a family would do who lived at the same address. A man and woman having older children could have the same number of vehicles as 3 or 4 unrelated tenants. The Parish Council's alterations to Kegworth Market Place and the introduction of parking restrictions on the Market Place and other roads in the centre of the village have exacerbated the parking problems.

In 4.4 of the Report to Cabinet it states that the National Planning Policy Practice Guidance provides advice on the use of Article 4 Directions, which should be limited to situations, where necessary, to protect local amenity or wellbeing of the area, but in 6.1 of the Report it states that officers had not been able to substantiate with any clear evidence that there are any specific amenity related issues in Kegworth that can be specifically attributed to the number of smaller HMOs.

In 7.1 of the Report to Cabinet it states that, "on balance, it considered that there is a case to introduce an Article 4 prohibiting the change of use of a dwelling house to a small HMO". How can it be "on balance" when there is no evidence that there are any specific amenity related issues in Kegworth that can be specifically attributed to the number of HMOs?

In 5.1 of the Report to Cabinet it states that it is generally recognised that a concentration of HMOs can harm residential amenity, particularly through increased noise nuisance, anti-social behaviour, incidences of crime and adverse impacts on the physical environment. It does not give any evidence of this with regard to HMO's in Kegworth and, more particularly, any evidence of this from properties that would be covered by this Article 4 Direction. In 5.5 it sets out what Kegworth Parish Council's concerns are but in 5.6 it states that officers had looked in to the various concerns of the Parish Council but had not been able to find any specific demonstrable evidence to link amenity type issues directly to HMOs. There is certainly no evidence specific to properties with between 3 and 5 non-related tenants causing:

- A lack of available housing for first time buyers and families – there are plenty of houses within the village for sale that would be in the scope of first time buyers and many more being built;
- In 5.6 the report states that there is no specific demonstrable evidence to link the parking problems within the village to people renting properties within the village. Many students can be seen walking or cycling to the Sutton Bonington Campus from Kegworth and there is a double decked 'bus that picks up students regularly from Kegworth Market Place and, on a circulatory route, takes them to and from the Sutton Bonington Campus or the main Nottingham University Campuses;
- It is common to see air stewards or pilots/co-pilots waiting at the 'bus stops in Kegworth for the Skylink to take them to the Airport. Aircrew do not usually have vehicles in Kegworth as they have properties and families elsewhere and use the local 'bus services when "on duty". This is also the case for aircrew who rent properties in Castle Donington.
- It would be difficult to differentiate between any property in Kegworth that was owner occupied or was let to students, workmen or aircrew. There are many owner occupied properties that are in need of maintenance and with gardens that are completely overgrown and uncultivated. One good example of this is The Great House on London Road, which is within the Conservation Area.
- There is no specific impact of tenanted properties in the Conservation Area as it would be very difficult to identify properties within Kegworth that were let to between 3 and 5 unrelated

people. The report assumes that because properties are tenanted that they are somewhat inferior to those that are occupied by owner occupiers and this is not the case. To assume this is insulting to those landlords, and their agents, who keep their properties well maintained, and in some cases, far better maintained than those of owner occupiers.

There is no mention in the Report to Cabinet of the loss of revenue to Kegworth Parish Council of having properties which are let to students within the village of Kegworth. This being because properties occupied by students are exempt from Council Tax. In my experience, as Parish Clerk, this has always been of concern to Kegworth Parish Councillors. It is rare that a Parish Council sees its Precept reduced because of student let properties within its Parish. Within the Report to Cabinet it explains that enquiries had been made of other Councils about HMO's, but all these Councils did not have Parishes within which they have rented HMO accommodation, and even Charnwood Borough Council has an allowance within its Government Support Grant for properties which are exempt from Council Tax, such as in Loughborough which is unparished and does not have a Town Council. I would assume that North West Leics. District Council is also able to claim, within its Government Support Grant, for its exempt Council Tax properties. Perhaps Kegworth Parish Council would be quite happy to receive a percentage of these monies if North West Leics. District Council would agree to pay it the shortfall in its Precept from these grant monies. This may then stop Kegworth Parish Council from trying to control properties being let only to families in order that it may receive more income via Council Tax.

The students and other HMO tenants enhance Kegworth village and support the Co-operative Stores, Take-aways and other local businesses. They usually shop on a day by day basis and, consequently, less likely to "do a weekly shop" at one of the out of village larger supermarkets. This is a great boost to the village economy and is a substantial support for local businesses which benefits all the residents of Kegworth.

I would respectfully request that during this consultation period my objections and opinions are considered, and that subsequently the introduction of an Article 4 Direction relating to Houses in Multiple Occupation in Kegworth for between 3 and 5 people is abandoned and is not confirmed.

Yours sincerely,

Lesley Pendleton.

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Development plan proposal
Date: 16 February 2024 11:58:29

Hi.

I have looked at the development plan currently being circulated as part of the consultation process and would like to make the following comments.

On the whole I think that the plan is good I do however think that it does miss an opportunity to push for more self and custom build schemes.

The consultation document is suggesting in H5 that developments should allocate 5% of the total numbers for self and custom build on any qualifying site.

It is to be commended that this type of development is being promoted by the Authority but I believe that the percentage being put forward is inadequate and we need only to look across the Channel to see a stark contrast. Here our European neighbours achieve around 30% of their total development numbers through this type of scheme so why can't we ?

To my mind and despite television programs such as Grand Designs there is a general lack of understanding of this type of development and its availability.

The Authority, as is required , does keep a register of those people that have registered an interest in this type of scheme but could perhaps do more to promote this type of development.

Kind regards

Malcolm Ball

Sent from my iPad

Hi Planning Policy,

Please find attached comments in respect of the 'Proposed Limits to Development for Consultation' document. The comments relate to Page 58 of the document and in relation to Moira (West). The site is known as Unit 2, Machine House Newfields, Moira. A previous submission for this site to be included in the limits to development was made in December 2021 and is re-attached to this email. The current consultation document from the Council does not include this site within the settlement boundary. A further email was received from the Planning Policy team on 22/11/2023 explaining the reasons as to why the site was not included within the settlement boundary. We remain of the view that this site should be included within the limits to development for the following reasons:

Having reviewed the site in light of emerging evidence, it is our view that there remains a need for the Authority to ensure the delivery of some smaller housing sites to conform with the requirements of the National Planning Policy Framework (December 2023).

Paragraph 70 of the Framework requires that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved.

My client's site is located adjoining the settlement boundary in Moira, a sustainable village, well related to local services and facilities including a local bus route served by the 19 which provides a regular service to Mercia Park and a twice hourly service to Leicester from Norris Hill. The site is within reasonable walking distance to a local convenience store (which includes a paypoint service) which is open daily between 7am and 10pm, as well as post office and village hall. There is a primary school located in Norris Hill accessible via a metalled and lit footway for the entire route.

It is considered that the inclusion of the policy, as drafted in the plan, could support the delivery of smaller sites which may go some way to assisting the Council to demonstrate that 10% of its housing requirement could be delivered on sites less than 1ha. It would also provide a mechanism by which continuity of supply could be safeguarded if there are delays experienced in respect of the delivery of self build plots tied to large allocations.

The Council have previously considered that the site is somewhat detached from the existing settlement, does not form part of the setting to the village and has a physical relationship with the countryside rather than the built development in the village. Having visited the site and looked at the site on aerial photographs, we cannot subscribe to the conclusions reached by the Council in this regard. The application site is located immediately adjacent to the settlement boundary of the south-western and northern boundary and there is further development on its eastern side. The application site does not share a boundary with any open/agricultural field and is clearly urban in nature. The inclusion of the site within the limits to development would represent a logical rounding off of the settlement boundary and would result in no encroachment into the countryside as shown by the image below:



For these reasons, we request that the Council re-consider and re-draw the settlement boundary in this location as per the attached document.

If you have any further queries then please do not hesitate to contact me.

Kind Regards

James Mattley

MRTPI, MA, BSc (Hons)

[REDACTED]

[REDACTED]

Web : jjmplanning.co.uk



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**Unit 2, Machine House, Newfields,
Moirra, Leicestershire, DE12 6EG**

Limits to Development Submission

Client Name: Terry and Sue Carpenter

Date of Issue: December 2021

Local Authority: North West Leicestershire District Council

Prepared by: J J M Planning

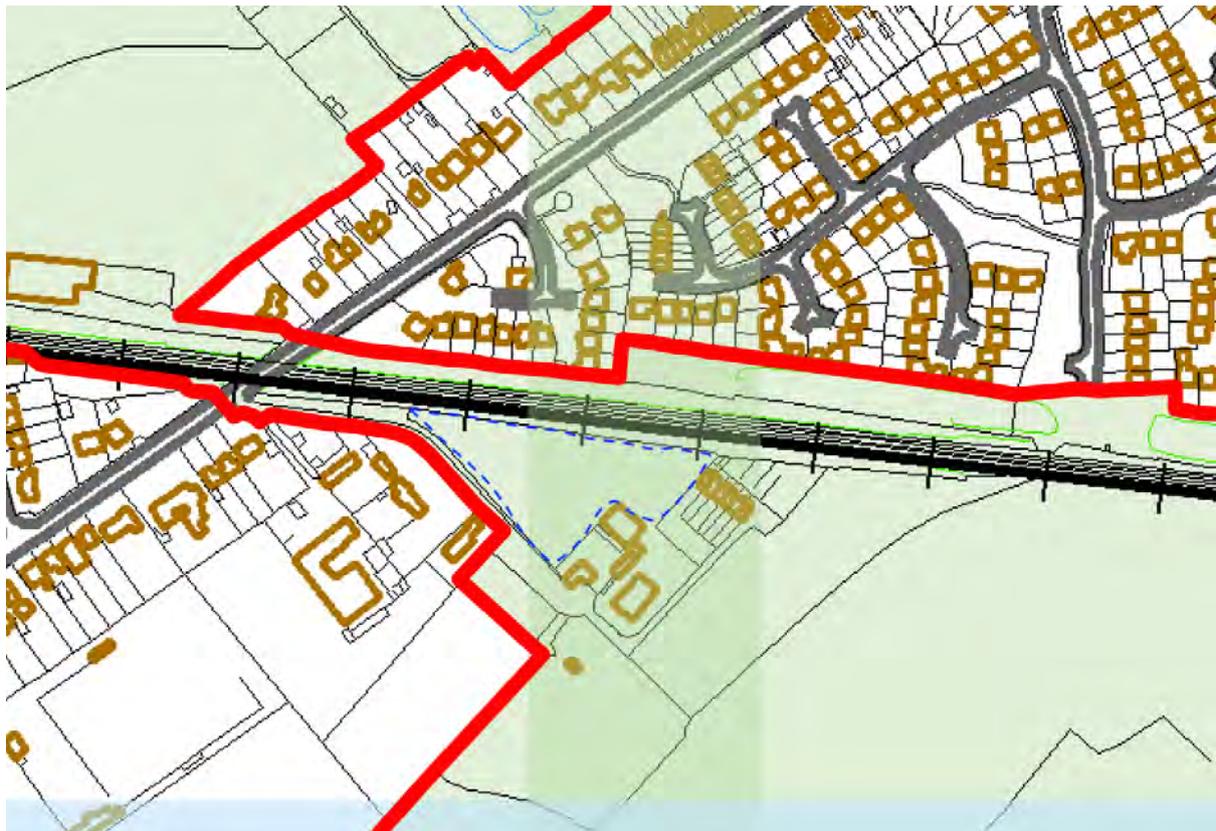


J J M Planning

Independent Planning Consultancy Services

This submission has been prepared by JJM Planning, a planning consultancy operating in the East Midlands, who are representing Terry and Sue Carpenter in respect of this submission.

North West Leicestershire District Council are currently working on a substantive review of their adopted Local Plan which will include an assessment of the current limits to development. The current limits to development in the area of Newfields is shown below in red and my clients land is shown in blue:



As you can see the site, which measures 0.48 hectares, immediately adjoins the current defined settlement boundary for Moira to the west and a further settlement boundary is located to the north of the site which is currently intersected by an existing railway line.

Moira is identified by the Council's Adopted Plan (Policy S2 – Settlement Boundaries) as being a Sustainable Village. The Plan defines these as being *'Settlements which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development'*.

Having reviewed recent developments in the village, it is clear that there has been limited development within the settlement boundary since the start date of the Current Plan. It is also clear from an inspection of the Local Plan map that opportunities for infilling within the settlement boundary of Moira are now very limited.

Without any change to the settlement boundaries of smaller, but nonetheless sustainable settlements, it is likely that any emerging plan will support the principle of small-scale growth in 'Sustainable Villages' whilst effectively restricting housing delivery in those communities due to a lack of available sites suitable for redevelopment or infill, especially for smaller settlements.

Clearly there is potential for the Council to make small scale allocations in this tier of settlement to remedy the likely lack of delivery although it is unlikely that the Council will wish to bring forward a proliferation of small sites through the Local Plan process given the resource and time constraints placed on plan-making. Moreover, sites such as my clients would be excluded from any possible allocation as the site is on the cusp of not being capable of meeting the minimum number of homes (five) required by the Council as set out in its Strategic Housing and Employment Land Availability Assessment (SHELAA) for allocation¹. However, not making any provision for very small scale sites is at odds with current policy, because as the Adopted Plan recognises only limited scale growth would be appropriate in 'Sustainable Villages'. Therefore, it is suggested, if the Council is minded not to allocate lots of very small-scale sites in its smaller, but nonetheless sustainable settlements, that it would be appropriate to take a slightly more flexible approach to any review of its settlement boundaries.

Such an approach would be consistent with paragraph 69 of the NPPF which states that: *Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:*

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

It would also align better with the requirements of paragraph 79 of the NPPF which sets out the requirement for planning policies to identify opportunities for villages to grow and thrive, and more generally the Government's general support of the need to deliver smaller sites to support SME builders and self and custom build sectors.

Moving on from the consideration of the general need to define settlements boundaries more flexibly, there are also specific reasons justifying the inclusion of my client's site within the settlement boundary. These are considered in turn:

The land to the south and west has relatively recently been granted planning permission for residential development for 6 dwellings under application reference 19/00276/FUL and for 80 dwellings under application reference 13/00183/FULM for Peveril Homes. The land which Peveril Homes have built upon was previously located outside of the limits to development and were agricultural fields. This development has significantly altered the

¹ [FINAL SHELAA - Housing Sites.pdf \(nwleics.gov.uk\)](#)

character and appearance of the area and now results in the application site being bounded on all sides by built development.

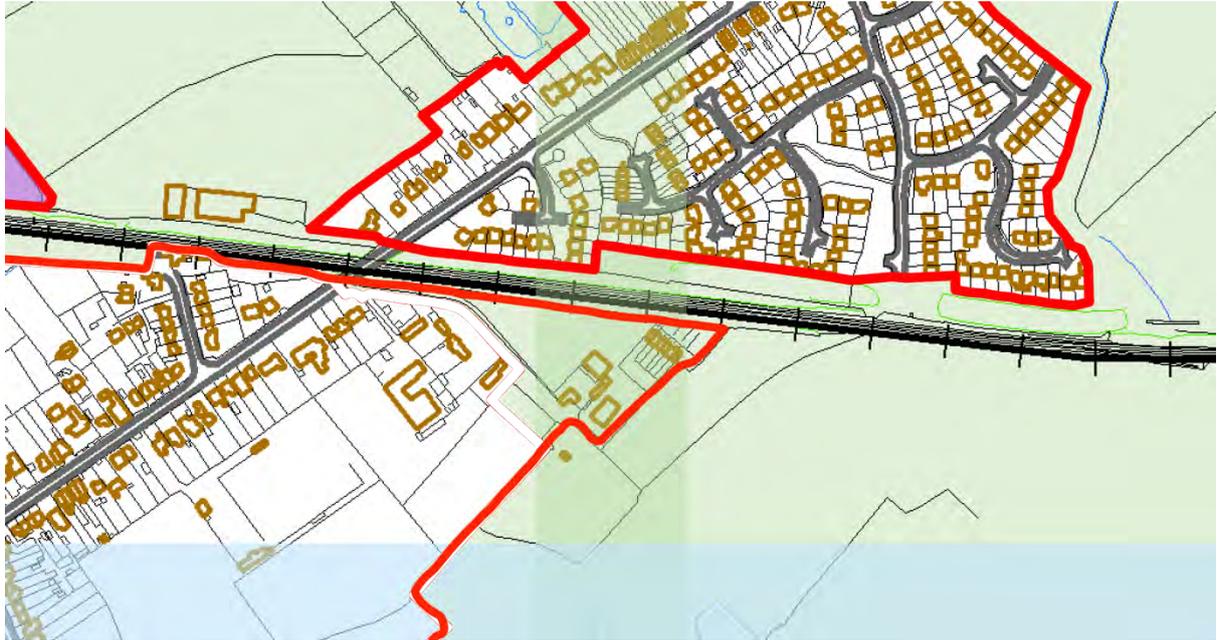
The land to the north currently contains mature landscaping which delineates the site from the adjacent railway line to the north. Similar landscaping is located to the north of the railway track with development beyond that is located within the settlement boundary. The inclusion of the site within the limits to development would, therefore, replicate the existing relationship to the north.

Immediately to the east of the site are seven residential properties and a number of buildings in employment land uses associated with two existing businesses (Logicool Air Conditioning and EPS). The various development that surrounds the site results in the site being visually contained. This is demonstrated in the aerial photograph below:



In light of the above, it is considered that there are compelling reasons for the Council to take a more flexible approach to redefining settlement boundaries across the District, and specifically in respect of my clients site. On this basis, it is suggested there is little reason to exclude this site from the limits to development. It is therefore requested that

the settlement boundary be amended as shown below both to include my clients site and surrounding built development to the east:



I trust the above information is of interest, however, should you wish to discuss any of the matters outlined above please do not hesitate to contact me directly on [REDACTED] or [REDACTED]

Yours Sincerely

James Mattley

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Comments on Proposed Policies for Consultation
Date: 19 February 2024 23:19:33
Attachments: [image001.png](#)

Hi Planning Policy,

Please find attached comments on Proposed Policies for Consultation document:

4.25 - The text says 'Some development in these settlements will be appropriate. Any further development in such settlements will be restricted to either infilling or PDL which is well related to the settlement concerned'. It is unclear as to which types of settlement this text refers to and the wording included in this paragraph does not appear within the actual policy wording. It is suggested that this wording should be removed or clarified to avoid confusion. For example one would expect equestrian uses to be acceptable in all rural locations across the district but the wording within this paragraph suggests that it would need to be on PDL or be infill development. If this policy is referring to residential development then it needs to be more precise.

4.26 - This paragraph should also make it clear that the provision of additional services in settlements should also be a material consideration.

4.26 - Draft Policy S2 - refers to 'significant' and 'limited' amounts of development which is open to interpretation and imprecise.

4.26 - Draft Policy S2 (3) - needs to also recognise that some other settlements may gain services which allows them to move up the hierarchy.

4.31 and Draft Policy S3 (3) - Appeal decisions have indicated that Self and Custom Build Dwellings can be secured through a planning condition rather than a Section 106 agreement. Therefore, I see no reason why Local Need housing cannot be secured through a planning condition. The guidance is clear that a planning condition should be used rather than a Section 106 agreement if possible.

4.39 - Draft Policy S4 - (i) I take expansion of business to include new business within the Countryside and such an approach would be supported by the NPPF. If the policy refers to the expansion of an *existing* business then the policy should be re-worded. Either way some clarity here would be helpful.

4.39 - Draft Policy S4 - Equestrian uses should be separately listed as being acceptable in the Countryside as they do not strictly fall under sports and recreation.

4.51 - Draft Policy S5 (5) - The requirement for a replacement dwelling to be of a similar size and scale and no more visually intrusive than the original dwelling is overly-restrictive, unnecessary and will automatically lead to applications being approved against this wording due to permitted development rights that allow for sizeable extensions and also for additional storeys. Any application for a replacement dwelling should be dealt with under normal design considerations (such as the case with the existing local plan).

5.44 - Draft Policy AP4 - Such measures are already covered by Building Regulations and should not be duplicated by planning controls. The requirement for ALL development to demonstrate measures to minimise energy consumption and follow the energy hierarchy is over the top and a significant burden and cost on applicants (and the LPA). What National Policies are contained in the NPPF that require energy efficient targets to be met? The fact that they don't exist in the NPPF demonstrates that these should not be required at the Planning stage and should be dealt with at Building Regulation stage.

5.44 - Draft Policy AP4 (2) - What does 'maximised' as much as possible mean and how will it be measured? The policy is imprecise and open to interpretation that will result in a lot of schemes needing to provide energy consumption figures or financial information. The policy should not

apply to all types of development and such controls should be left to building regulations and not planning.

5.45 - AP5 - Draft Policy AP5 (g) - refers to controlling the location of and access to take away uses. What does that mean? This should refer to a specific policy which provides details on what is and is not acceptable.

5.86 - AP9 - Water Efficiency (2) - This draft policy would result in a number of small scale applications having to carry out a BREAAAM approved assessor to undertake an assessment of water efficiency which would be over the top. The wording of the current application would catch applications such as equestrian uses, extensions to sports pavilions, small rural offices etc. The policy should relate solely to major development or should be a standard planning condition which wouldn't result in a significant burden on applicants and the LPA.

6.71 - Draft Policy H7 (4) - Appeal decisions have indicated that Self and Custom Build Dwellings can be secured through a planning condition rather than a Section 106 agreement. The guidance is clear that a planning condition should be used rather than a Section 106 agreement if possible.

6.71 - Draft Policy H7 (1) the support for self build dwellings in the limits to development is pointless. There has never been, and never will be, an application for a self-build dwelling within the limits to development. Nobody is going to submit an application for a self-build dwelling with the additional restrictions when general market housing is acceptable within limits to development. It is the equivalent of having a section in the rural exception site policy indicating that an 100% affordable housing scheme would be acceptable in the limits to development.

6.71 - Draft Policy H7 (3) (b) the policy is overly restrictive. The Council's self-build register contains entries from all over the district and the wording of the current policy would prevent self and custom build housing coming forward in Local Housing Needs Villages. If the Council consider that settlements such as Coleorton are appropriate for Local Needs Housing then they should also be appropriate to self and custom build housing given the importance of such housing as set out by the Government in various legislation. The wording of the current policies allows for a local need dwelling to be provided without any consideration of distance to bus stop, cycling and footpaths etc. The tests for sustainability should be the same for Local Needs Housing as it should for Self and Custom Build Housing.

6.71 - Draft Policy H7 (2) there is no evidence to demonstrate that the provision of self build dwellings on larger sites is successful in delivering self and custom build dwellings. There are two examples in NWLDC and both have failed to provide any self build dwellings and have been replaced by market dwellings.

7.89 - Draft Policy Ec12 (6) the requirements for 24 months of marketing is too long and fails to provide adaptability and flexibility for business to respond to changing economic and social issues. A period of 12 months would be more appropriate.

9.13 - Draft Policy IF1 - Needs to make clear the threshold where such infrastructure provision would be required.

10.79 - Draft Policy En6 (3) - The policy should clarify what is meant by 'significant adverse impacts on air quality'. Perhaps this should refer to major development within or within a particular distance to AQMAs?

I hope that this is of assistance.

Kind Regards

James Mattley

MRTPI, MA, BSc (Hons)

[REDACTED]
[REDACTED]

Web : jjmplanning.co.uk

signature_3162371454



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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	WESLEY	
Last Name	HEXTALL	
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? Proposal and headings on new local plan 2020-2040 regarding new village of "Isley Woodhouse"	<input checked="" type="checkbox"/>	Proposed policies
	<input checked="" type="checkbox"/>	Proposed housing and employment allocations
	<input checked="" type="checkbox"/>	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)

Comments on not meeting the titles on local plan

Nos 1

Nos 4

Nos 7 & 8

Nos 9 & 10

See separate 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:



Date:

12.2.2024

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

Comments to Draft North West Leics Local Plan regarding proposed new "village" of Isley Woodhouse 2020-2040

This is the wrong place for a new village to be built. - regarding heading 9 & 10.

This beautiful countryside area counteracts the adverse effects of airport and transport pollution from motorways and airport. We need fields, woods, flowers and trees for wildlife and for us. The land between Isley Walton and Belton surrounding the Dumps woodlands is agricultural land and is needed to provide more arable and grazing at a time of most need. **We need to feed our population and rely less on imported food.**

This historic area has Langley Priory, an ancient building and estate, Breedon on the Hill's ancient hill fort and Church, as well as the villages of Isley Walton, Diseworth, Tonge and Belton with Donington Hall close by. These should be protected from urban sprawl. **People choose to live in these villages for rural tranquility.**

This large scale new Village project will blight existing villages and their ability to sell their homes and property.

We live on the edge of the National Forest and attract visitors to this beautiful area. A housing/urban development of this scale would detract from visitors wishing to visit and their experience of this area would suffer. This would be an economical downturn at local level for pubs, restaurants, hotels and attractions for years. It will blight the areas beauty for years.

Local wildlife would suffer from major disruption. We have in recent years had increases in diverse local and rare orchids and have trout in our local Tonge Brook. This should be preserved.

Drainage -regarding heading 7 & 8

The fields sloping down towards the A453 Tonge "T" junction are often flooded at the bottom and onto the road. Should these fields be built on, the run-off water would increase due to tarmac/concrete & building coverage. The Tonge brook regularly floods. More development here would worsen this, backing up into Breedon to increase flooding of the brook there.

The water pumping station cannot cope at present and I'm sure would need large modifications to cope.

We have no gas supply in Breedon on the Hill. I believe it stops somewhere near the airport. What are the energy source plans? Will electricity be used for heating buildings and future housing in this new "village". We've had more power cuts in Breedon in last 6months than previous 35years.

Noise & Environmental Impact regarding heading No1

The quarrying at Breedon on the Hill would disrupt future development due to quarry lorries already using the roads from Breedon to A42M. Further building workers transport will add chaos to country roads.

Any residential housing in the proposed new village would be impacted by quarrying through quarry lorries, noise and dust. This is detrimental to new residents health and well being.

The airport is very noisy at night with cargo flights and during the summer, when cheap flights increase using older planes. This would be detrimental to living this close to the airport.

The airport and surrounding industrial units need workers but **I truly believe the extra housing would be better suited in Castle Donington, Kegworth, Ashby de la Zouch and Coalville and Shepshed and Melbourne.**

These are already towns with good infrastructure, which would benefit from better transport, medical and education improvements including schools, without the need for destroying a beautiful area of pristine agricultural land.

The Download Festival continues. Locals live with it and always have ,till last year when it was a terrible failure in terms of traffic chaos and horrendous noise. Why would people wish to live a new village so close to a yearly festival.

The race track at Donington Park also creates huge noise levels and would be too close for further residential dwellings.

Transport Links & Economy - Regarding heading 4

Although it may be an incentive to build a new village to service the airport and industry it may just be another area where workers use the A453, M1 & A42 road links to Birmingham, Nottingham, Derby, and Sheffield causing extra traffic.

We need a more joined up integrated public transport system that also crosses county borders, as this area abuts NWLD, Derbys, Notts.

Our local public transport **does not** serve our needs at present by a long way. It hasn't for decades. Most people do not wish to go to Coalville or Leicester.

Mrs. Lesley Hextall



From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Draft plans to build on land at Broom Leys Road, Coalville
Date: 24 February 2024 17:00:40

I object to 266 Houses being built on land at Broom leys farm ,Coalville.

Being a local resident I sincerely object to any Houses being built on this land.

I do not want another set of traffic lights on A511 and even more traffic on Broom leys road, there will be no green land or separation between Coalville and Whitwick also lack of infrastructure.

Also object because it will cause more flooding in area, loss of habitat to wildlife. It will also cause more air pollution to what it already is with Stephenson way

As I state I object to any Houses or buildings being built on this land and if I can object in any other way please let me know.

Mr Roper

Sent from [Outlook for Android](#)

From: 
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 25 February 2024 12:08:48
Attachments: [Local plan consultation response H7.docx](#)

Dear Planning Policy Team

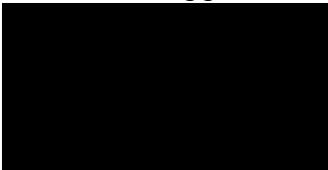
Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below (and attached) my comments related to Policy H7 of the latest Local Plan, made as part of the ongoing consultation.

I request that you re-consider the policy, where it enables any derogation to the limits to development, for self or custom build dwellings, as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Simon Haggart



Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the

very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to

that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- *Supercharging Europe's Science Capital.*
- *Building beautiful – and making architecture great again.*
- *Building great public services into the heart of every community.*
- *Communities taking back control of their future.*
- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are *In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.*

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within**

reasonable walking distance of a good bus service and ...

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as 'windfall' as they are genuine and must be included in the consideration of fulfilling the register.

11. **Policy Omission - Enforcement of discharge conditions for custom build plots**

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: FW: Local plan consultation response comments on policy H7
Date: 25 February 2024 12:12:10
Attachments: [Local plan consultation response H7.docx](#)

Dear Planning Policy Team

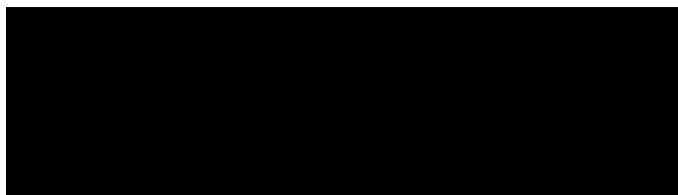
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Yours sincerely

Claire Palmer



Local Plan Consultation Policy H7 Self and Custom Build

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This position is supported

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However, if the figure was 6% then the council would have no further self and custom build requirement and our countryside would be safeguarded.

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Additionally, any such capability is another reason why they should never be

permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

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Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

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4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

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Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone

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The H7 policy should help to achieve this aim and not undermine it

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Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and

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Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

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10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. **Policy Omission - Enforcement of discharge conditions for custom build plots**

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

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- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response



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From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: FW: Local plan consultation response comments on policy H7
Date: 25 February 2024 12:12:39
Attachments: [Local plan consultation response H7.docx](#)

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below (and attached) my comments related to Policy H7 of the latest Local Plan, made as part of the ongoing consultation.

I request that you re-consider the policy, where it enables any derogation to the limits to development, for self or custom build dwellings, as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely
Gerald Palmer



Local Plan Consultation Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was 6% then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the

very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

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From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: FW: Local plan consultation response comments on policy H7
Date: 25 February 2024 12:13:32
Attachments: [Local plan consultation response H7.docx](#)

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By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

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Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

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Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

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Reasons

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Not supported

Reasons

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In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

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- How will the BNG be divided, assessed, maintained and evidenced?
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If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response



Virus-free www.avg.com

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 25 February 2024 12:16:33
Attachments: [Local plan consultation response H7.docx](#)

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below (and attached) my comments related to Policy H7 of the latest Local Plan, made as part of the ongoing consultation.

I request that you re-consider the policy, where it enables any derogation to the limits to development, for self or custom build dwellings, as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Paula Haggart



Local Plan Consultation Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be

permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed,

individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are *In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.*

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

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The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Responding to the Local Plan Consultation
Date: 26 February 2024 10:54:07

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely
John Tomlinson

[REDACTED]

Local Plan Consultation

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Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

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need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

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It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

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The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local Plan Consultation policy H7 - comments
Date: 26 February 2024 11:06:19

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Alison Tomlinson
[REDACTED]

**Local Plan Consultation
Policy H7 Self and Custom Build**

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

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Not supported - with caveat

Reasons

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taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

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The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
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able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid.**

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are
In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren’t the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

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Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development
If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds

must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

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Not supported

Reasons

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Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

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bus service and ...

Not supported

Reasons

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Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

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This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

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From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Planning Policy Consultation
Date: 26 February 2024 20:11:59

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Local Plan Consultation 5th February to 17th March 2024 – Policy H7

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Kevin Anderson



Local Plan Consultation

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Name

Address

Local Plan Consultation

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The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year

(link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)
<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)
Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- *Supercharging Europe's Science Capital.*
- *Building beautiful – and making architecture great again.*
- *Building great public services into the heart of every community.*
- *Communities taking back control of their future.*
- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are
In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is

reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. **Policy Omission - Enforcement of discharge conditions for custom build plots**

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

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This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response



Oadby & Wigston

BOROUGH COUNCIL

Planning Policy
North West Leicestershire District Council
PO Box 11051
Coalville, LE67 0FW

Please ask for: Ed Morgan



Ref:

Date: 27th February 2024

Dear Sir or Madam,

Re. North West Leicestershire Local Plan Draft Preferred Options (Regulation 18) Consultation - Officer comments on behalf of Oadby and Wigston Borough Council

Thank you for consulting Oadby and Wigston Borough Council on the North West Leicestershire Local Plan Preferred Options (Regulation 18) Consultation Draft.

All local authorities within the Leicester and Leicestershire Housing Market Area have a strong track record of effective joint working on strategic matters and it is encouraged that North West Leicestershire continue to work collaboratively to seek an agreed way forward in relation to Leicester City's unmet need and apportionment / redistribution of the unmet need.

Any approach taken forward by North West Leicestershire must ensure that the housing needs of the District area are met in full. In addition, any housing growth scenario must take account of Leicester City's unmet need and any re-distribution of this unmet need once it has been agreed by local authorities in the Leicester and Leicestershire Housing Market Area.

Going forward, North West Leicestershire District Council must ensure that all evidence base underpinning the Local Plan is up to date and accurate and takes account of the latest national and strategic level evidence base, for example, the Leicester and Leicestershire Housing and Economic Needs Assessment and all associated evidence being prepared by Leicester and Leicestershire local authorities.

We look forward to continuing to work closely with you under the duty to cooperate as your Plan evolves.

Yours faithfully,

Ed Morgan

Principal Planning Policy Officer

Oadby and Wigston Borough Council, Brocks Hill Council Offices, Washbrook Lane, Oadby,
Leicester, LE2 5JJ

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Our Ref: P8100/PB/hr
 Date: 21st February 2024

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

Grosvenor House
 75-76 Francis Road
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T 0121 455 9455
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FAO Joanne Althorpe

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

Dear Joanne

**Local Plan Public Consultation – 5th February 2024 to 17th March 2024
 Land at Ingledene, Burton Road, Ashby de la Zouch**

Further to our meeting on 10th January 2024, I write on behalf of Owl Homes, to engage with your ongoing consultation for the emerging North West Leicestershire Local Plan. As requested, please find enclosed:

- 1) Transport Appraisal prepared by ADC Infrastructure
- 2) Layout prepared by Geoff Perry Associates

You will have already seen the previously submitted Vision document which proposed c.68 dwellings at Land to the North of Burton Road. The enclosed layout provides an indicative scheme for 47 dwellings whilst the Transport Appraisal reviews the impact against the previous submitted amount of 68 dwellings to ensure a robust assessment.

The site is located off Burton Road, Ashby-de-la-Zouch and measures 1.9ha. It is currently in agricultural use and is bounded on the northern boundary by woodland; On the eastern boundary there is a large new housing development adjacent to the site. On the southern boundary are existing properties fronting onto Burton Road; and the west is marked by Burton Road with isolated dwellings and agricultural fields beyond. The site would provide a sustainable and logical extension to the town.

The commentary in this letter primarily relates to emerging Policy H3 - *Housing Provision - New Allocations* and the lack of an identified allocation at our client's site, given the site is:

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- 1) Sustainably located to one of the largest settlements in the district, a Key Service Centre, Ashby de la Zouch;
- 2) Is promoted by a housebuilder, Owl Homes, who are contractually obliged with the landowner to deliver the site in the short term;
- 3) Located on a main distributor road, Burton Road, which can take traffic to the north to the A511 towards the A42, around, rather than through Ashby de la Zouch;
- 4) Easily and safely accessed off the Burton Road;
- 5) Has no restrictive land use designations which would prevent the site from coming forward;
- 6) Has no restrictive physical constraints on the site which would prevent the site from coming forward;
- 7) Is located in a town which has which only has 4% of the proposed Key Service Centres allocations; and
- 8) Is located in close proximity to Coalville where it is understood the Council is having difficulty finding sites to meet the housing requirement for the town.

It is noted that the Council has decided to follow Option 7b of its distribution of housing strategy which distributes 35% of housing growth to the Principal Town (Coalville); 35% to the New Settlement near East Midlands Airport; 15% to the Key Service Centres (Ashby de la Zouch and Castle Donnington); and a further 10% and 5% to the Local Service Centres and Sustainable Villages respectively. In relation to our client's site this results in a Key Service Centre requirement of 854 dwellings split between Ashby de la Zouch and Castle Donnington.

It is noted the Council has currently identified sites which can accommodate more than the required 854 dwellings and has proposed 1,126 dwellings in the two Key Service Centres. However, the identified sites are split as follows: 50 dwellings at Ashby de la Zouch, and 1,076 dwellings at Castle Donnington. This seems unbalanced. The imbalance is further emphasised when it is considered Ashby de la Zouch's population is c.50% larger than Castle Donnington's. The lack of any significant new allocations in Ashby de la Zouch, and the imbalanced split between the Key Service Centres appears not to be sound.

Whilst it is understood that the proposed split between the Key Service Centres is largely due to the existing allocated site at Money Hill (Site Reference A5), which remains to be fully built out, the emerging plan provides 96% of the new Key Service Centre's growth in Castle Donnington (at a single site reference CD10), and only 4% in Ashby de la Zouch.

It is noted that 1,200 dwellings at Money Hill are reallocated in the emerging Local Plan, however this does raise questions about why the site has not been developed to date, and the potential deliverability of the existing allocation at Money Hill. Allocating our client's site at Ingledene, will assist with the deliverability of the growth in Ashby de la Zouch, as Owl Homes are contractually obliged with the landowner to deliver the site in the short term.

The deliverability of Money Hill is magnified, when it is considered the site was allocated in the adopted North West Leicestershire Local Plan 2011 to 2031 (2017), and included again in the Partial Review (2018), yet your authority's Five Year Housing Land Supply Statement (July 2023) and the accompanying Housing Trajectory (April 2023), notes the overall capacity of Money Hill is c.2050, yet only 162 dwellings had been completed, with a further 22 under construction. Less than 8% of the Money Hill Allocation has been completed, 6 years after its allocation. This equates to a delivery of only 27 per annum. Our client's site could assist with ramping up delivery, given the site is relatively small, easily accessed, and free from significant constraints.

Further, it is noted Coalville has an undersupply of 301 dwellings compared to an identified requirement of 1,993 dwellings in option 7b of the Housing Growth Strategy. Given the proximity of Ashby de la Zouch to Coalville (c.5km) compared to Castle Donnington (c.13.5km) there is a logical argument that our client's site could accommodate some of Coalville's requirement, in a location close to where the need is identified.

It should also be noted that unlike the only proposed allocation in Ashby de la Zouch, to the South of Burton Road (Site Reference A27), our client's scheme would not have to be accessed through a housing estate, and would have less of an impact in terms of traffic generation passing through an existing residential area. Given our client's site is also located directly on a main distributor road, Burton Road, this would also offer occupiers the opportunity to travel north to the A511 to the A42, avoiding the Town Centre of Ashby de la Zouch.

As you requested when we met, a Transport Appraisal has been prepared. The appraisal includes a sustainability assessment which acknowledges that the site is located close to a number of facilities including a food store, medical centre and pharmacy and a primary school. It also notes that Ashby de la Zouch town centre, with its services, shops and facilities, is within convenient walking distance of the site. The appraisal also highlights that Burton Road is designated as a recommended route for cycling and is well located for cycle trips, with its proximity to employment, education and retail centres. It is noted that public transport is accessible too, with the nearest bus stops to the proposed development on Burton Road approximately 150m to the southeast of the site.

Proposed access arrangements into the site would be achieved via a priority controlled T-junction onto Burton Road with footways provided adjacent to the access road to tie into the existing footway provision on Burton Road. In addition, the existing Public Right of Way that crosses the site can be accommodated within the layout and will provide a traffic free pedestrian and cycle link to the areas to the east. The access is designed in accordance with Leicestershire County Council's design standards and it has been shown that 120m visibility splays can be achieved in the horizontal and vertical planes.

An assessment of the operation of the proposed Burton Road/site access junction has also been undertaken which confirms that the junction would operate within capacity with minimal queuing and delays. The Transport Appraisal report has confirmed that the site is sustainably located with good opportunities for travel by active modes instead of the private car. The development of the site should not impact on highway safety or the free flow of traffic on the road network.

We would welcome a further meeting with Officer, however, should you have any queries, please let me know.

Yours sincerely



Paul Barton MRTPI
Director



cc Jamie Thompson – Owl Homes

Encs



The Contractor is to check and verify all building and site dimensions, levels and sewer level levels at construction 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 and checked against any structural, geotechnical or other specialist documentation provided. This drawing is not intended to show details of foundations, ground conditions or ground contours. Each area of ground related to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or flint ground, contaminants or on within the project, should be further investigated by a suitable expert. Any earthwork construction shown indicate typical slopes for guidance only & should be further investigated by a suitable expert. Where existing trees are to be retained they should be 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 2 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 or otherwise) to any Client or third party arising out of the Client (or its Developer or Contractor) but not limited thereto) non-compliance with above mentioned 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.

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Client:
Owl Homes Ltd

Project:
Burton Road, Ashby de la Zouch

Title:
Appraisal Layout

Date: 05 / 02 / 2024 **Scale:** 1:500 @ A1
Drawn by: GRP **Checked by:** -

Job No. **Drg No.** **Rev.**
 A 882 38 -



Appraisal Layout

Burton Road, Ashby de la Zouch

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.



Our Ref: P8111/PB/hr
 Date: 11th March 2024



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

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

Dear Sir or Madam

**Local Plan Public Consultation - 5 February to 17 March 2024
 Land to the North of Loughborough Road, Coleorton**

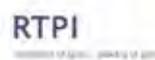
I write on behalf of Owl Homes, to engage with your ongoing consultation for the emerging North West Leicestershire Local Plan, specifically with regard to the lowering of Coleorton (Lower Moor Road) from a Sustainable Village to a Local Housing Needs Village. It is understood that the downgrading of the village is due to the loss of the local shop which recently gained planning permission to be converted into a house.

The site lies outside of, but adjacent to, the “Limits to Development” for Coleorton in the adopted local plan (November 2017) and the subsequent Partial Review (March 2021). The adopted Proposals Map identifies that the site is located in the Countryside and the National Forest. Policy S2 (Settlement Hierarchy) identifies Coleorton as a ‘Sustainable Village’ which the Local Plan envisages can accommodate a limited amount of growth within the “Limits to Development”. Local Housing Needs Villages on the other hand, essentially restrict development to those people who can demonstrate a local connection to a village.

We have reviewed your authority’s Settlement Study (2021) which provides the evidence base to categorise settlements within the North West Leicestershire Local Plan. The study assessed Coleorton (Lower Moor Road), and other settlements against the following criteria: whether the village had a convenience store; the level of education provision; employment opportunities in and around the settlement; connectivity and services/facilities. The study gave Coleorton (Lower Moor Road) an overall score of 8. If the village were assessed today, without the provision of a shop, it would give the village a score of 7. Whilst it is accepted the score would be reduced, it is of note that an overall score of 7 is the same score as Albert Village, for example, which remains categorised as a Sustainable Village.

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In addition, there are facilities which are spatially more aligned to Coleorton (Lower Moor Road) than the remaining area of Coleorton, which is predominantly to the south of Loughborough Road. The George Public House is outside of the Lower Moor Road area, which is technically correct, but it is spatially located in close proximity to the occupiers of Coleorton (Lower Moor Road) and can be accessed easily from a footpath via Stony Lane 100m from the "Limits to Development" of Lower Moor Road. It is of note that the George Public House is not even shown on the Coleorton (outside the Lower Moor Road area) map, on page 45 of the Settlement Study, yet it is included in the assessment. It seems programmatically that the Public House is far better linked to the Lower Moor Road area of the village, and if this is the case Coleorton (Lower Moor Road) has a greater number of services and facilities than are listed in the Settlement Study and should not be lowered in the settlement hierarchy.

We also query why Coleorton is separated at all. It is appreciated that the Loughborough Road splits the village, but the road is well lit and narrow enough to be crossed easily. Indeed, the road is crossed daily for those people living to the north of the Loughborough Road, whose children attend the Viscount Beaumont Primary School.

The Viscount Beaumont Primary School is assessed in the Settlement Study as serving both Coleorton (Lower Moor Road) and the remaining area of Coleorton. The school is located to the south of Loughborough Road, but it is only 750m from the centre of the Lower Moor Road settlement. The school is within the acceptable walking distance for "commuting / school" set out in the Chartered Institution of Highways & Transportation (CIHT) Providing for Journeys on Foot (2000).

It is also noted that the George Public House is equally easily accessed on the north of the Loughborough Road by people living to the south. It would seem more appropriate to list the services and facilities of both Coleorton (Lower Moor Road) and the remaining area, especially when it is considered that the distance from the Kings Arms in the south to the former methodist church to the north, is less than a kilometre.

To summarise, Coleorton (Lower Moor Road) appears to have sufficient facilities to be considered sustainable on its own, but when it is considered with the facilities within the remainder of the village, it seems logical that the village should continue to be considered a high tier settlement.

The downgrading of the village in the settlement hierarchy means that both Coleorton (Lower Moor Road and outside Lower Moor Road) are both Local Housing Needs Villages, which will severely limit growth in the future. The lack of any future growth in the village becomes magnified, when it is considered that The Viscount Beaumont Primary School has capacity for 112 with only 72 places filled in the school at present. Without growth, villages like Coleorton will continue to have their services reduced, and eventually closed.

To assist the Council with its consultation of the above site, we enclose the following documents for your attention:

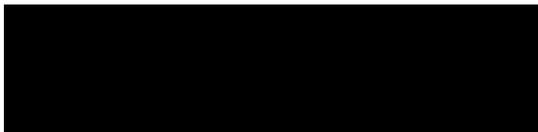
- Coleorton Vision Document
- Transport Appraisal

We would welcome a meeting with Officers, however, should you have any queries, please let us know.

Yours faithfully



Paul Barton MRTPI
Director



Encs

cc Jamie Thompson – Owl Homes

LOUGHBOROUGH ROAD
COLEORTON

Vision Document
March 2022

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Desk Top Publishing and Graphic Design by Barton Willmore

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Date: 11/03/2022 Revision: 08 Status: Draft Author: DW Checked by: LH



1. The Vision

“An attractive and well-connected residential development of high quality homes, set within a strong landscape setting, with an area of attractive public open space as part of the development.”



Creation of high quality homes for all

The development will create new high quality homes within the village of Coleorton, sensitive to the local setting and context whilst expanding the Coleorton residential community.



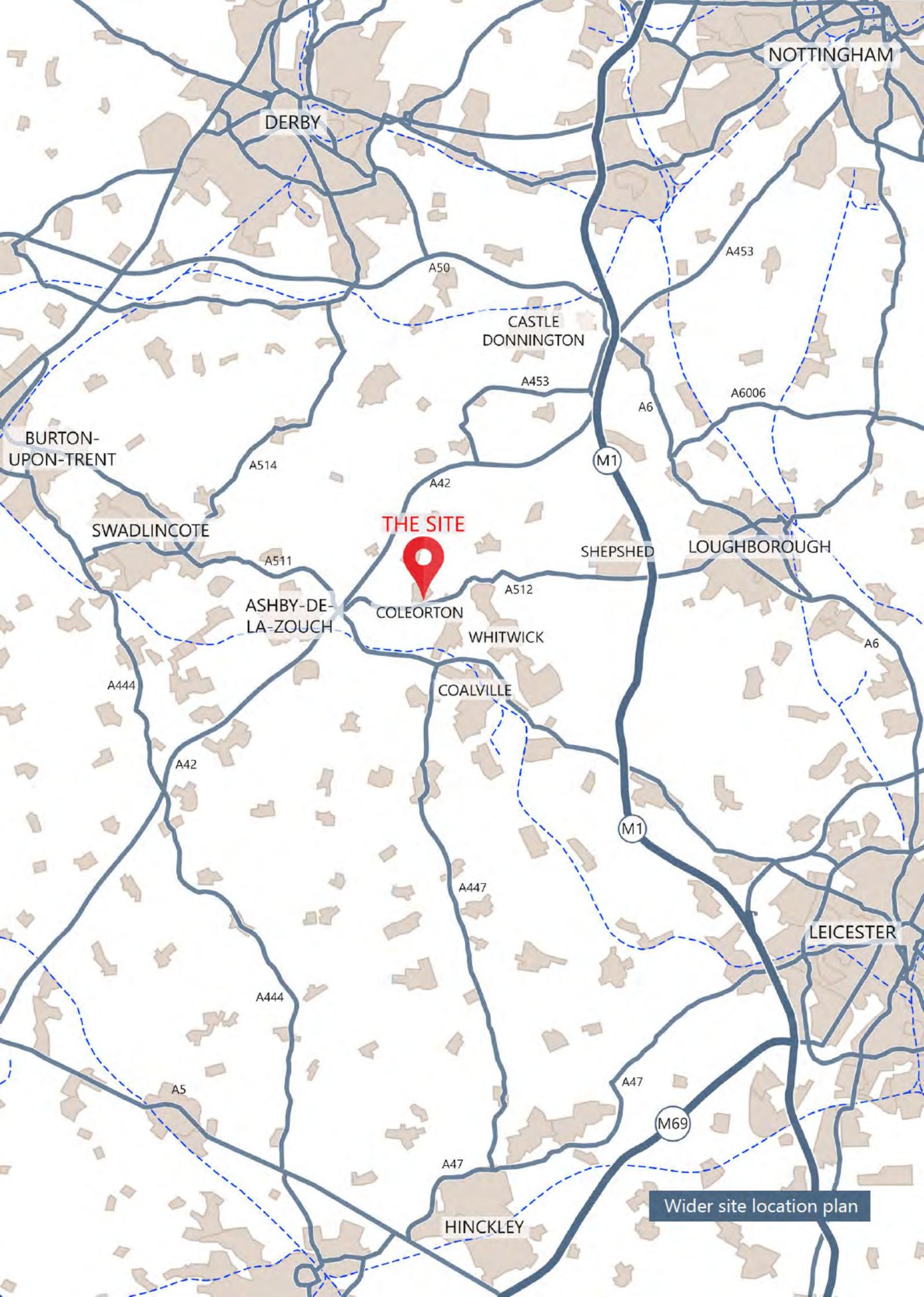
A development which increases connectivity and enhances legibility

As part of the development, the existing PRoW will be retained and enhanced and a new connection created onto Loughborough Road, improving connectivity and links for residents of the site and the local area.



A development which sits within the local landscape and responds to the local character

The planting surrounding the site will be maintained and enhanced where required to add to the character of the development and inform new public open space. New public open space will be created on the site, benefiting both the new and existing communities.



NOTTINGHAM

DERBY

CASTLE
DONNINGTON

A50

A453

A453

A6

A6006

M1

BURTON-
UPON-TRENT

A514

A42

THE SITE



SHEPSHED

LOUGHBOROUGH

SWADLINCOTE

A511

A512

ASHBY-DE-
LA-ZOUCH

COLEORTON

WHITWICK

A6

A444

COALVILLE

M1

A42

LEICESTER

A447

A444

A5

A47

M69

A47

HINCKLEY

Wider site location plan

3. Planning Context

Local Planning Policy

The Development Plan in relation to this site comprises:

- North West Leicestershire District Council Local Plan (2021).

The North West Leicestershire District Council Local Plan was adopted in November 2017 and sets out the vision and strategy for development within the District up until 2031. It allocates sites including those to meet employment and housing needs. It identifies a requirement of 9,620 dwellings and 66ha of employment land over the plan period and states that an early review will be required due to a mismatch in the type of employment land provision (Policy S1).

The adopted Local Plan includes strategic and development management policies including: Policy S1 (Future Housing and Economic Development Needs); Policy S2 (settlement hierarchy); Policy S3 (Countryside); Policy D1 (Design of New Development); Policy D2 (Amenity); Policy H4 (Affordable Housing); Policy H6 (House Types and Mix); Policy IF3 (Open Space, Sport and Recreation Facilities); Policy IF7 (Parking Provision and New Development); and Policy EN3 (National Forest).

The Site lies outside of, but adjacent to, the Limits to Development for Coleorton. The adopted Proposals Map identifies that the Site is located in the Countryside and the National Forest. Policy S2 (Settlement Hierarchy) identifies Coleorton as a 'Sustainable Village'. Sustainable Villages are the fourth tier of the settlement hierarchy. They are identified as having a limited range of services and facilities. The Local Plan envisages that a 'limit amount of growth will take place within Key Service Centres.

Emerging Policy

The Local Plan Review is being undertaken in two parts: the Partial Review; and the Substantive Review.

A first stage consultation for the Partial Review ran from February to April 2018 and the Emerging Options consultation followed, between November 2018 and January 2019.

Partial Review

The Partial Review concerned amendments to Policy S1 only, relating to housing and employment requirements. The examining Inspector found the Partial Review sound, subject to modifications, in February 2021 and the North West Leicestershire Local Plan (as amended by the Partial Review) was adopted in March 2021.

Substantive Review

The Substantive Review, now referred to simply as 'the Local Plan Review' is wider ranging and has been progressing throughout this time. The latest Call for Sites closed in October 2020.

This review is taking into account changes that have occurred since adoption such as the revised National Planning Policy Framework (NPPF) publication in 2021; changes to the Use Classes Order in September 2020; addressing Leicester City Council's unmet need for housing and employment land; the publication of the Planning for the Future White Paper; and the standard method calculation for housing need, in addition to the implications of extending the plan period to 2039.

The current timetable for the Local Plan Review is as follows:

- Development Strategy Options and Policy Options – January/February 2022 – current stage
- Consult on potential site allocations – Spring 2022
- Consult on draft policies – Autumn 2022
- Agree publication version (Regulation 19) – June 2023

- Consult on Publication Local Plan (Regulation 19) – June/July 2023
- Submission – October 2023
- Examination – January 2024
- Adoption – Mid 2024

This Development Strategy and Policy Options consultation is a Regulation 18 stage public consultation. The consultation is structured into 8 broad topics with some divided into individual policy areas. Some sections include preferred policy options or specific policy wording and each section includes consultation questions.

This consultation does not cover all matters to be included in the Local Plan Review. Future consultations will include sites proposed for allocation and amendments to Limits to Development around settlements.

Evidence Base

The Council are producing evidence for the Local Plan Review. The Evidence Base includes a Sustainability Appraisal, Settlement Study, Strategic Housing and Economic Land Availability Assessment (SHELAA) 2021 and documents and studies relating to employment land, retail uses, renewable and low carbon energy, housing need and landscape.

The Site was submitted for consideration through the Call for Sites as part of the Local Plan Review in February 2020. The site is contained within the 2021 SHELAA, with reference Cn13. The Site is considered 'potentially suitable', 'available' and 'potentially achievable' however concerns were identified regarding highways, ecology and geo/environmental factors. As outlined in the SHELAA, the Site lies outside of, but adjoins, the Limits to Development of the part of Coleorton identified as a Sustainable Village. A change to the Limits to Development would be required for the site to be considered suitable.

Supplementary Planning Guidance/Document

Good Design SPD (2017)

This Document sets out the Council's approach to the design of development proposals, building on the

Policies of the adopted Local Plan. The guidance has informed the layout and design of the indicative layout included within this Vision Document.

Affordable Housing SPD (2021)

This Document was adopted in December 2021 with the purpose of supporting the delivery of Affordable Housing in the District. It provides further detail about the application of the Affordable Housing Policies in the Local Plan.

Neighbourhood Plans

At the time of writing there the Site is not located within a Neighbourhood Plan area, however it is close to the proposed boundary of the Pre-Submission Swannington Neighbourhood Plan

Other Material Considerations

National Planning Policy Framework (NPPF) (2021)

The NPPF sets out the principles by which the new Local Plan will be produced and examined against. There are a number of key paragraphs in relation to the promotion of this site through the local plan process including:

- The need to identify land for the authority's whole area, including any needs which cannot be met in neighbouring areas (paragraph 66).
- The need to identify a sufficient supply of sites taking account of availability, suitability and likely economic viability (paragraph 68).
- The plan maker's need to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development, including in discussions with neighbouring authorities (paragraph 141).
- The valuable opportunity that the National Forest offers to improve the environment around towns and cities, by upgrading the landscape and providing for recreation and wildlife (paragraph 146).

References to the relevant sections of the NPPF are included throughout this document and reference has also been made to further guidance provided within the Planning Practice Guidance.

4. Site Context

The site is located in the centre of Coleorton and approximately 2 miles north of Coalville. The site is within walking distance of shops and services in Coleorton and Peggs Green villages.

Access & Movement

The site is accessed from the A512, Loughborough Road. Loughborough Road is a single carriageway which joins the A42 at Ashby-de-la-Zouch to the west and the M1 and Loughborough to the east. There is a footpath along the road's northern edge (the site's southern boundary).

The site is located within walking distance (0.2 miles / 4 minutes) of services in Coleorton village.

The site is also within walking distance of regular bus services to Burton-upon-Trent and Swadlincote.

There is a Public Right of Way (PRoW) running diagonally through the site with a wide network of PRoWs in the surrounding area.

Train Services

The closest railway stations are Loughborough and Burton-on-Trent and can be reached by a 23 minute and 27 minute car journey respectively. Loughborough provides regular services to London St. Pancras, Lincoln, Leicester, Sheffield and Nottingham whilst Burton-on-Trent provides regular services to Cardiff via Gloucester, Birmingham New Street, Edinburgh via Leeds and Nottingham.

Bus Services

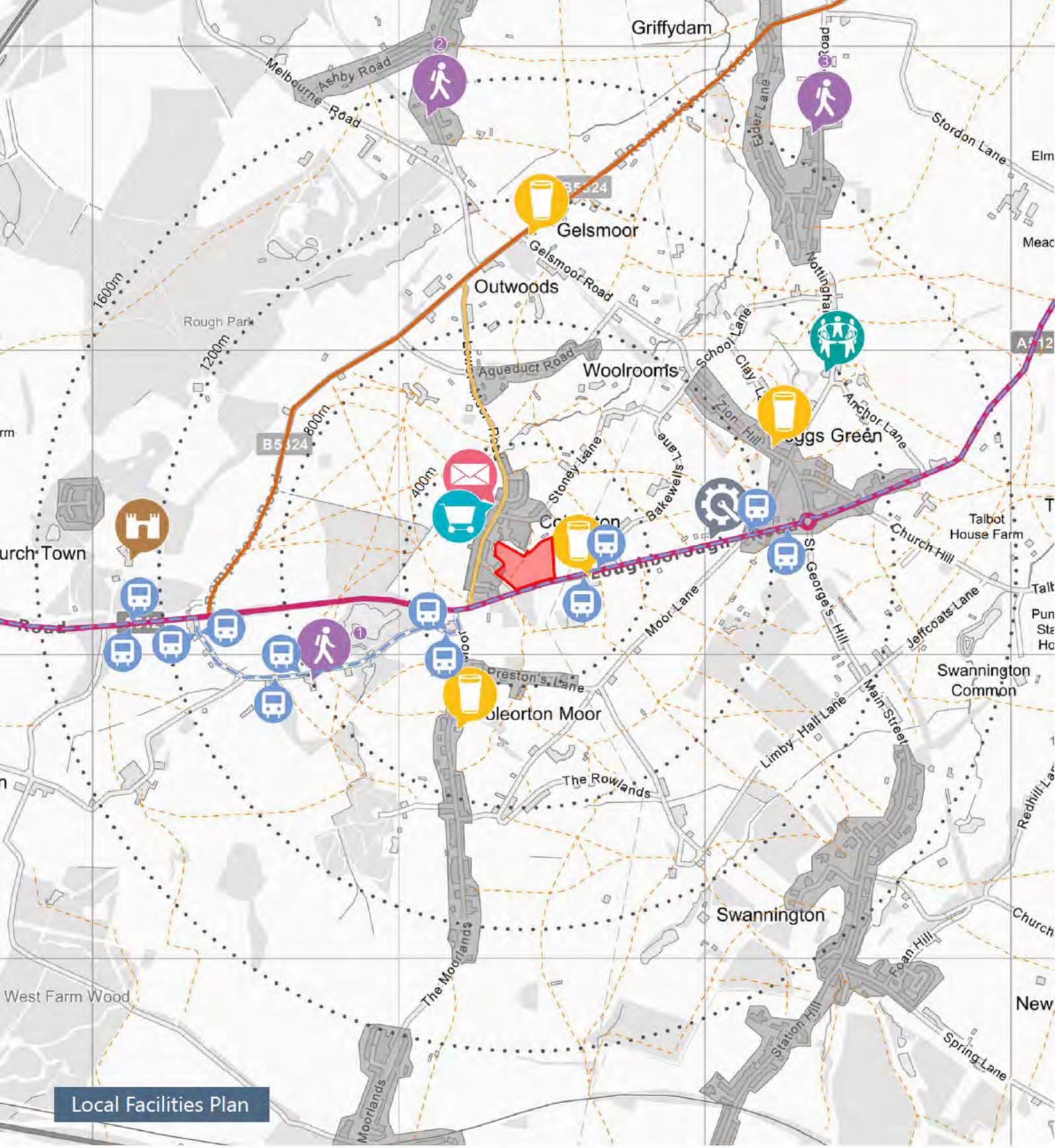
The closest bus stops to the site are located:

- On Loughborough road, approximately 0.1 miles, 2 minutes walk west from the site access serving the 29 route.
- On Zion Hill, approximately 0.6 miles, 12 minutes walk west of the site serving the 129 route.

The 29 route runs between Coalville and Burton-upon-Trent via Swadlincote with a daytime frequency of twice an hour. The 129 bus route runs between Ashby-de-la-Zouch and Loughborough with a daytime frequency of one every two-three hours.

Local Facilities & Services

Type	Description	Walking Distance	Walk / Cycle Time
Education	Viscount Beaumonts CofE Primary School	1.0 km / 0.6 miles	11 minutes / 5 minutes
	Newbold CofE Primary School	1.8 km / 1.1 miles	23 minutes / 8 minutes
	Griffydham Primary School	2.1 km / 1.3 miles	26 minutes / 8 minutes
Food Retail	Coleorton Village Store (and Post Office)	0.5 km / 0.3 miles	6 minutes / 2 minutes
Pubs, Cafes, Restaurants and Leisure	The George Coleorton	0.2 km / 0.1 miles	3 minute / 1 minute
	The Angel Inn	0.6 km / 0.4 miles	9 minute / 3 minutes
	New Inn	1.1 km / 0.7 miles	13 minutes / 4 minutes
	Beaumont Centre (Village Hall)	1.3 km / 0.8 miles	15 minutes / 4 minutes
	Gelsmoor Inn	1.4 km / 0.9 mile	17 minutes / 6 minutes



Local Facilities Plan

-  Site Boundary
-  Urban Areas
-  Loughborough Road / A512
-  Rempstone Road / B5324
-  Lower Moor Road
-  Bus Route (29A)
-  Public Rights of Way
-  Schools
1. Viscount Beaumonts C of E Primary School
2. Newbold C of E Primary School
3. Griffydham Primary school
-  Colerton Post Office
-  Colerton Village Store
-  Colerton Hall & St Mary the Virgin's Church
-  Public Houses
-  Colerton Garage & Petrol Station
-  Route 29A Bus Stops
-  Beaumont Centre Village Hall

5. Opportunities & Constraints

The findings from the initial site and context assessment have been evaluated to identify the emerging constraints and opportunities relevant to the development of the site.

The composite plan in this section presents the analysis of these elements, the qualities of the site and its immediate setting that provides the context for future development proposals. The positive features and opportunities on and around the site should be retained, enhanced and incorporated into the scheme where possible, to strengthen local distinctiveness

Key Opportunities

There is significant existing vegetation (hedgerows, trees and other planting) along the site boundaries which can be retained and enhanced to add character to the development.

There is an existing PRow on site which can be enhanced to provide better access for residents of the site and the local area.

The site is in close proximity to nearby bus stops, two minutes' walk from the site.

There is potential to utilise the existing topography of the site for sustainable drainage

There is potential for a new access directly onto Loughborough Road

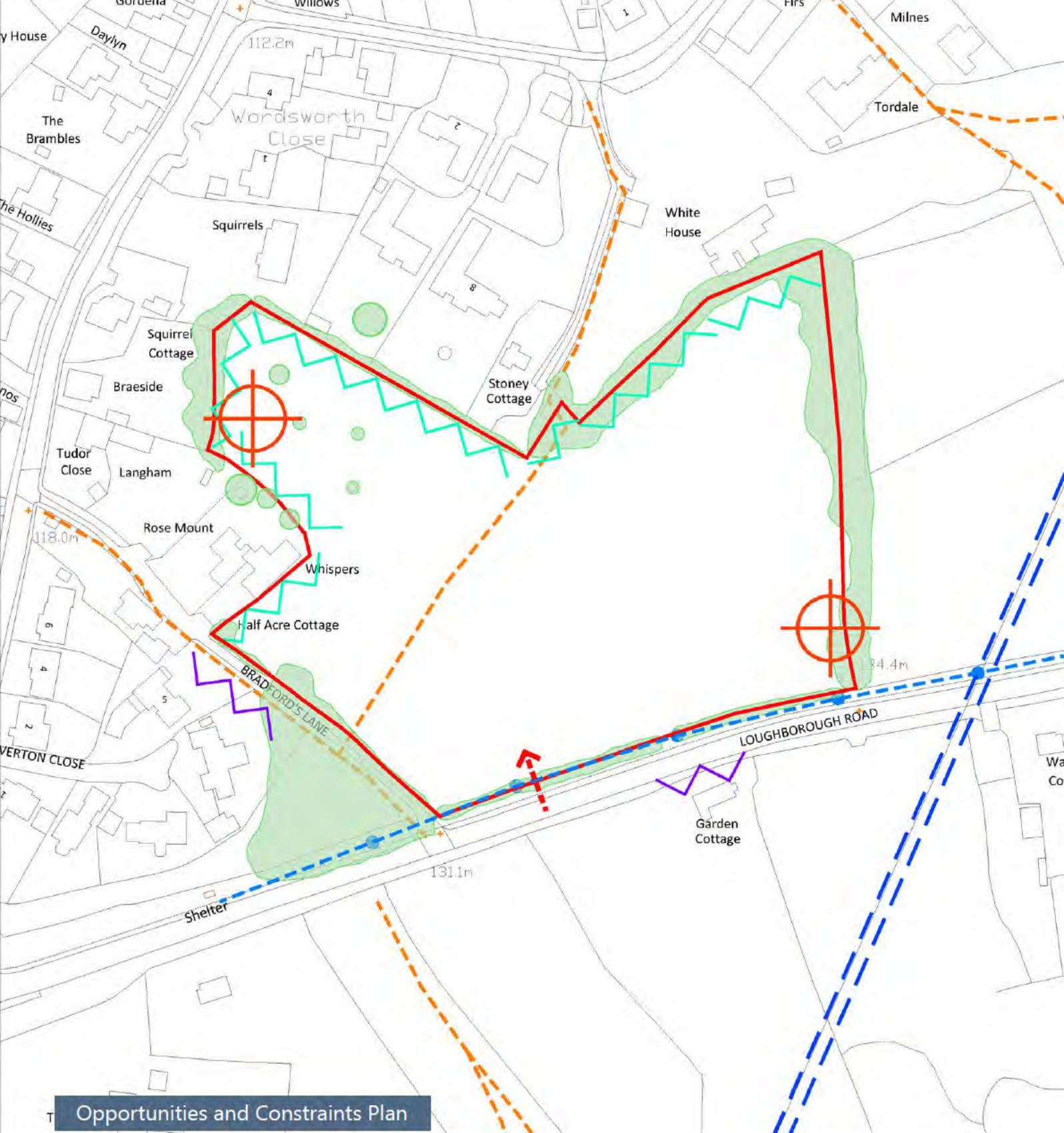
There are local community facilities, shop and schools within walking distance of the site

There is an opportunity to provide better pedestrian and cycle connections through the site from Loughborough Road and Bradford Lane to the village centre of Coleorton, benefiting local residents by making nearby bus stops and other services more accessible.

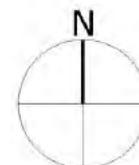
Key Constraints

Adjacent properties to the north should be backed on to.

Part of the Site lies within the Coal Development High Risk Area and there are disused mine shafts within the Site area.



- | | |
|--|--|
|  Site Boundary |  Fronts of Adjacent Properties |
|  Proposed Site Access |  Existing Trees / Landscape |
|  Public Rights of Way |  Disused Mineshaft (10m offset) |
|  Overhead Lines | |
|  Overhead Lines - 132KV | |
|  Rears of Adjacent Properties | |



Access & Transport

Loughborough Road is a single carriageway road which connects to the A42 and Ashby-de-la-Zouch to the west and Thringstone, Shepshed, the M1 Junction 23 and Loughborough to the east. Access is proposed off Loughborough Road where the appropriate visibility splays are considered to be achievable. Concerns were raised in the SHELAA about the access, however the suitability of taking access off Loughborough Road will be demonstrated through the provision of appropriate drawings and Statements submitted with an application.

An existing footpath runs along the north side of Loughborough Road, along the southern boundary of the site, and provides the opportunity to enable safe pedestrian access to the facilities located in Coleorton and the surrounding area.

The Concept Plan shows the properties centred around a primary route through the centre of the Site with a small number of cul-de-sacs. An appropriate level of vehicle parking can be provided per dwelling, in accordance with local standards.

Flood Risk & Drainage

The site is entirely within Flood Zone 1 and therefore has a low probability of flooding (less than 1 in 1,000 annual probability). The site is approximately 2.18ha in size and therefore a Flood Risk Assessment would be prepared and submitted with any forthcoming planning application.

In order to manage water on site, the proposal has been informed by the provision of Sustainable Urban Drainage Systems including an attenuation pond to the north west of the site. This method of drainage is supported by local and national planning policy.

Landscape

The site is located in the National Forest. There are no other known statutory or non-statutory landscape designations on the site or adjoining it.

The site features mature trees and hedgerows to its boundaries and is otherwise predominately grassland. Where possible the existing trees and hedgerow will be retained and the landscape character will be enhanced with the provision of a high quality area of public space.

The landscape led approach to the development of the site ensures the proposal meets guidance with regard to tree planting in the National Forest and helps the development assimilate into its surroundings.

The proposal seeks to respond to Policy requirements to retain and enhance existing landscaping and provide open space on site. This landscape led approach has resulted in a high quality development proposal which respects the character of the surrounding area and provides landscape enhancements.

Ecology

There are no statutory or non-statutory designated sites of nature conservation interest located within or adjoining the site boundary.

The site does not have any existing buildings and the majority of the mature landscaping is sought to be retained. Therefore, it is anticipated that the proposal would have limited impact on ecology and through the enhancement of landscaping will provide opportunities for net gains to biodiversity.

Concerns regarding ecology were noted in the Council's SHELAA however survey work will be undertaken to support the proposal with appropriate mitigation proposed where required.

Heritage & Archaeology

The site is not located within, adjoining or within the setting of a Conservation Area. The Site does not contain any Listed Buildings nor does it adjoin any Listed Buildings.

The site has no known historical connections and as such no archaeological remains of historical value are expected. Should any be found on site, appropriate action would be taken such as the instruction of an appropriately qualified archaeologist to survey the site.

Ground Conditions

The majority of the site is within a Coal Development Low Risk Area, however a small part of the site, the south east corner, is within a Coal Development High Risk Area. A Coal Mining Risk Assessment would be submitted with an application.

Social Infrastructure

The site has existing opportunities to connect to the services and facilities of Coleorton, Ashby-de-la-Zouch and Coleville which will be encouraged by the provision of footpaths within the site connecting to the existing footpaths along Loughborough Road and to nearby bus stops.

6. The Proposals

Key Guiding Design Principles

The plan for the site has been informed by the vision, site analysis and identified constraints and opportunities. The plan shows the key design principles which underpin the development of the site, as set out here (numbers correspond to the plan opposite):

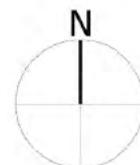
- 1 Landscape Buffer - Knits the development into the surrounding landscape, creating a green boundary whilst maintaining views and privacy for both existing and proposed dwellings.
- 2 Adjacent Houses - Houses adjacent to the site are factored into the design with proposed dwellings siding on and continuing the building line where possible.
- 3 Dual sided residential streets and courtyards - In conjunction with dual aspect homes the street will be secure, well overlooked and communal.
- 4 New areas of public open space - This area of open space will serve both the existing and new residential communities.
- 5 Proposed new attenuation pond informed by the site's topography.
- 6 Public Right of Way across the site is enhanced offering connectivity to Pedestrian and cyclists through the site.



Indicative example image of high quality Owl Homes Development



- Site Boundary
- Public Right of Way



7. Development Benefits

The proposal will deliver an attractive well-connected residential development of approximately 46 high quality homes, set within a strong landscape setting, with a large, attractive public open space as part of the development.



Creation of high quality homes for all

The development will create approximately 46 new high quality homes within the village of Coleorton, sensitive to the local setting and context whilst expanding the Coleorton residential community. The Site has the potential to accommodate a range of dwelling type and size and 30% of dwellings will be affordable in accordance with the requirements of North West Leicestershire's Local Plan.



A development which increases connectivity and enhances legibility

As part of the development, the existing PRow will be retained and enhanced and a new connection created onto Loughborough Road, improving connectivity and links for residents of the site and the local area.



A development which sits within the local landscape and responds to the local character

The planting surrounding the site will be maintained and enhanced to add to the character of the development and inform new public open space. New public open space will be created on the site, benefiting both the new and existing communities.

8. Deliverability

Owl Homes are a modern, privately-owned property developer, specialising in the delivery of sustainable high-quality residential dwellings throughout the Midlands.

Passionate about design and quality of construction, Owl Homes have the skills, experience and creative flair to blend traditional values with the latest trends and practical modern day living. Owl Homes carefully consider the design, specification and construction throughout the delivery of all new homes.



Indicative example image of high quality Owl Homes Development



TRANSPORT APPRAISAL

LOUGHBOROUGH ROAD, COLEORTON

DOCUMENT CONTROL

project number: ADC3457			report reference: ADC3457-RP-A	
version	date	author	reviewer	comments
1	19/01/2024	Tim Cooke		internal draft
2	25/01/2024	Tim Cooke	Matt Tatler	first issue to the client team

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DRAWINGS

ADC3457-DR-001 revision P1 Proposed site access layout

APPENDICES

Appendix A	Indicative site layout plan
Appendix B	Traffic diagrams
Appendix C	TRICS Database outputs
Appendix D	Loughborough Road/site access junction assessment

1.0 INTRODUCTION

1.1 Owl Homes commissioned ADC Infrastructure Ltd to produce a Transport Appraisal report in support of the development of the site off Loughborough Road in Coleorton for residential development. The location of the site is shown in **Figure 1**.



Figure 1: site location

1.2 North West Leicestershire District Council (NWLDC) are the Local Planning Authority, and Leicestershire County Council (LCC) are the Local Highway Authority.

1.3 The site was previously identified as a potential development site but was removed from the Local Plan. The North West Leicestershire Strategic Housing Land Availability Assessment report from 2016 included the site under reference CN13 where it was considered to be potentially achievable. However, the associated commentary from LCC Highways stated that, *“Loughborough Road is subject to a 50mph speed limit whilst Bradford's Lane is a single track road meaning neither road is currently appropriate to gain access from. Coleorton has a minimal bus service therefore there would be heavy reliance on the private car. Therefore, this site is unacceptable to the Highway Authority”*.

1.4 This Transport Appraisal report has been produced to address the points raised by LCC and to support the promotion of the site within the NWLDC Local Plan Review Site Allocations consultation.

2.0 EXISTING CONDITIONS

Site location and highway network

- 2.1 The site is located to the north of the A512 Loughborough Road to the east of the village of Coleorton. It is bounded to west by Bradford Lane, residential properties to the north and fields to the east. The site currently comprises of grassland and a field gate access is located towards the centre of the site frontage.
- 2.2 The A512 Loughborough Road is a single carriageway road which is subject to a 50mph speed limit. Street lighting is also provided along the site frontage.
- 2.3 To the west Loughborough Road connects to the A42 at junction 13 and to the east it provides connections to Swannington and Thringstone.
- 2.4 Bradford's Lane comprises of a narrow track and is a bridleway. Vehicles are prohibited from using Bradford's Lane except to access a small number of properties served from the track.
- 2.5 Approximately 175m to the west of the site is the Loughborough Road/Lower Moor Road/The Moor junction which provides access to Coleorton village. The junction is a priority controlled staggered crossroad junction which includes separate left turn lanes from Loughborough Road.

Sustainability appraisal

- 2.6 A footway is provided along the northern side of Loughborough Road which to the west connects to footways provided adjacent to Lower Moor Road and into Coleorton. Footways are also provided adjacent to The Moor and Ashby Road to provide a route to Coleorton St John's Chapel Church and Viscount Beaumont's Church of England primary school.
- 2.7 Bradford's Lane runs along the site's western boundary and is a bridleway. This connects to footpath M83 which crosses the site and runs along Stoney Lane to the north to provide an alternative route into the village. These Public Rights of Way (PROW) and the connecting routes in and round Coleorton are shown on **Figure 2**.
- 2.8 Although there is no dedicated cycling infrastructure in the vicinity of the site, LCC's cycle map shows that Lower Moor Road is a recommended route for cycling. That is because the traffic flows are relatively low, and cyclists can comfortably cycle on-road. It forms part of a network of recommended routes that link with the surrounding towns and villages including Swannington and Coalville.
- 2.9 In terms of public transport provision, bus stops are located on Loughborough Road 65m (eastbound stop) and 125m (westbound stop) to the west of the site. The westbound stop comprises of a flag and pole whilst the eastbound stop includes a shelter and timetable information.
- 2.10 The bus stops are served by the Arriva 29 service which routes between Coalville and Swadlincote via Ashby de la Zouch. The service operates on an hourly frequency in both directions Monday to Saturday with a reduced hourly service on a Sunday.



Figure 2: PRoWs

Accident record

- 2.11 In line with the advice in the National Planning Practice Guidance¹ an analysis of the personal injury accident records in the vicinity of the site has been undertaken for the most recent 3 year period. The Crashmap website confirms that no accidents were recorded along the site frontage or at the Loughborough Road/Lower Moor Road/The Moor junction in the period January 2020 to December 2022.

¹ Travel Plans, Transport Assessments and Statements, National Planning Practice Guidance, Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, March 2014

3.0 PROPOSED DEVELOPMENT

Development proposals

- 3.1 It is anticipated that the site could be developed for up to 46 dwellings. A copy of the indicative site layout plan is provided in **Appendix A** and is also shown in **Figure 3**.
- 3.2 The layout shows a vehicle and pedestrian access onto Loughborough Road. Additional pedestrian and cycle access points are provided onto Bradford Lane to the west and Stoney Lane to the north to accommodate the existing PRoW through the site.



Figure 3: indicative site layout plan

Site access design

- 3.3 LCC's Highway Design Guide states that a road with a 5.5m wide carriageway can serve up to 400 dwellings, with normally no more than 150 from a single point of access. As the proposed development site would accommodate up to 46 dwellings, then a single point of access with a 5.5m wide carriageway would be appropriate. Junction radii of 6m and 2m wide footways on either side of the access junction would also be required in accordance with the guidance.
- 3.4 Drawing number **ADC3457-DR-001 revision P1** shows that an access can be provided into the site from Loughborough Road in accordance with LCC's guidance.

- 3.5 As outlined above, Loughborough Road is subject to a 50mph limit and hence 160m visibility splays are required in accordance with the advice set out in Design Manual for Roads and Bridges (DMRB). The drawing shows that 2.4m x 160m visibility splays can be provided from the proposed access junction. A forward visibility splay of 160m is also achievable along Loughborough Road to the site access junction.

4.0 HIGHWAY IMPACT

Background traffic flows

- 4.1 Traffic volumes for the A512 were extracted from the transport reports submitted for a nearby planning application. These observed flows were recorded in 2018 and provide a useful baseline for an initial access assessment. Additional traffic surveys would be undertaken to support any future planning application for the development. The 2018 flows are shown on Diagram 1 in **Appendix B**.
- 4.2 The 2018 traffic flows have been growthed to a future assessment year of 2029 using growth rates derived from TEMPro v8.1C using the National Trip End Model NRTM 2022 Core dataset, for A Roads in the North West Leicestershire 005 MSOA. The 2029 traffic flows at the site access junction are also shown on Diagram 2 in **Appendix B**.

Development trip generation

- 4.3 In order to determine the likely traffic generation for the proposed 46 new dwellings a TRICS analysis was undertaken using version 7.10.4 of the software. The selection criteria was as follows:
- Land use class 03/A; Residential, privately owned houses.
 - All sites in the Republic of Ireland, Ulster, Scotland, Wales and Greater London were removed.
 - Site size parameters; 20-100 dwellings
 - Date range: 01/01/15 – 15/05/2023.
 - Location areas selected; Edge of Town
- 4.4 To provide a robust assessment the 85th percentile trips rates for the morning and evening peak hours were selected and these are shown in the table below and the full TRICS outputs are provided in **Appendix C**. The resulting traffic generation for the proposed 68 dwellings is also shown in the table below.

	AM peak (0800 to 0900 hours)			PM peak (1700 to 1800 hours)		
	arrive	depart	two-way	arrive	depart	two-way
Trip rate	0.152	0.478	0.630	0.500	0.174	0.674
Trip generation	7	22	29	23	8	31

Development traffic assignment

- 4.5 Data from the 2011 Census has been used to establish a trip distribution. While the 2021 data is now available, the fact that the census took place during ongoing coronavirus restrictions has skewed the data, particularly in relation to place of work, as many respondents were still working from home at the time of the survey. Hence the 2011 data is considered more robust.
- 4.6 The data identifies that 41.3% of trips will be to/from the west along the A512, with the remaining 58.7% of trips to/from the east. This distribution pattern and the assignment of the development traffic is shown on Diagrams 3 and 4.

Junction capacity assessment

- 4.7 The operation of the proposed site access junction has been assessed using the 2029 with development traffic flows which are shown on Diagram 5. These are the sum of the 2029 background traffic and the development traffic flows.
- 4.8 The results of the capacity assessment are summarised in the table below, with the full results provided in **Appendix D**.

	AM peak hour			PM peak hour		
	queue (PCUs)	delay (secs)	ratio of flow to capacity	queue (PCUs)	delay (secs)	ratio of flow to capacity
Site access arm (left and right turn)	0.1	10.42	0.07	0.0	10.02	0.02
Loughborough Road (ahead and right turn)	0.0	4.16	0.01	0.1	4.40	0.05

- 4.9 As shown in the table, the proposed site access junction would operate within capacity with minimal queuing or delays.

5.0 LCC'S HIGHWAY DESIGN GUIDE POLICIES

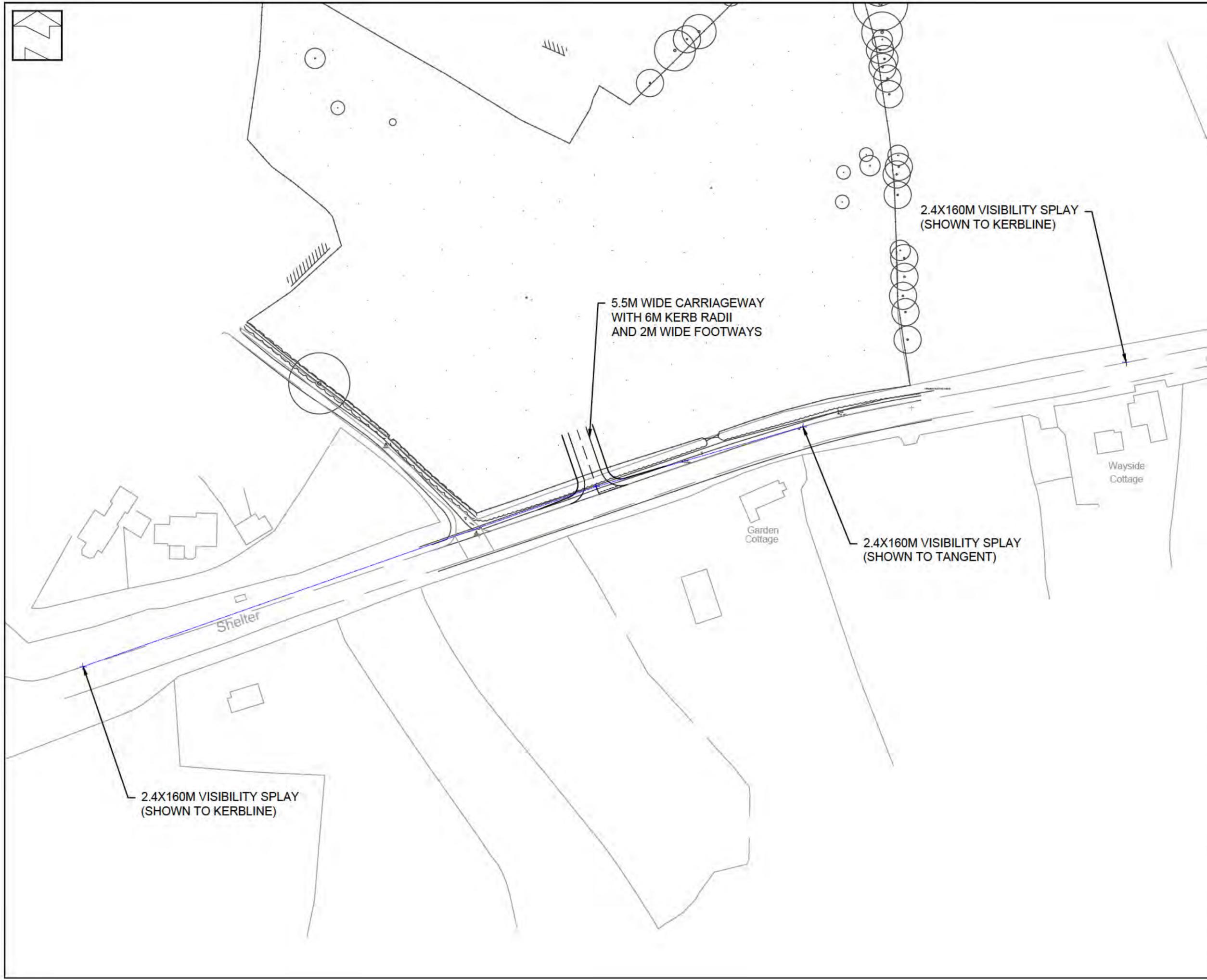
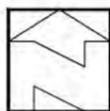
- 5.1 Policy IN5 in the LCC Highway Design Guide sets out LCC's approach to new accesses onto the road network.
- 5.2 Paragraph 1.24 of the guide states that *"To maintain safety and the free flow of traffic, policy in the past has discouraged new accesses onto A and B-class roads and avoided increasing the use of existing accesses. For the future, and in line with an integrated transport policy, we will adopt a flexible policy on new connections to the road network. We will severely restrict access to the most important high-standard routes"*.
- 5.3 Further details are provided in paragraph 1.26 which identifies that for access to A and B class roads *"We will normally apply restrictions on new accesses for vehicles and the increased use of existing accesses on:*
- *roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph;*
 - *roads with a speed limit of 40mph or less which are essentially rural in nature;*
 - *routes where the access would affect bus-corridor or bus-priority measures being put in place;*
 - *roads that are at or near capacity (cannot carry more traffic); and*
 - *roads where there is an existing problem with road safety"*.
- 5.4 LCC previous comments in relation to the site follow the above policy and stated that *"Loughborough Road is subject to a 50mph speed limit whilst Bradford's Lane is a single track road meaning neither road is currently appropriate to gain access from"*.
- 5.5 However, it is noted that the policy states that LCC would look to restrict accesses in these locations, but it is not prohibited.
- 5.6 It is also worth noting that the policy is guidance and that Paragraph 115 of the National Planning Policy Framework² (NPPF) states that *"development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe"*. Therefore, it is key to consider the site-specific context when determining whether an appropriate access can be provided.
- 5.7 In terms of the wider areas as outlined above, access to Coleorton village is achieved via a priority controlled junction which is also located within the 50mph speed limit section of Loughborough Road. Vehicles turning out of the side roads have to wait for a gap in the traffic flows before undertaking their manoeuvre and as there is no separate right turn provision, vehicles waiting to turn right will block the mainline carriageway.
- 5.8 In addition the bus stops located to the west of the site do not include laybys and therefore the buses will also stop in the carriageway when they pick up and drop off passengers.
- 5.9 The review of the accident record shows that there is not an existing problem at either of these locations and hence there is no reason to assume that the proposed development access would lead to an accident problem.

² National Planning Policy Framework, Department for Levelling Up, Housing and Communities, December 2023

- 5.10 In addition, the proposed access junction has been designed in accordance with LCC's highway design guide criteria and the required visibility splays based on the 50mph speed limit can be achieved along Loughborough Road.
- 5.11 As shown above, the development will generate approximately 30 two-way trips in the peak hours which will distribute at the access junction. The junction capacity assessment has also shown that the proposed access junction will operate within capacity with minimal queues and delays. Therefore the impact of the additional development vehicle trips on the highway network will not be severe.
- 5.12 It is therefore concluded that a safe and design compliant access can be provided into the site in accordance with the NPPF.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 Owl Homes commissioned ADC Infrastructure Ltd to produce a Transport Appraisal report in support of the development of the site off Loughborough Road in Coleorton for residential development. This Transport Appraisal report has been produced to support the promotion of the site within the North West Leicestershire District Council Local Plan Review Site Allocations consultation.
- 6.2 A sustainability assessment has been undertaken which identifies that footway links are provided between the site and Coleorton village, Coleorton St John's Chapel Church and Viscount Beaumont's Church of England primary school. Although there is no dedicated cycling infrastructure in the vicinity of the site, LCC's cycle map shows that Lower Moor Road is a recommended route for cycling and it forms part of a network of recommended routes that link with the surrounding towns and villages including Swannington and Coalville.
- 6.3 The nearest bus stops to the site are located on Loughborough Road 65m (eastbound stop) and 125m (westbound stop) to the west of the site. These bus stops are served by the Arriva 29 service which routes between Coalville and Swadlincote via Ashby de la Zouch. The service operates on an hourly frequency in both directions Monday to Saturday with an hourly service on a Sunday.
- 6.4 It is anticipated that the site could be developed for up to 46 dwellings. Vehicle access to the site would be achieved via a priority controlled T-junction onto Loughborough Road. Footways would be provided adjacent to the access road to tie into the existing footway provision on Loughborough Road. In addition, pedestrian and cycle access points are provided onto Bradford Lane to the west and Stoney Lane to the north to accommodate the existing PRow through the site.
- 6.5 The access to the site has been designed in accordance with Leicestershire County Council's design standards and it has been shown that appropriate visibility splays can be provided. An assessment of the operation of the proposed Loughborough Road/site access junction has also been undertaken which confirms that the junction would operate within capacity with minimal queuing and delays.
- 6.6 This Transport Appraisal report has confirmed that the site is sustainably located with opportunities for travel by active modes instead of the private car. In addition, a safe and design compliant access junction can be provided for the site. It is therefore concluded that the site is an appropriate location for residential development in highways terms.



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P1	19.01.24	Initial issue	AM	TC

Client:
Owl Homes

Project:
Loughborough Road, Coleorton

Title:
Proposed site access layout



Drawn: AM
Reviewed: TC
Size: A3
Scale: 1:1000
Date: 19/01/2024

Status: **PRELIMINARY ISSUE**

Project Reference	Type	Number	Revision
ADC3457-DR-		001	P1

APPENDIX A

INDICATIVE SITE LAYOUT PLAN

Squirrels

House

Notes
© Radford Architectural Services Ltd. Do not scale from this drawing.
Refer to figured dimensions only. Contractors must check all dimensions on site.



Squirrel Cottage

eside

Stoney Cottage

ATTENUATION POND

SWALE

SWALE

Whispers

Half Acre Cottage

BRADFORD'S LANE

Revision	Date	Amendment	Initials

Radford ARCHITECTURAL SERVICES
 T 01902 762854 M 07977 253860
 W www.radford-architectural.co.uk
 E radfordarchitecturalservices@gmail.com

Client



Project
LOUGHBOROUGH ROAD,
COLEORTON

Title
CONCEPT MASTERPLAN

Dwg No.
1128-22-100

Revision
1:500

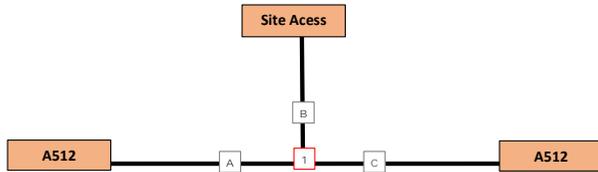
Drawn
DS
Date
JAN 2022



APPENDIX B

TRAFFIC DIAGRAMS

AM PEAK



Total Veh

Frm/To	A	B	C	Total
A			533	533
B			0	0
C	557			557
Total	557	0	533	

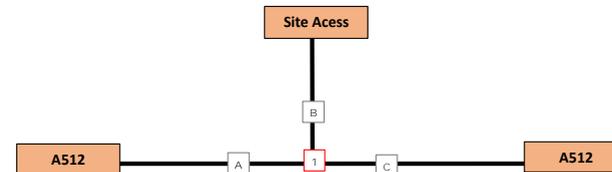
HGV

Frm/To	A	B	C	Total
A			17	17
B			0	0
C	22			22
Total	22	0	17	

% HGV

Frm/To	A	B	C
A			3.2%
B			
C	3.9%		

PM PEAK



Total Veh

Frm/To	A	B	C	Total
A			549	549
B			0	0
C	514			514
Total	514	0	549	

HGV

Frm/To	A	B	C	Total
A			32	32
B			0	0
C	33			33
Total	33	0	32	

% HGV

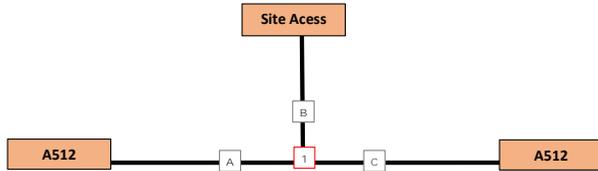
Frm/To	A	B	C
A			5.8%
B			
C	6.4%		



ADC3457 LOUGHBOROUGH ROAD, COLEORTON

DIAGRAM 1 - 2018 BASE TRAFFIC FLOWS

AM PEAK



Total Veh

Frm/To	A	B	C	Total
A	0	0	571	571
B	0	0	0	0
C	597	0	0	597
Total	597	0	571	

HGV

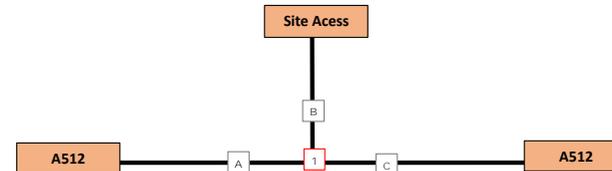
Frm/To	A	B	C	Total
A	0	0	18	18
B	0	0	0	0
C	24	0	0	24
Total	24	0	18	

% HGV

Frm/To	A	B	C
A			3.2%
B			
C	4.0%		

GROWTH RATE = 1.070996

PM PEAK



Total Veh

Frm/To	A	B	C	Total
A	0	0	589	589
B	0	0	0	0
C	552	0	0	552
Total	552	0	589	

HGV

Frm/To	A	B	C	Total
A	0	0	34	34
B	0	0	0	0
C	35	0	0	35
Total	35	0	34	

% HGV

Frm/To	A	B	C
A			5.8%
B			
C	6.3%		

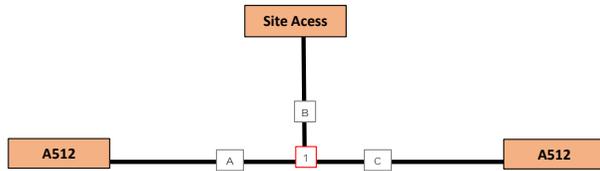
GROWTH RATE = 1.073526



ADC3457 LOUGHBOROUGH ROAD, COLEORTON

DIAGRAM 2 - 2029 BACKGROUND TRAFFIC FLOWS

AM PEAK



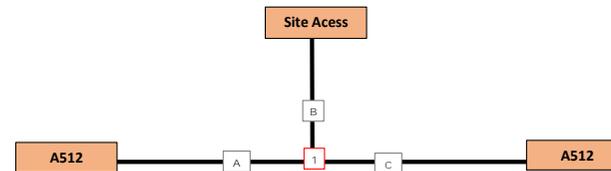
Total Veh

Frm/To	A	B	C	Total
A		41.3%		41.3%
B	41.3%		58.7%	100.0%
C		58.7%		58.7%
Total	41.3%	100.0%	58.7%	

HGV

Frm/To	A	B	C	Total
A				0
B				0
C				0
Total	0	0	0	

PM PEAK



Total Veh

Frm/To	A	B	C	Total
A		41.3%		41.3%
B	41.3%		58.7%	100.0%
C		58.7%		58.7%
Total	41.3%	100.0%	58.7%	

HGV

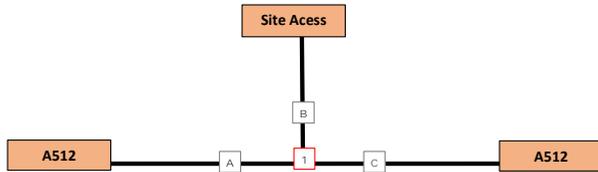
Frm/To	A	B	C	Total
A				0
B				0
C				0
Total	0	0	0	



ADC3457 LOUGHBOROUGH ROAD, COLEORTON

DIAGRAM 3 - DISTRIBUTION PATTERN

AM PEAK



Total Veh

Frm/To	A	B	C	Total
A		3		3
B	9		13	22
C		4		4
Total	9	7	13	

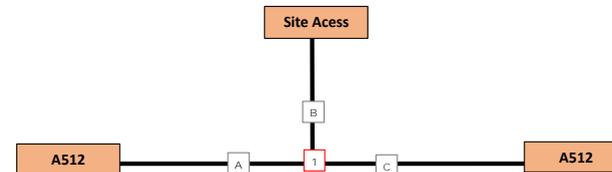
HGV

Frm/To	A	B	C	Total
A				0
B				0
C				0
Total	0	0	0	

% HGV

Frm/To	A	B	C
A		0.0%	
B	0.0%		0.0%
C		0.0%	

PM PEAK



Total Veh

Frm/To	A	B	C	Total
A		9		9
B	3		5	8
C		14		14
Total	3	23	5	

HGV

Frm/To	A	B	C	Total
A				0
B				0
C				0
Total	0	0	0	

% HGV

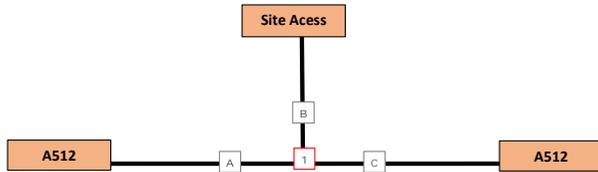
Frm/To	A	B	C
A		0.0%	
B	0.0%		0.0%
C		0.0%	



ADC3457 LOUGHBOROUGH ROAD, COLEORTON

DIAGRAM 4 - DEVELOPMENT TRAFFIC

AM PEAK



Total Veh

Frm/To	A	B	C	Total
A		3	571	574
B	9		13	22
C	597	4		601
Total	606	7	584	

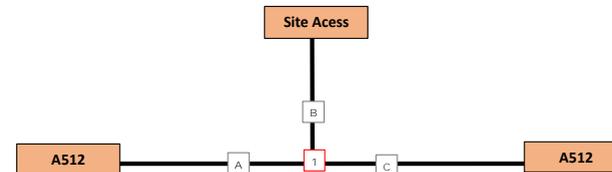
HGV

Frm/To	A	B	C	Total
A		0	18	18
B	0		0	0
C	24	0		24
Total	24	0	18	

% HGV

Frm/To	A	B	C
A		0.0%	3.2%
B	0.0%		0.0%
C	4.0%	0.0%	

PM PEAK



Total Veh

Frm/To	A	B	C	Total
A		9	589	598
B	3		5	8
C	552	14		566
Total	555	23	594	

HGV

Frm/To	A	B	C	Total
A		0	34	34
B	0		0	0
C	35	0		35
Total	35	0	34	

% HGV

Frm/To	A	B	C
A		0.0%	5.8%
B	0.0%		0.0%
C	6.3%	0.0%	



ADC3457 LOUGHBOROUGH ROAD, COLEORTON

DIAGRAM 5 - 2029 TOTAL TRAFFIC FLOWS

APPENDIX C

TRICS DATABASE OUTPUTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 26 to 99 (units:)
Range Selected by User: 20 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	8 days
Thursday	4 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	24
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	21
Out of Town	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

C3	24 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	6 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	20 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	17 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	24 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

ADC Infrastructure Limited City Buildings Nottingham

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS

Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 20 HC-03-A-22 Tot: 0.400

85th Percentile = No. 5 CT-03-A-01 Tot: 0.630

Median Values

Arrivals: 0.158

Departures: 0.370

Totals: 0.528

Mean Values

Arrivals: 0.180

Departures: 0.372

Totals: 0.552

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NF-03-A-25	MIXED HOUSES &	GORLESTON-ON-SEA	NORFOLK	55	Tue	21/09/21	0.382	0.564	0.946	2.31
2	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.346	0.577	0.923	2.12
3	NF-03-A-37	MIXED HOUSES	DEREHAM	NORFOLK	44	Tue	27/09/22	0.250	0.477	0.727	3.00
4	WK-03-A-04	DETACHED HOUSE	KENILWORTH	WARWICKSHIRE	49	Fri	27/09/19	0.163	0.490	0.653	2.80
5	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIRE	46	Wed	22/06/22	0.152	0.478	0.630	3.28
6	ES-03-A-05	MIXED HOUSES &	NEAR EASTBOURNE	EAST SUSSEX	99	Wed	05/06/19	0.131	0.495	0.626	1.99
7	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
8	WS-03-A-19	MIXED HOUSES &	EAST GRINSTEAD	WEST SUSSEX	92	Mon	15/05/23	0.174	0.413	0.587	2.88
9	SC-03-A-07	MIXED HOUSES	FARNHAM	SURREY	41	Wed	11/05/22	0.244	0.341	0.585	2.83
10	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.123	0.425	0.548	2.33
11	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.211	0.333	0.544	3.33
12	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
13	NT-03-A-08	DETACHED HOUSE	HUCKNALL	NOTTINGHAMSHIRE	36	Mon	18/10/21	0.194	0.333	0.527	2.36
14	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.151	0.372	0.523	2.36
15	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
16	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.103	0.410	0.513	2.51
17	NY-03-A-14	DETACHED & BUN	RIPON	NORTH YORKSHIRE	45	Wed	18/05/22	0.156	0.356	0.512	3.69
18	ES-03-A-09	DETACHED & SEM	NEWHAVEN	EAST SUSSEX	47	Mon	13/03/23	0.149	0.340	0.489	4.19
19	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.200	0.253	0.453	2.84
20	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.075	0.325	0.400	2.52
21	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.159	0.227	0.386	2.57
22	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.125	0.250	0.375	2.65
23	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.140	0.200	0.340	2.68
24	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	WEST SUSSEX	79	Wed	07/11/18	0.089	0.241	0.330	2.33

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

ADC Infrastructure Limited City Buildings Nottingham

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS

Time Range: 17:00-18:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 20 WS-03-A-10 Tot: 0.418

85th Percentile = No. 5 WS-03-A-17 Tot: 0.674

Median Values

Arrivals: 0.351

Departures: 0.168

Totals: 0.519

Mean Values

Arrivals: 0.359

Departures: 0.179

Totals: 0.538

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-04	DETACHED HOUSE	KENILWORTH	WARWICKSHIRE	49	Fri	27/09/19	0.429	0.367	0.796	2.80
2	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.391	0.370	0.761	3.28
3	NF-03-A-37	MIXED HOUSES	DEREHAM	NORFOLK	44	Tue	27/09/22	0.432	0.318	0.750	3.00
4	NF-03-A-25	MIXED HOUSES &	GORLESTON-ON-SEA	NORFOLK	55	Tue	21/09/21	0.455	0.236	0.691	2.31
5	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.500	0.174	0.674	2.36
6	SC-03-A-07	MIXED HOUSES	FARNHAM	SURREY	41	Wed	11/05/22	0.488	0.171	0.659	2.83
7	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.460	0.160	0.620	2.68
8	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.507	0.110	0.617	2.33
9	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.500	0.115	0.615	2.12
10	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.425	0.175	0.600	2.52
11	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.387	0.187	0.574	2.84
12	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.318	0.205	0.523	2.57
13	ES-03-A-05	MIXED HOUSES &	NEAR EASTBOURNE	EAST SUSSEX	99	Wed	05/06/19	0.384	0.131	0.515	1.99
14	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.308	0.205	0.513	2.51
15	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
16	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
17	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
18	WS-03-A-19	MIXED HOUSES &	EAST GRINSTEAD	WEST SUSSEX	92	Mon	15/05/23	0.337	0.109	0.446	2.88
19	ES-03-A-09	DETACHED & SEM	NEWHAVEN	EAST SUSSEX	47	Mon	13/03/23	0.298	0.128	0.426	4.19
20	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	WEST SUSSEX	79	Wed	07/11/18	0.266	0.152	0.418	2.33
21	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.193	0.211	0.404	3.33
22	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.225	0.150	0.375	2.65
23	NT-03-A-08	DETACHED HOUSE	HUCKNALL	NOTTINGHAMSHIRE	36	Mon	18/10/21	0.167	0.111	0.278	2.36
24	NY-03-A-14	DETACHED & BUN	RIPON	NORTH YORKSHIRE	45	Wed	18/05/22	0.178	0.067	0.245	3.69

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

APPENDIX D

LOUGHBOROUGH ROAD/SITE ACCESS JUNCTION ASSESSMENT

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site access junction (one lane).j9
Path: C:\Users\ADC\ADC Infrastructure Dropbox\ADC Projects\ADC3457 Loughborough Road, Coleorton\Calculations\Junction Modelling
Report generation date: 22/01/2024 14:47:39

- »Traffic - 2029 with development, AM
- »Traffic - 2029 with development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic - 2029 with development						
Stream B-AC	0.1	10.42	0.07	0.0	10.02	0.02
Stream C-AB	0.0	4.16	0.01	0.1	4.40	0.05

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site access
Location	Coleorton
Site number	
Date	19/01/2024
Version	v 1
Status	preliminary
Identifier	
Client	Owl Homes
Jobnumber	ADC3457
Enumerator	ADC-TOSHIBA-AIO\ADC
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 with development	AM	ONE HOUR	07:45	09:15	15
D2	2029 with development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic	100.000

Traffic - 2029 with development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A512 West		Major
B	Site access		Minor
C	A512 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.32			200.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	129	68

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	540	0.097	0.245	0.154	0.350
1	B-C	650	0.098	0.248	-	-
1	C-B	690	0.264	0.264	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 with development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	574	100.000
B		✓	22	100.000
C		✓	601	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	571
	B	9	0	13
	C	597	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	10.42	0.1	B
C-AB	0.01	4.16	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	447	0.037	16	0.0	8.361	A
C-AB	6	873	0.007	6	0.0	4.152	A
C-A	446			446			
A-B	2			2			
A-C	430			430			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	415	0.048	20	0.0	9.101	A
C-AB	9	916	0.010	9	0.0	3.963	A
C-A	532			532			
A-B	3			3			
A-C	513			513			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	370	0.066	24	0.1	10.412	B
C-AB	13	979	0.014	13	0.0	3.724	A
C-A	648			648			
A-B	3			3			
A-C	629			629			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	370	0.066	24	0.1	10.416	B
C-AB	13	979	0.014	13	0.0	3.732	A
C-A	648			648			
A-B	3			3			
A-C	629			629			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	415	0.048	20	0.1	9.107	A
C-AB	9	916	0.010	9	0.0	3.976	A
C-A	532			532			
A-B	3			3			
A-C	513			513			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	447	0.037	17	0.0	8.369	A
C-AB	6	873	0.007	6	0.0	4.161	A
C-A	446			446			
A-B	2			2			
A-C	430			430			

Traffic - 2029 with development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way		0.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 with development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	598	100.000
B		✓	8	100.000
C		✓	566	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	589
	B	3	0	5
	C	552	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	10.02	0.0	B
C-AB	0.05	4.40	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	447	0.013	6	0.0	8.159	A
C-AB	21	841	0.025	21	0.0	4.386	A
C-A	405			405			
A-B	7			7			
A-C	443			443			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	415	0.017	7	0.0	8.833	A
C-AB	29	878	0.033	29	0.0	4.232	A
C-A	480			480			
A-B	8			8			
A-C	529			529			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	368	0.024	9	0.0	10.018	B
C-AB	44	932	0.048	44	0.1	4.045	A
C-A	579			579			
A-B	10			10			
A-C	649			649			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	368	0.024	9	0.0	10.019	B
C-AB	44	932	0.048	44	0.1	4.054	A
C-A	579			579			
A-B	10			10			
A-C	649			649			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	415	0.017	7	0.0	8.835	A
C-AB	29	878	0.033	29	0.0	4.257	A
C-A	480			480			
A-B	8			8			
A-C	529			529			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	447	0.013	6	0.0	8.162	A
C-AB	21	841	0.025	21	0.0	4.401	A
C-A	405			405			
A-B	7			7			
A-C	443			443			

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local Plan Consultation 5th February to 17th March 2024 – Policy H7
Date: 28 February 2024 17:18:05

Dear Planning Policy Team

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Mrs R A Stafford

[REDACTED]

[REDACTED]

[REDACTED]

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to the open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is be **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to**

development

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- Supercharging Europe's Science Capital.*
- Building beautiful – and making architecture great again.*
- Building great public services into the heart of every community.*
- Communities taking back control of their future.*
- Greener homes, greener landscapes and green belt protection.*
- A new deal for tenants and landlords.*
- Ensuring that every home is safe, decent and warm.*
- Liberating leaseholders.*
- And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. **Policy Omission - Enforcement of discharge conditions for custom build plots**

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Fwd: Local Plan Consultation 5th February to 17th March 2024 – Policy H7
Date: 28 February 2024 17:22:56

Dear Planning Policy Team

Re: Local Plan Consultation

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Kind regards

Peter G D Bell

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months

Not supported - with caveat

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If you ever enable a developer to convert to self and custom build plots to the open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

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Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

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The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

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Disputed

Reasons

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It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take

advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

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It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

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8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

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Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
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- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

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This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local Plan - Consultation response comments on policy H7
Date: 28 February 2024 21:08:17

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation and to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name: **John W. Robinson**

[REDACTED]

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

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Not supported - with caveat

Reasons

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Kindest Regards
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LPA – Local Plan Consultation - Response to Planning Policy H7

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed.

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported.

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needs to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a

site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported.

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported.

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding

Not supported.

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds

within limits should not be considered as 'windfall' as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

Colin G. Jones

[REDACTED]

[REDACTED]

[REDACTED]

LPA – Local Plan Consultation - Response to Planning Policy H7

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name: Lisbeth Jayne Jones

Address:



Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported.

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed.

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat.

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds.

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is be **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-to-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

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The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds

within limits should not be considered as 'windfall' as they are genuine and must be included in the consideration of fulfilling the register.

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If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

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This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

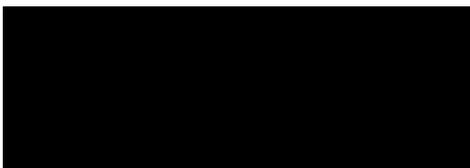
The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

Jayne Jones



From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: New Local Plan Consultation & Proposed Segro Development OBJECTION
Date: 29 February 2024 17:30:23

Firstly the Plan- pages and pages to digest not easy to follow. . My basic concern is Diseworth - Conservation village is being swamped by over development. The traffics around the area junction 23A&24 is already horrific. The proposed Segro Freeport site abuts the village - if it goes ahead it will operate 24 hrs a day with noise additional traffic & lighting. - we live in a democracy & the way this site was selected was very devious with no consultation - appalling. Diseworth already has flood problems & further expansion of concrete will only exacerbate the problem.

Coupled with this the proposed housing development at Isley will close Diseworth down on the west side- we will no longer be a village.

All this uncertainty is having an adverse on house prices.

A most unhappy resident.

Kathleen Robertson

Sent from my iPhone

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local Plan Consultation - Response Concerning LPA Proposed New Self & Custom-Build Policy (H7) - Mrs A.W.Robinson
Date: 29 February 2024 19:19:06

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name: April Wendy Robinson (Mrs)

Local Plan Consultation

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This position is supported.

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This position could be reviewed.

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was 6% then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat.

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication

and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

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Not supported - there should be no derogation from limits to development for self and custom builds.

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

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Of course, these dwellings can be within limits, there is no doubt about this, in fact it is be **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

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destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

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If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

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Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

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a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding

Not supported.

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

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This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

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If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

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Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kindest Regards
Wendy Robinson (Mrs)



From: [REDACTED]
To: [PLANNING POLICY](#): [REDACTED]
Subject: EXTERNAL:
Date: 01 March 2024 10:55:04

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Anthony Smith

[REDACTED]
[REDACTED]

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build**

plots as open market housing after 12 months

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable**

transport provision and amenities

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

*A Britain with many more homes – an assured path to home ownership – **and homes in the right places.*** (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- *Supercharging Europe's Science Capital.*
- *Building beautiful – and making architecture great again.*
- *Building great public services into the heart of every community.*
- *Communities taking back control of their future.*
- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self

and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it

should not be above, this is a sensible consideration and should apply to any application for development anywhere

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Not supported

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From: [REDACTED]
To: [PLANNING POLICY](#): [REDACTED]
Subject: EXTERNAL: Local Plan
Date: 01 March 2024 11:01:09

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Yours sincerely

Rowan Smith

[REDACTED]

[REDACTED]

Local Plan Consultation

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Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

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The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 01 March 2024 13:52:02

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely
Lesley Winter

Wordsworth Cottage
[REDACTED]

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However, if the figure was 6% then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside

limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- *Supercharging Europe's Science Capital.*
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- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are *In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.*

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

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10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. **Policy Omission - Enforcement of discharge conditions for custom build plots**

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
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- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 01 March 2024 13:56:18

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely
Ken Winter



Local Plan Consultation Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was 6% then the council would have no further self and custom build requirement and our countryside would be safeguarded.

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The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response



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	Philip	
Last Name	Sharpe	
Job Title (where relevant)	Planning Officer	
Organisation (where relevant)	Inland Waterways Association, Lichfield Branch	
House/Property Number or Name	█	
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?	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.

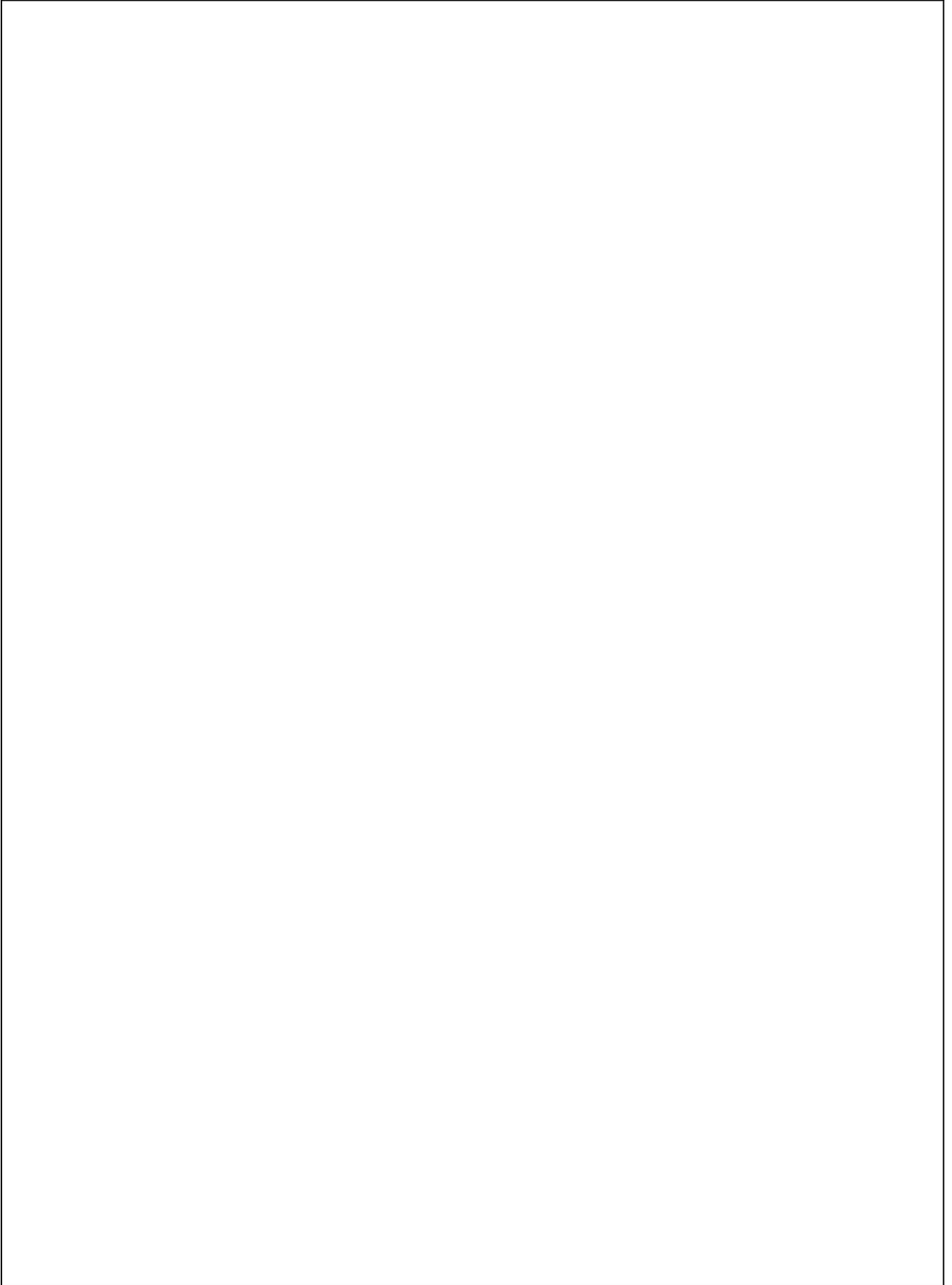
Draft Policy IF7 – Ashby Canal

The Inland Waterways Association (IWA) is the only independent, national charity dedicated to supporting and regenerating Britain’s navigable rivers and canals as places for leisure, living and business. IWA has a network of volunteers and branches who deploy their expertise and knowledge to work constructively with navigation authorities, national and local government and a wide range of voluntary, private and public sector organisations for the benefit of the waterways and their users. The Association provides practical and technical support to restoration projects through its Restoration Hub.

Draft Policy IF7 continues the support and route protection for the restoration of the Ashby Canal between Snarestone and Donisthorpe provided by Policy IF6 - Ashby Canal in the Local Plan 2011-2031 (Adopted 2017). IWA is content with the revised wording of the policy and with the updated explanatory text.

The protected route is shown on the Draft Policies Map and in more detail on Inset Maps 17 and 18, which are the same as for the current Plan. However, the route around Oakthorpe which is intended to be the historic route is not accurate as shown. Historic OS maps show that the canal route passed through part of what is now the garden of Springfield Farm, crossed over Chapel Street somewhat further north than shown, and ran through the publicly accessible open space land immediately south of the gardens of the buildings along Stretton View, and crossed Coronation Lane further north than shown on the Inset Map. The continuation of the route through the open fields around Oakthorpe to Canal Street is also partly displaced on Inset Map 17 from the correct historic route.

In order for the protection of the canal route provided by Draft Policy IF7 to be fully effective, IWA requests that the route shown on Inset Map 17: Measham and Oakthorpe should be corrected as explained above.



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: Philip G. Sharpe

Date: 1st 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



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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.

Draft Housing Allocation: Land off Ramscliffe Avenue, Donisthorpe (D8)

The Inland Waterways Association (IWA) is the only independent, national charity dedicated to supporting and regenerating Britain’s navigable rivers and canals as places for leisure, living and business. IWA has a network of volunteers and branches who deploy their expertise and knowledge to work constructively with navigation authorities, national and local government and a wide range of voluntary, private and public sector organisations for the benefit of the waterways and their users. The Association provides practical and technical support to restoration projects through its Restoration Hub.

IWA objects to this draft allocation which is in conflict with Draft Policy IF7 – Ashby Canal which supports the restoration of the Ashby Canal from Snarestone to Donisthorpe, including (3) an alternative route where this is more appropriate.

The canal route between Snarestone and Donisthorpe protected by Draft Policy IF7 is the historic route as shown on Inset Maps 17 and 18. This route has been subject to significant ground subsidence from past mining so an alternative route was investigated by Leicestershire County Council some years ago utilising the old railway line. This now forms part of the Ashby Wolds Heritage Trail and the trail could be accommodated along the towpath of the canal.

This ‘railway route’ would have the advantages of: being on more stable ground; avoiding the expense of two new bridges under Measham Road; using existing railway bridges under Chapel Street and Coronation Lane at Oakthorpe; being overall a shorter route to construct; being mostly in public ownership and potentially avoiding the need for a TWA order. Although not all the necessary ground and structure levels, and ground conditions information, is yet available to demonstrate that the engineering and ownership advantages of the railway route would be overall more appropriate than the historic route, it is important to retain this option, which Draft Policy IF7 does.

The 2007 LCC desk study of the route options (“The Connection” Ashby Canal Restoration A42 to

Donisthorpe Feasibility Study) showed Route 1 diverging from the railway line to pass south of the Ramscliffe Avenue estate and joining the historic route with a new bridge under Church Street just south of the current terminus basin of the restored Moira section of the canal.

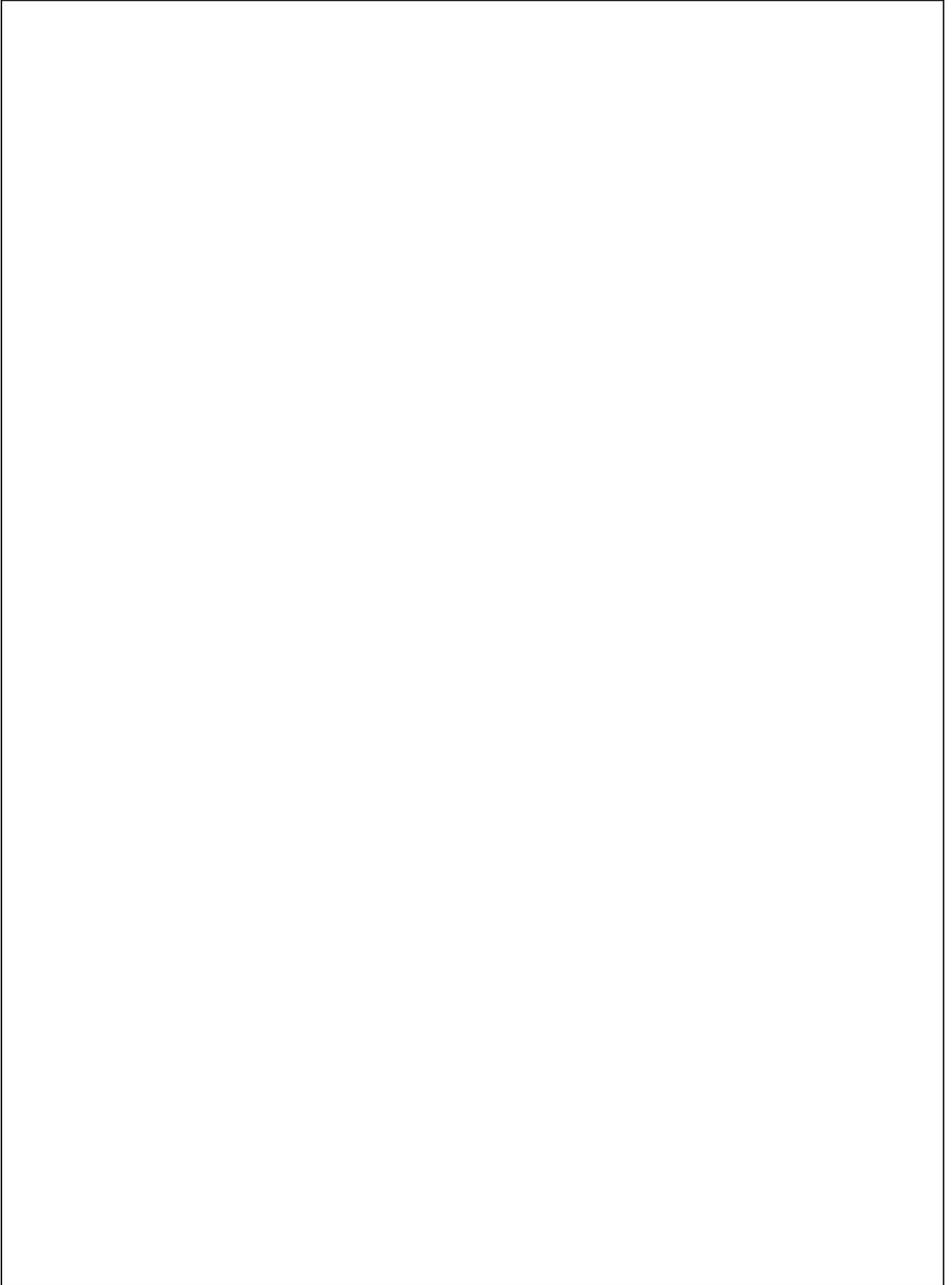
However, it is understood that the railway bridge under Church Street to the west near Ramscliffe Avenue still exists. Information from the retired Mining Engineer who supervised the filling in of the railway cutting across site D8 is that, although the parapets were subsequently removed, the bridge arches were left intact. It may therefore be possible to re-excavate sufficient of the infill to re-use this section of the railway line for the reinstated Ashby Canal, saving the expense of a completely new road bridge. From the north side of Church Street the route would then be on public land skirting around the cemetery and then north of the Donisthorpe Woodlands Centre car parks to join the existing canal at the basin.

Although no detailed route alignment, levels or costings for this alternative are yet available, it does seem to be a viable variation of the LCC Route 1 that merits protection pending further investigation. Therefore, IWA considers that site D8 should not be allocated for residential use at this stage.

Depending on the alignment and width of the canal, there would still be space for some housing on the site and a waterside setting would make this an attractive development. Therefore, an allocation with a reduced target provision of, say, 16 dwellings leaving space for the canal would be an acceptable compromise.

If, however, provision for 32 new dwellings in Donisthorpe is required, then the 2021 Strategic Housing & Economic Land Availability Assessment, Appendix 1 Housing Sites lists 7 other potential sites in Donisthorpe which could provide all or part of the allocation. In particular, site D12 – Land off Hall Lane is adjacent to D8 and has the same Estimated Capacity (32), subject to highway access improvements. It also does not have the uncertainty of the ground conditions of site D8 which was presumably not filled in to the compaction standard needed for future load-bearing building use.

In Summary, IWA objects to the housing site allocation D8 for 32 dwellings and requests that this section of the old railway line be retained as an integral part of the alternative 'railway route' for reinstatement of the Ashby Canal as protected in Draft Policy IF7, at least until a detailed route options study can be funded and concludes otherwise.



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: Philip G. Sharpe

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 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	Ian	
Last Name	Ward	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	█	
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.

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3.5, 4.4 -4.12, 4.15-4.17, 5, 6,

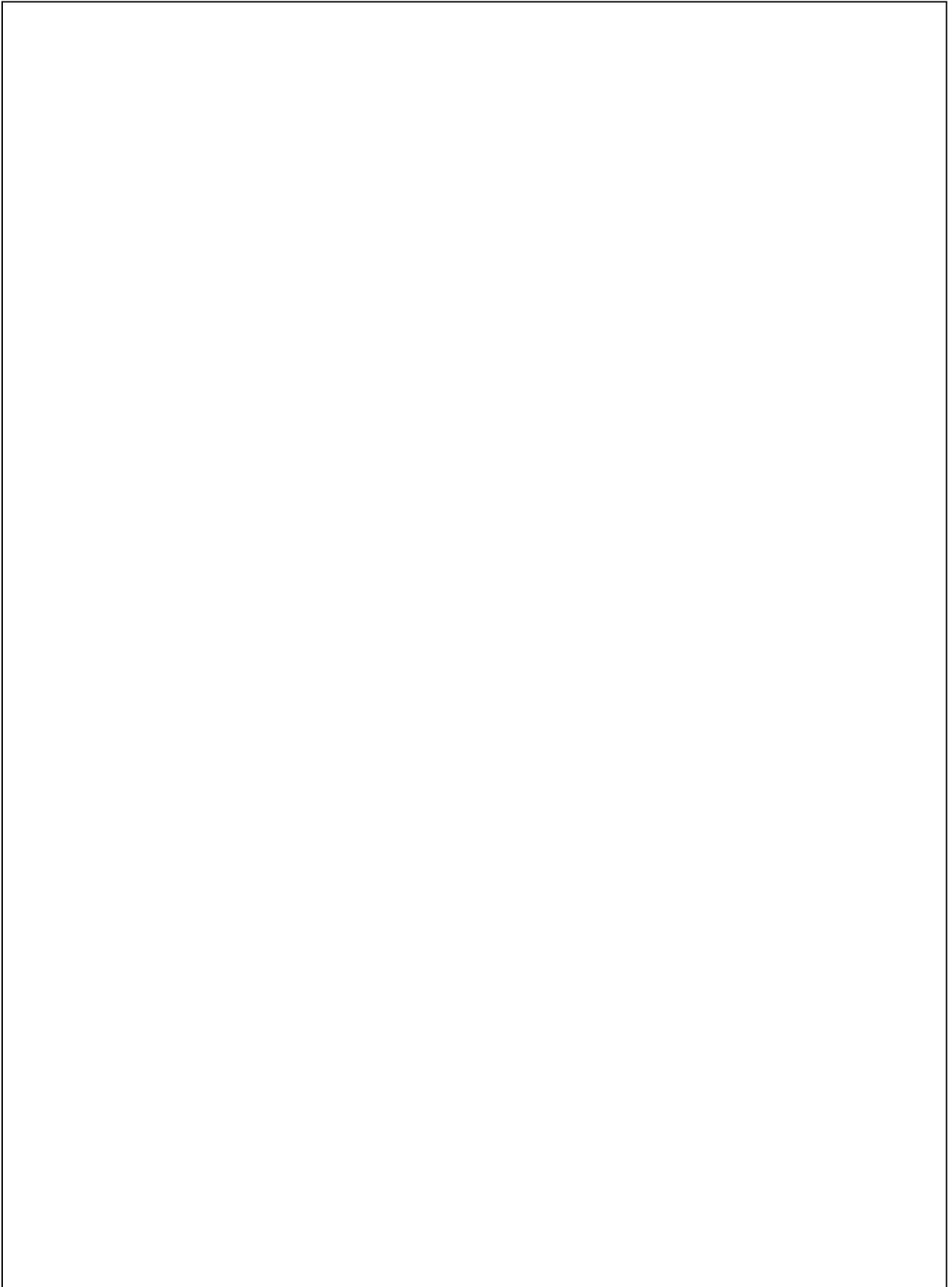
Use this box to set out your response.

The proposed development of housing is in green field land that currently is farmed and managed, this area currently provides a great deal of water absorption yet it still all ultimately drains into brooks that then flow through the village, as the village flood warden I work closely with LCC, The LLR flood forum and with Flood Emd to try to both manage the flow of water through the village, but also to look at ways to reduce or slow down water flow into the village. We work very closely with EMA to manage the release from the balancing ponds. Even with all of this effort we have on three occasions this year already had road closures and homes flooded due to the water run off.

We are looking at ways to greatly reduce water flow and one of the key features highlighted has been the use of natural water absorption and creation of wetland areas, the areas highlighted for this by the Independent reports commissioned by LCC are both areas that are proposed for development. If developed both areas proposed would have no ability to absorb water and would greatly increase the flood risk to the village and surrounding roads.

I would also state that it should be a stipulation of planning that every property is built with solar power installed on the roof. This would apply to warehousing, houses and all other buildings that form any part of the development. This would be a benchmark that should be set now on all new build properties to help reduce greenhouse gas emissions and should this development go ahead in any format would lay out the green credentials benchmark of developments going forward in Leicestershire.

The number of homes being built in Castle Donington, Hathern / Loughborough and Ashby-de-la-Zouch is far greater than in any other part of Leicestershire, with all of this housing concentrated in the north of the county it is totally out of balance and out of proportion to also build the new town on what is a greenfield site.



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: Ian Ward.

Date: 01:03:24

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From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 01 March 2024 23:40:01

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name

Address

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't

- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-to-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making

development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

*A Britain with many more homes – an assured path to home ownership – **and homes in the right places.*** (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

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- *Building great public services into the heart of every community.*
- *Communities taking back control of their future.*
- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a ‘limits to development’) they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

...

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. Policy H7 4 – ALL planning permissions will be

subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A

policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

[Redacted signature]

[Redacted signature]

[Redacted signature]

[Redacted signature]



From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local Plan Consultation 5th February to 17th March 2024 - Policy H7
Date: 02 March 2024 09:53:27

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours faithfully

Mr T E Moon



**Local Plan Consultation
Policy H7 Self and Custom Build**

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permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

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Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and

gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

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4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

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This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

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Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character

proportionate and

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build

plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response.

Yours faithfully

Mr T E Moon



From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: LOCAL PLAN CONSULTATION 5th FEBRUARY TO 17th MARCH 2024 - Policy H7
Date: 02 March 2024 12:09:34

To: planning.policy@nwleicestershire.gov.uk
Cc: parishclerk@coleorton.org.uk, clerk@worthingtonpc.org.uk
Subject: **Local Plan Consultation 5th February to 17th March 2024 - Policy H7**

02/03/2024

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours faithfully

Anne Mason



**Local Plan Consultation
Policy H7 Self and Custom Build**

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be

safeguarded.

3. Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**

- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within**

limits to development

A Britain with many more homes – an assured path to home ownership - and homes in the right places (for ‘in the right places’ read within agreed limits to development!)

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- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
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- *Communities taking back control of their future.*
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- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren’t the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

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Not supported

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It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper. Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

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Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

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Not supported

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If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable

distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

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Not supported

Reasons

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In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

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- How will the BNG be divided, assessed, maintained and evidenced?
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If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:
The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response.

Yours faithfully

Anne Mason



Personal Details

Title **Mr**

First Name **Nick**

Last Name **Hollick**

Job Title **Retired**

(where relevant)

Organisation (where relevant)

House/Property Number or Name

Street Town/Village Postcode Telephone Email address

1

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February -March 2024)

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)

2

Reference IW1 and EMP90 - SEGRO / EMA

Further to online information available and particularly my visit to the Diseworth Heritage Centre on 6 February I'm appalled that our district council has included such huge developments in their draft plan

Diseworth has endured massive developments over the last several decades including, but not limited to;

A42, Moto, destruction of Finger Farm for industrial and commercial development and the destruction of Gimbro Farm for DHL. Beside these huge developments we have been under threat from plans for a second runway and two separate routes for HS2, whilst these last two plans are postponed it would be naive to think that they will not reappear some time in the future

As a direct result of these existing developments Diseworth Brook has gone from an extremely healthy environment supporting minnows, sticklebacks, brown trout and water voles to an almost barren drain. Besides the wildlife damage created by industrial pollution the natural flow of the brook has changed out of all proportion with many times more water volume flowing through due to hard surface runoff than the natural flow and at such volume that much of the wildlife cannot sustain the changes. This additional water flow is not only harmful to wildlife but it is also causing regular flooding of many properties in the village. So called sustainable drainage systems do not work when the ground is saturated and the balancing ponds are full! Any further development will result in more flooding. Pumped drainage schemes only work when the pumps are working, there are many examples of flooding due to failure of such systems

These proposals are on agricultural land with ancient hedgerows and established woodland, housing and industrial development should not take valuable land that

could be needed for national self sufficiency, particularly with the precarious position with Russia.

A perfectly good site exists for freeport development at Ratcliffe on Soar Power Station on the ash field site South of the A453, the power station is scheduled to close in October of this year so the land could become immediately available with no loss to agriculture

Diseworth is increasingly being used as a 'rat run' particularly for work related journeys associated with the airport and businesses in the vicinity of the airport, this becomes particularly problematic when the motorway and trunk roads are closed, the narrow roads and footways in the village struggle to cope with the existing traffic, more would be a disaster, and would be particularly hazardous for school children attending the primary school and awaiting transport to other schools. Diseworth is a rural community with many horse owning families, hacking out around the village is becoming increasingly hazardous and would be impossible if these proposals were implemented

Diseworth has already been permanently harmed and will continue to suffer for ever from the existing infrastructure which has been built without adequate control. Any further development within the village must be small scale and carefully considered, huge new housing and industrial developments will cause serious damage to the environment and the well being of residents. Existing flood risk must be addressed and proposed additional development MUST be stopped at all costs

Nick Hollick

N J Hollick

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February -March 2024)

3

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February -March 2024)
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

4

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 02 March 2024 18:30:35

To: <planning.policy@nwleicestershire.gov.uk>

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name

Address

Local Plan Consultation

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This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

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However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

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Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

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4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build

concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is be **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

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Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

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Disputed

Reasons

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By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

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Not supported

Reasons

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Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

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Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a ‘limits to development’) they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

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being able to go to a pub for a meal, is not a range of local services and amenities.

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Reasons

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In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

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- How will the BNG be divided, assessed, maintained and evidenced?
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individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

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This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

Keaton Kular

[REDACTED]

[REDACTED]

[REDACTED]



From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 02 March 2024 19:57:42

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Chantel Kaur

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making

development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

*A Britain with many more homes – an assured path to home ownership – **and homes in the right places.** (for ‘in the right places’ read within agreed limits to development!)*

Our long-term plan has ten principles:

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

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Kind regards



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From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 02 March 2024 21:22:58

Dear Planning Policy Team,

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

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Name

Address

Local Plan Consultation

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Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

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This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

A large black rectangular redaction box covering the signature area.



Virus-free www.avg.com

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 02 March 2024 21:28:09

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was 6% then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build

outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-to-take-over-the-next-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- *Supercharging Europe's Science Capital.*
- *Building beautiful – and making architecture great again.*
- *Building great public services into the heart of every community.*
- *Communities taking back control of their future.*
- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots

outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and**
...

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as 'windfall' as they are genuine and must be included in the consideration of fulfilling the register.

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This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

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The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

C Stanton





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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Duncan	
Last Name	Ross	
Job Title (where relevant)	Business Development Manager	
Organisation (where relevant)	N/A	
House/Property Number or Name	████████	
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?	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.

In response to the proposed new housing settlement at Isley Woodhouse

(Policy IW1)

In my opinion this is a completely inappropriate site to locate this number of houses. **(Proposed Housing and Employment Allocations For Consultation (PHEAC) Paragraph 3.7 Table 2)** North West Leicestershire does not need to create this many dwellings in this area, so largely they will not be provision for local people but will be overspill from other areas of Leicester, Leicester County **(Proposed Policies for Consultation (PPC) Paragraphs 4.4 – 4.17)** and further afield. This will have a direct negative impact on the villages of Isley Walton and Diseworth, who will lose their rural identities and be swallowed up by a much larger community, with Diseworth effectively losing its conservation status. Increases in housing provision should be sustainable development according to the needs of the local area, dumping this amount of houses in one location may well fit the demands of national and local government, but it is not in keeping with the area and lazy planning in my opinion.

The area in question will be subject to noise from aircraft taxiing, landing, and taking off, in addition the nearby Donington Park racetrack creates noise on a regular basis and holds the annual Download festival, how will the road infrastructure cope, and local residents feel about this? **(PPC Draft Policy Ec11- Donington Park Circuit 3 a),b)** Will any new residents start a campaign of complaints against those two facilities and direct them towards NWLDC and/or Environmental Health?

The additional houses will mean an additional minimum 4500 cars, and those cars will be travelling on road infrastructure totally unequipped for that level of traffic. Any issues on M1, A453 and A42 already cause major problems to local communities with drivers striving to find alternative routes and using country lanes and villages as cut throughs to get to their destinations. Additional traffic will leave a corresponding increase in littering, already an issue locally and nationally. Will the clean up of this be left to local people as is the case nowadays? I

seriously doubt whether the local authority will make provision for clean-up of local areas as they have failed to do this for a number of years due to cuts!! **These are all in contravention of the (PPC Draft Policy AP5 – Health and Wellbeing)**

The development will be destroying around 750 acres of productive farmland having a negative effect on UK food security, the massive loss of habitat in the area including I believe around 7 miles of hedgerow and mature trees. **These are all in contravention of the (PPC Draft Policy AP5 – Health and Wellbeing)** Despite claims around how this will be replaced by the provision of BNG +10%, there is no chance of this happening onsite, therefore it will be supposedly dealt with elsewhere with no net benefit to the area and certainly not the air that is local to Diseworth.

Flooding into Diseworth Brook has and continues to be an issue, not only for Diseworth but also Long Whatton. Local farmland cannot absorb the current amounts of rainfall we have, discharges from EMA from runway, roads, hard standing and roof spaces (EMA now in court proceedings that also show this water runoff to be polluted). Any reduction in agricultural land and an increase in roads, pavements, houses, and any other areas unable to absorb water will increase the likelihood of future flooding. Any engineering solutions suggested would need to be modelled to ensure they are able to cope with the potential water outflows not only now, but also under worse case potential water flow with current changes to our climate. (we have just experienced the warmest and wettest February month for many years – this is likely to be a reality in the future) **(PPC Policy AP7 5.60)**

The fact that this local plan is being produced now, at the same time as the proposed developments being suggested as part of an Inland Freeport are unlikely to be coincidental. There is some collusion occurring somewhere to try and combine all at one time with a view that each development will contribute to the road infrastructure, as the developments in isolation are unlikely to want to spend the sums of money required to bring the road capacity up to something that might be fit for purpose.

Therefore, I do not support the new town development (Policy IW1)

In response to the Potential Location for the Freeport Development (EMP90)

I am aware that the Freeport Designation has been imposed on this area by national government, this was done without consultation with local communities. Local government has been obstructive in providing details about what they knew and when, and as I understand it there were several discussions held about this potential development between national government, LCC and NWLDC and this had been denied when NWLDC were asked. Evidence has now emerged from government ministers that NWLDC were fully briefed on this and chose not to acknowledge this was the case. What did you have to hide??

This is the wrong type of development in the wrong place. Productive agricultural land will be destroyed and threaten national food security. Habitat of field margins, hedges and mature trees will be lost, this cannot be replaced locally with BNG +10%, and even if it is dealt with elsewhere it does not improve the air I will breath locally. **(PPC policy En6 10.72 unacceptable levels of soil, air, water or noise pollution) and (PPC policy En1 Biodiversity Net Gain d, e,)**

My personal request for three mature trees in the proposed site to be considered for TPO status were dismissed in an email from former NWLDC tree officer Julian Simpson following consultation with **"Head of Planning"** and the **"Planning and Development Team Manager"**. I quote "they don't think it wise to progress with TPO orders on this site considering potentially what is going to happen to it." Perhaps this local plan consultation is a tick box exercise as the decision has already been made!!

The proposed development is suggested to create up to 20,000 jobs. How? There is a low rate of unemployment in the area, and the likelihood is that these jobs will not be high value ones but likely to be low value warehousing roles and will just be relocated from elsewhere as corporate businesses take advantage of the reduced tax burden available within freeport areas. Local people will not take up these roles meaning people will be travelling to their place of work inevitably by car, and those cars will be travelling on road infrastructure to tally unequipped for that level of traffic. Any issues on M1, A453 and A42 already cause major problems to local communities with drivers striving to find alternative routes and using country lanes and villages as cut throughs to get to their destinations. **(PPC Draft Policy Ec4 Employment Use on Unidentified sites 7.26 b, and c)** Additional traffic will also leave a corresponding increase in littering, already an issue locally and nationally. Will the clean-up of this be left to local people as is the case nowadays? I seriously doubt whether the local authority will make provision for clean-up of local areas as they have failed to do this for a number of years due to cuts!!

Flooding into Diseworth Brook has and continues to be an issue, not only for Diseworth but also Long Whatton. Local farmland cannot absorb the current amounts of rainfall we have, discharges from EMA from runway, roads, hard standing and roof spaces (EMA now in court proceedings that also show this water runoff to be polluted). Any reduction in agricultural land and an increase in roads, pavements, warehousing, and any other areas unable to absorb water will increase the likelihood of future flooding. Any engineering solutions suggested would need to be modelled to ensure they are able to cope with the potential water outflows not only now, but also under worse case potential water flow with current changes to our climate. (we have just experienced the warmest and wettest February month for many years – this is likely to be a

reality in the future)

In addition to reduction of green amenity locally there will also be a reduction in quality of life locally. Increased traffic as above, 24-hour noise from an industrial park, and light pollution will all have a detrimental impact of the locality and residents mental health and well-being.

Your 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" **These are your own words**, therefore you should outright be objecting that this land is included in the local plan. There are better sites than this even locally. The A453 North of M1 junction 25 has already undergone the necessary road improvements, land at the soon to be decommissioned Ratcliffe Power Station should be considered. This has a main line train connection, and the possibility to easily connect to the NET tram network into Nottingham.

Our incumbent MP Andrew Bridgen has publicly declared his opposition to the proposed location to the West of Diseworth. In addition, three prospective parliamentary candidates; Craig Smith – Conservative, Amanda Hack – Labour, and Carl Benfield – Green, have all publicly stated that this is an inappropriate place.

Your role is to reflect the opinions of the constituents of NWLDC and not be beholden to demands of government. We have been consistently lied to by governments running up to the Brexit vote and that we shouldn't be told what to do by unelected Europeans, we are now being lied to and told what to do by our National government. You have a duty to represent the views of the local taxpayers and reject this development outright knowing full well it is in the wrong place and should never have been designated as a site Freeport site.

I urge you to **do the right thing and** reject this development for the location and its inclusion in the draft local plan.

Therefore, I urge NWLDC to not include the EMP90 site for potential development.

Footnote: The documents produced for the local plan are very confusing to read and comprehend for ordinary people to be able to read and comprehend making it very difficult to put a well-structured response together. Is this a deliberate action in order to put off people from responding? It certainly feels that way.

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: *Duncan Ross*

Date: 03/03/2024

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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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



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	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Neera	
Last Name	Sentur	
Job Title (where relevant)	Programme Support Officer	
Organisation (where relevant)	LLR ICB	
House/Property Number or Name	████████████████████	
Street	██████████	
Town/Village	██████	
Postcode	██████	
Telephone		
Email address	██	

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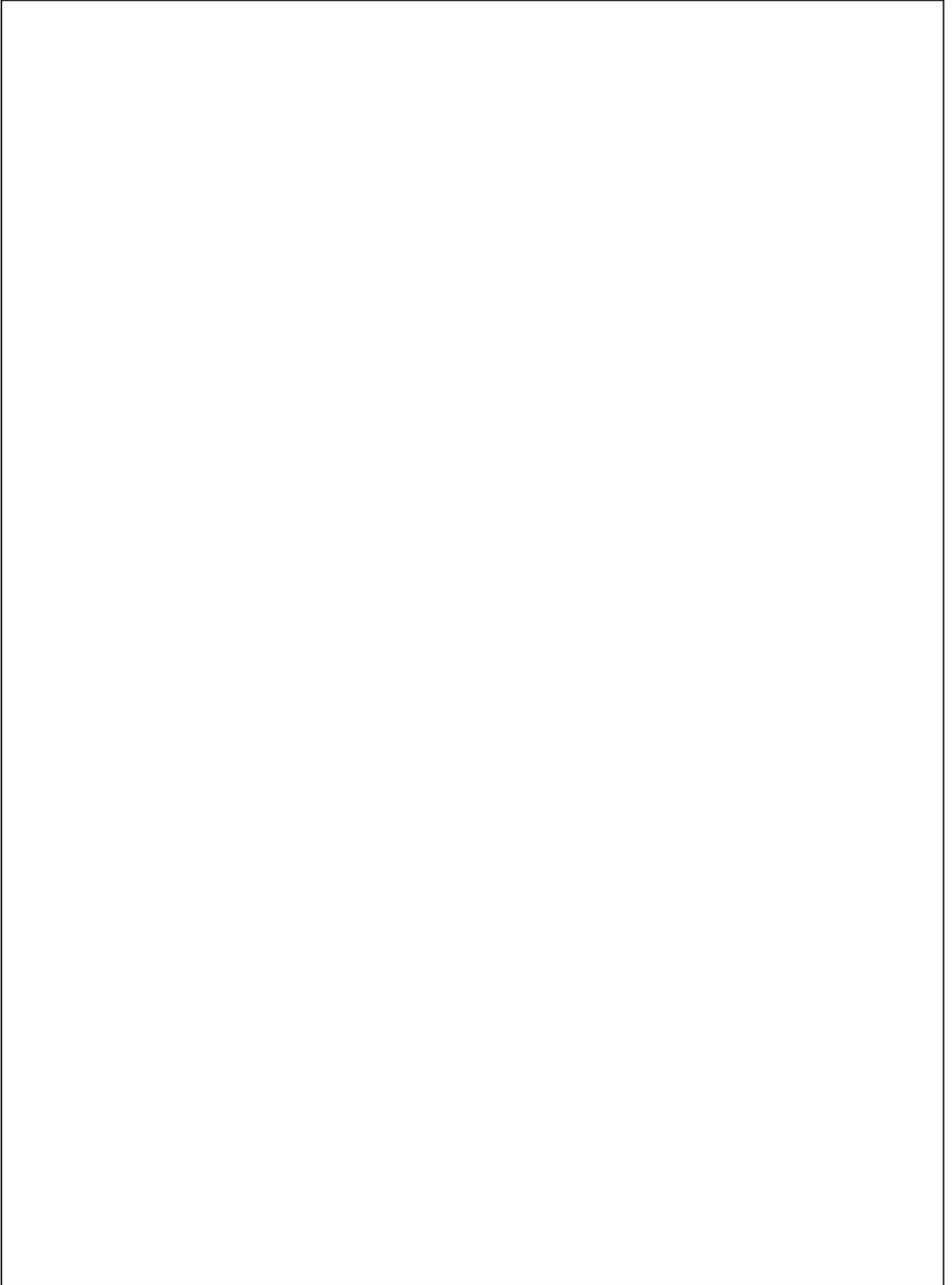
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Use this box to set out your response.

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

Consultation document 2 – Proposed housing and employment allocations

The ICB note the planned growth of 686 dwellings per year, 13720 dwellings to 2040 and will continue to work with the District Council to continue to identify areas of significant growth, new settlements and areas requiring S106 funding. We will review the impact of the new developments on primary and secondary care and will continue to liaise with the District Council to respond to housing development applications. We will continue to support Primary Care Services to develop suitable and sustainable infrastructure plans where there is growth in patient registrations at their practice.



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Signed: *N.Sentur*

Date: **01/03/2024**

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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.

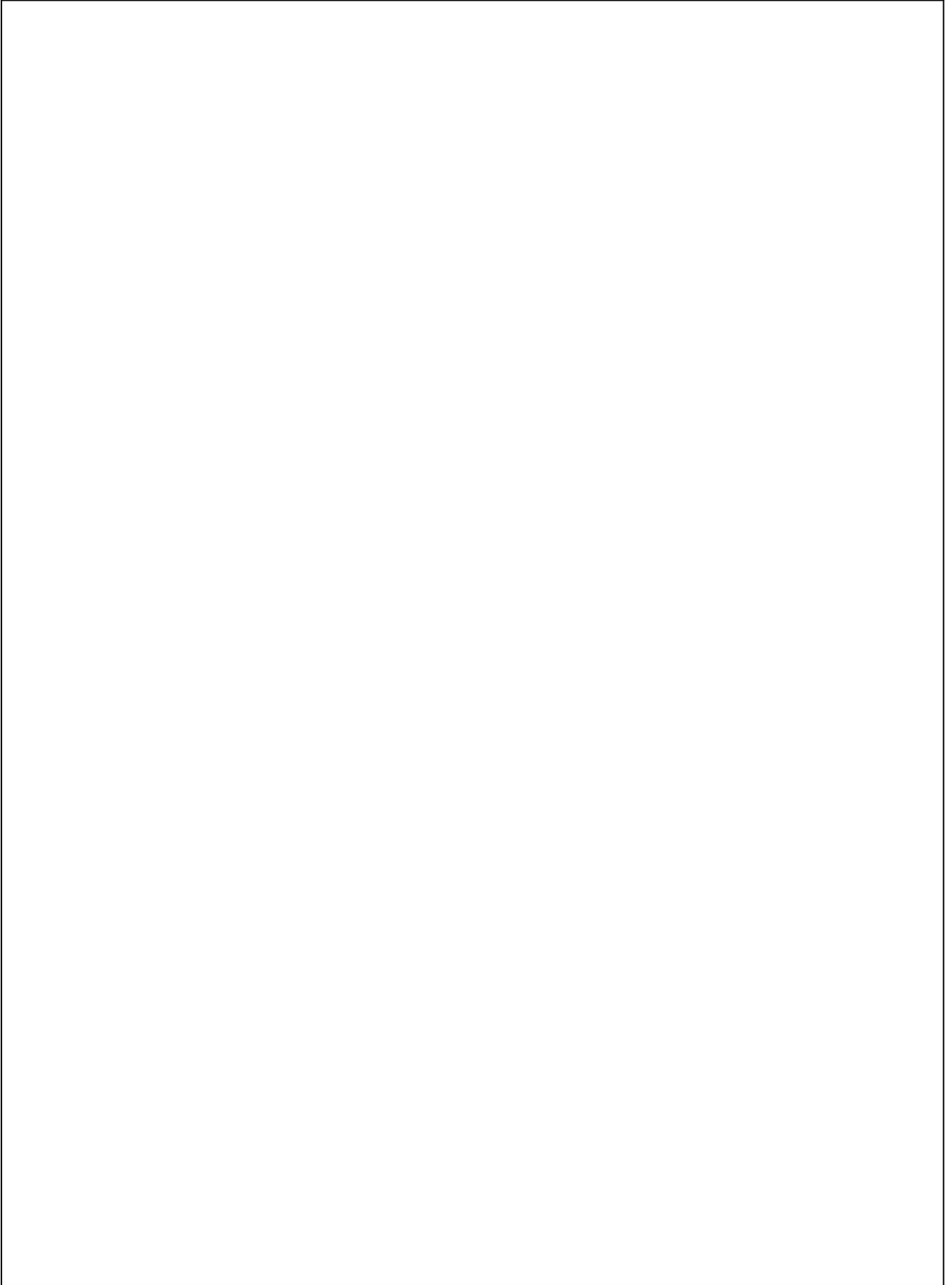
1. To which consultation document does this representation relate?		Proposed policies
		Proposed housing and employment allocations
	X	Proposed Limits to Development Review

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)

Consultation documents 3 - Proposed Limits to Development for Consultation
No comments



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: *N.Sentur*

Date: **01/03/2024**

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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	Neera	
Last Name	Sentur	
Job Title (where relevant)	Programme Support Officer	
Organisation (where relevant)	LLR ICB	
House/Property Number or Name	████████████████████	
Street	██████████	
Town/Village	██████	
Postcode	██████	
Telephone		
Email address	██	

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Consultation document 1 – Proposed Policies

ICB is supportive of the plan objectives as described in Section 4.4, with particular note to the following objectives:

- (1) Enabling health and wellbeing.
- (4) Reduce the need to travel and increase opportunities for cycling, walking and public transport.
- (10) maintain access to service and facilities, including health and social care, and supported by the physical and social infrastructure the community needs.

The proposed policies are welcomed, with particular support to the following policies due to their impact on health and the wider determinants of health:

AP1 – Design of new development supporting the health and wellbeing of public, and reducing the need to travel or to travel actively (walking or cycling).

AP2 – Amenity to reduce adverse effect on living conditions for current and future residents to facilitate good health and wellbeing.

AP5 – Health and Wellbeing -The ICB welcomes the consideration of Health and Wellbeing in the local plan, and the joining up of this with the Health and Wellbeing Strategy and the NWL Community Health and Wellbeing Plan. As cited in the document, careful planning can positively contribute to the range of health benefits documented in this section.

AP6 – Health Impact Assessments – The ICB support the development of Health Impact Assessment criteria and will support Public Health (Leicestershire) when required.

H1 – Housing and good quality of homes to support health and wellbeing.

H10 – Space standard to provide adequately sized homes to support health and wellbeing.

H11 – Accessible, Adaptable and Wheelchair User Homes to reduce any barriers for the population.

Ec9 – East Midlands Airport – Safeguarding. The ICB are supportive of this to eliminate risks and minimise accidents requiring emergency response.

Ec10 – East Midlands Airport – Public Safety Zones. The ICB are supportive of this to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing.

TC2 – Hot Food takeaway uses. The ICB support the hot food takeaway policy to reduce impact on public health for example diabetes and obesity.

IF2 – Community facilities (Strategic policy). The ICB support this proposed policy as meeting places reduce social isolation and improve mental health and wellbeing, sufficient health services enable us to respond to the public need, and cultural and sports facilities to support health and wellbeing.

IF3 – Green infrastructure. This is supported in relation to general health and wellbeing.

IF4 – Open Space, Sport and Recreation Facilities is supported to increase activity, social connectivity and improve health and wellbeing.

IF5 – Transport Infrastructure and New Development is supported to reduce the amount of personal travel and to encourage active travel (pedestrian and cycle links).

En3 – National Forest (Strategic Policy) is supported to offer a range of leisure opportunities for communities and visitors.

EN6 – Land and Air Quality. This policy would reduce the impact of unacceptable levels of air pollution which contributes to respiratory illness.

Although there only appears to be a minor reference to 'effective digital connectivity' in this policy document, the ICB welcomes this inclusion towards developing suitable premises and will support GP Practice and their contractual obligation for delivering a digital futures pathway for accessing their services.

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From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local Plan Consultation 5th February to 17th March - Policy H7
Date: 04 March 2024 16:38:46
Attachments: [Local Plan Consultation - Christine Gibson.pdf](#)
[Local Plan Consultation - Steve Gibson.pdf](#)

Dear Sir/Madam

Re: 23/01695/OUT - PP-12678794 Demolition of existing barn, tractor shed, log stores and associated machinery and the erection of a single detached self build dwelling

With regard to the above planning application, please find attached two Local Plan Consultations Policy H7 Self and Custom Build documents, duly signed.

We would like these documents to be considered when deciding whether planning permission should be granted for the proposed development on the site.

We are both strongly concerned with the development of the site, and are opposed to the erection of a dwelling on the said land. The dwelling will increase traffic, spoil the rural landscape and will open the floodgates for building more properties on the land.

We hope you take our concerns into consideration.

Kind regards

Christine Gibson

LPA – Local Plan Consultation - Response to Planning Policy H7

Dear Planning Policy Team

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Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name: *CHRISTINE GIBSON*

Address:

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported.

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed.

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat.

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds.

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

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- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed.

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported.

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a

site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported.

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported.

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported.

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds

within limits should not be considered as 'windfall' as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

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Name:

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Not supported.

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

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Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a

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This is such a dangerous precedent that it should not be entertained.

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If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

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Not supported.

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

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There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

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This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 04 March 2024 19:48:19

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name

Terry Singh

Address

[REDACTED]

Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom**

build plots as open market housing after 12 months

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing

affordable – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

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Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-to-take->

[over-years-come-build-better-britain-michael-goves-housing](#)

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

*A Britain with many more homes – an assured path to home ownership – **and homes in the right places.*** (for 'in the right places' read within agreed limits to development!)

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

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Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

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Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

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Virus-free www.avg.com

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 04 March 2024 22:56:41

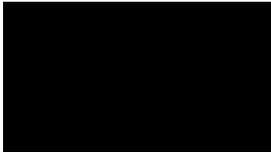
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Local Plan Consultation

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Thank you for taking time to read this response

From: [REDACTED]
To: [PLANNING POLICY](#)
Cc: [REDACTED]
Subject: EXTERNAL: Local plan consultation response comments on policy H7
Date: 04 March 2024 23:04:50

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Joan Roberts



Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

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However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

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build plots as open market housing after 12 months

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

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However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
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transport provision and amenities

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

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Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

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This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

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Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

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It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take

advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

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Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

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Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as 'windfall' as they are genuine and

must be included in the consideration of fulfilling the register.

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This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
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- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

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To: [PLANNING POLICY](#)
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Date: 04 March 2024 23:11:22

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Cc: [REDACTED]
Subject: EXTERNAL: Re: Local plan consultation response comments on policy H7
Date: 05 March 2024 11:08:23

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Address

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Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using

brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

Our long-term plan has ten principles:

- *The regeneration and renaissance of the hearts of twenty of our most important towns and cities.*
- *Supercharging Europe's Science Capital.*
- *Building beautiful – and making architecture great again.*
- *Building great public services into the heart of every community.*
- *Communities taking back control of their future.*
- *Greener homes, greener landscapes and green belt protection.*
- *A new deal for tenants and landlords.*
- *Ensuring that every home is safe, decent and warm.*
- *Liberating leaseholders.*
- *And extending ownership to a new generation.*

This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a

need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in

which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and ...**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. **Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities**

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable walking or cycling distance to a range of local services and amenities. I assume these aspects are defined somewhere as to what is reasonable and what constitutes a range of local services and amenities, if not they need to be – and for the avoidance of doubt, being able to go to a pub for a meal, is not a range of local services and amenities.

10. **Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding**

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Regards

Di Vallender



free.www.avg.com



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	Emma	
Last Name	Ward	
Job Title (where relevant)	Customer service	
Organisation (where relevant)		
House/Property Number or Name	█	
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?	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.

3.5, 4.4 -4.12, 4.15-4.17, 5, 6,

Use this box to set out your response.

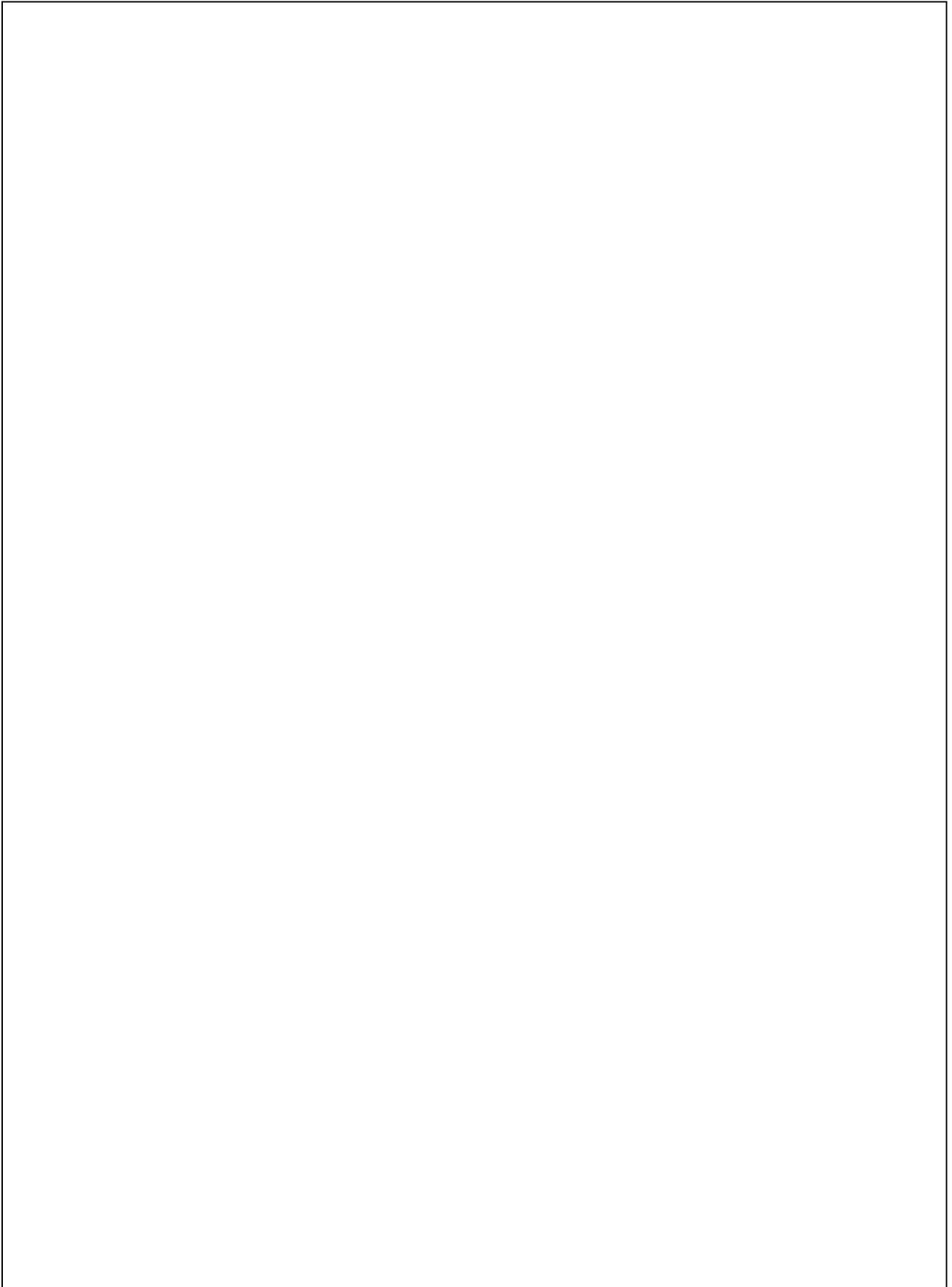
The water flow from the different brooks around the village has changed incredibly in just the last seven years. This has been due to a number of factors, not least climate change, but also the development of land surrounding the airport.

Future development of land around the village of Diseworth will undoubtedly have massive impacts on water drainage and on the flow of water through our village. We already experience regular flooding in the centre of the village and any development can only increase the frequency and scale of this flooding.

There is extensive warehouse development in Castle Donington that is incapable of finding tenants, these warehouses are built on brownfield sites and have in place road, rail, and all utilities required.

Where as the site proposed adjacent to Diseworth has no infrastructure in place, no good road connectivity and no utilities.

Exactly the same can be said for the proposed housing development, there are no utilities in place and more importantly this area is being very carefully examined to provide wet lands, areas of natural flooding and areas of water retention. This will greatly reduce the flood risk in Diseworth and also reduce water flow to the river soar and reduce flooding in Hathern and other downstream communities.



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: Emma Ward.

Date: 05:03:2024

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

Dr Joanna Wragg

[REDACTED]

[REDACTED]

[REDACTED]

04/03/2024

To whom it may concern

I strongly object to the draft local North West Leicestershire District Council plan (2020-2040)

The National Planning Policy Framework (NPPF) states that “Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics (paragraph 132, NPPF, 2023). The Draft North West Leicestershire plan (2020-2040) does not respect the important areas, assets or local characteristics of the area.

In a recent statement Prime Minister Sunak said “We pledged to build the right homes in the right places – protecting our precious countryside and building more in urban areas where demand is highest. Today’s package is us delivering on that” (<https://www.gov.uk/government/news/build-on-brownfield-now-gove-tells-underperforming-councils#Overview>). The draft local NWLDC plan (2020-2040) does not reflect the Governments’ current stance to build in the right places – building over rolling countryside to create 4500 houses is not the right thing to do.

In particular I object to Clauses 4.109 – 4.116: The proposed new Settlement of Isley Woodhouse

1. Isley Walton (as it is currently known) has important assets that make an essential contribution to the attractiveness, character and local distinctiveness of the district. **Policy En7 clause 10.81** states that a “heritage asset is a building, monument, area or historic landscape that merits consideration in planning decisions because of its heritage interest. Listed buildings, conservation areas, registered parks and gardens and scheduled monuments are known as designated heritage assets”. The church at Isley Walton sits on the site of the 12th Century Knights Templar chapel, includes a number of other listed buildings and buildings related to the Worshipful Company of Bowyers, which still bear the coat of arms. The proposed new settlement of Isley Woodhouse is not in line with **clause 4.109 to conserve and enhance heritage/Policy En7– Conservation and Enhancement of the Historic Environment (Strategic Policy)**.

2. Given that there has been significant house building in NW Leicestershire to ‘support’ the new employment facilities e.g. warehouses, why is there a constant need to concrete more of this area of the UK rather than utilising the **21,000 UK brownfield sites, with the potential to provide 1.06 million homes** (<https://doi.org/10.1016/j.scitotenv.2021.147132>)

3. Building of a new settlement (Isley Woodhouse) will result in the ‘sealing’ of a significant volume of agricultural soil, where soil sealing is defined as the “destruction or covering of soils by buildings, constructions and layers of completely or partly impermeable artificial material (asphalt, concrete, etc.). It is the most intense form of land take and is essentially an irreversible process” (<https://recarehub.eu/soil-threats/sealing>). Building of both homes and employment spaces will not reduce carbon

emissions from the development (**Policy AP4 – Reducing Carbon Emissions (Strategic Policy)**) for a number of reasons including the sealing of soil.

Soil sealing results in:

- Removal of productive land from the provision of food in an age when it is important to have as much locally grown produce as possible (national food security) rather than transporting food from across the world and contributing further to the release of greenhouse gases into the environment
- Habitat loss for soil organisms, plant species and animals leading to local extinction processes. Decreases in soil biodiversity lead to the inhibition or slowdown of organic matter and nutrient cycles.
- Reduction of the soils ability to function as a sink/filter/diluter for pollutants and reduces its capacity to store water.
- Agricultural soils are a significant reservoir for carbon and sequester carbon from the atmosphere. Conservative estimates put the carbon sequestration potential of soils to be 1-2 tonne of CO₂, per hectare, per year. **The proposed land grab at Isley Walton will result in a lost opportunity to remove between 316 and 632 tonne of CO₂ per year.**
- Enhanced runoff during rainstorms, which significantly contributes to flooding. Heavy rain already causes flooding around the area.

4. The volume of concrete needed to create such a development will create ca. 80.9 kg CO₂/tonne, this will compound the climate impacts of sealing the soil by buildings (see below) and will not be consistent with **policy AP4**.

5. The draft North West Leicestershire plan (2020-2040) states that Isley Woodhouse is a village (or in other sections new settlement). A village is classed as having between 500 and 2,500 inhabitants. The plan of building 4500 houses, despite the timescale, would result in an area that is significantly bigger than a 'village'.

6. According to LandIS.org the new settlement of Isley Woodhouse will be built on soil with impeded drainage (potentially susceptible to flooding) and moderate to high fertility. The area is described as rolling hills in the plan document, development and the removal of natural vegetation is likely to impact on the stability of slopes and increase water runoff from the site, which in turn will enhance the erosion of any exposed soil that the proposed development does not touch. As such the new development will impact on Land and Air Quality (**Policy En6 – Land and Air Quality**). The development will have a significant negative impact on the natural habitat and biodiversity, which currently has Hares, Bats, Owls, Deer and Buzzards, not to mention the wide variety of plants and soil microbes (see above for the negative impacts from soil sealing) that all play a part in the natural environment. Despite the inclusion of 10% Biodiversity Net Gain (BNG) in the proposal, this could be achieved by buying 'credits' from land owners outside the area (**Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)**). **How does this mitigate against the local impacts of any development?**

7. There is currently a large volume of traffic in the area from local quarrying activities, the airport and events at Donington Park. There is currently no bus service to Isley Walton or public pathways to get to bus stops (if they were there). Increased traffic from the creation of a new settlement and potential habitants will substantially increase the danger from accidents and impacts from noise pollution and the impacts on human health from air pollution, which is not in line with **Policies AP5 and EN6**.

8. The draft plan states that “planning and delivery of Isley Woodhouse will be underpinned by the following key principles: (a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make”. This is not the case for the current residents who will have to **endure increased levels of traffic and pollution associated with the development**, changing of land use well beyond the 2040.

9. Clause 4.104 “a significant number of people from a wide area to work at the various major employment sites such as East Midlands Airport. The majority travel by car which adds to congestion on the highway network and contributes to carbon emissions.” The large amount of congestion that we currently face pollutes the atmosphere with particulate matter (PM10, PM2.5, NOx, SOx etc), which will only increase as traffic in, out and through the area significantly increases to support both housing and employment targets. This is in addition to the particulate material currently emitted by airport traffic. Regardless of its source, poor air quality is the largest environmental risk to public health in the UK, is known to cause both short term and long term effects on health and has been listed as a contributory cause of death post mortem. The draft plan will only concentrate this further, as more cars means **more congestion on roads that are not currently fit for purpose**.

10. The development plan includes provision of employment opportunities in Isley Woodhouse so that residents do not have to commute. Given that ‘employment opportunities’ in the area are often result in building warehousing (4.113), how does the plan imagine that potentially low paid workers in the “start up premises suitable for small businesses” be able to afford houses that any developer would like to build (often highly priced 4 bedrooms). The Draft local plan (4.116) states that the employment uses will be sited along the northern part of the Isley Woodhouse site adjoining the A453. As well as being good for road access, it will mean that residential areas can be sited “further away from these noisy facilities and also, in part, shielded from them”. **This is wholly discriminatory against the local population of Isley Walton, who will not be shielded, they will be sacrificed as part of the shield.**

11. Castle Donington has already been turned into an area full of warehousing and opportunities for employment are provided. The new Stud Brook Business Park is within ca. 2km of the proposed Isley Woodhouse settlement is already available and not occupied. **So why is there a need for further sites? Is this because it is a way of ensuring planning permission for such a large number of houses?**

Jo Coultas



Dear Sirs,

R.E. Scoping Application for development to be known as “Isley Woodhouse” as part of the draft local North West Leicestershire District Council plan (2020-2040)

I would like to strongly oppose the development of this site. My reasons for this are stated below.

1. The loss of up to 780 acres of high quality farm land. The farm land in the area is capable of producing an estimated 3000 tonnes of produce per year. Given that we are allegedly facing a “food crisis” where there will be a national food shortage, is destruction of such prime farm land is something that should be avoided at all costs.

2. Once the soil is capped (i.e. built upon) it will no longer be exposed to nor be able to capture CO₂ that is in the atmosphere. Given that local areas have been highlighted as having high levels of air pollution, then by capping soil in the area and also importing traffic and other sources of air pollution to the area is not going to make that problem go away. Promises and proposals for green battery power supplies for this development and mass usage of electric vehicles are still decades away, so what will the carbon offset be for the foreseeable construction phase of this development?

3. Green Credits... Green Credits are available to supposedly off-set the accepted damage caused by these developments. Will these credits be spent in the local area? (as in Isley Walton and Diseworth) or will they be lost to other areas within NWL giving a total loss of habitats in the proposed area of the plan, adding to the industrial / housing desert that is being created.

4. The plan gives little in the way of showing improvements to the local road networks. The M1 and M42 clog up very easily in this area, so given the amount of traffic the proposed new settlement will bring how are these roads supposed to cope

with what you could describe as clogged arteries that already when under pressure struggle to feed the area.

5. The area of land to the north of the A453 has been highlighted for industrial usage to act as a barrier for the development to lessen sound/noise pollution affecting the new settlement. This land in effect is the centre of "Isley Walton" as it now stands. How are the current residents taken into consideration, when this stage of the development would see a large proportion of properties being absorbed into this area. I suggest that no consideration whatsoever has been given to the current historic settlement of Isley Walton, and it's residents given this stance / statement. It is totally unacceptable to destroy this area for industrial usage, especially given the flaky excuse of noise pollution, given that any works in this area will only bring noise pollution for the next decade whilst Isley Woodhouse is constructed. Noise pollution is not a major issue in Isley Walton at the moment, although it is being used as an excuse to industrialise this area with little or no regard for anyone who has property adjoining to this land.

6. NWLCC have already allowed the building of huge housing estates (Hugglescoat / Coalfields Farm / Bardon Hill) in other areas nearby. We have already seen over 3500 properties built in these areas, and now face a further 4700 at Isley Walton. No matter how many i-ports, logistics hub and warehouses that are built alongside these developments, there will never be circa 14,000 jobs created for the people who are proposed to live here. All this is creating is a new commuter belt for the local cities of Derby Leicester and Nottingham, which by definition will add to road journeys for these people, creating more pollution. This directly contravenes the NWLCC plan for reducing waste and pollution that was recently published.

7. Given the level of accepted growth that NWLCC considers within the local plans, is there any thought given to the area being entirely swallowed up by these developments. If you look at the developments already in their construction phases and those such as Isley Woodhouse...it will not be too far into the future that there will be no individual hamlets, villages or towns...but just one huge conurbation with no visible division or countryside in the surrounding areas. Is this really an acceptable end to the precious rolling countryside that the area is known for?

8. What, if any consideration is given to the diverse wildlife that can be found in the area. This area is home to the smallest mammals in the UK (Pigmy Voles) to some of the largest Birds of Prey (Red Kites), not to mention other protected species such as Hares and Badgers.

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Planning Policy Consultation
Date: 05 March 2024 18:28:12

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely
Fiona Anderson



Local Plan Consultation Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the

very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. Policy H7 3 Allowing self and custom builds outside limits to development in certain situations

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**

- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

5. **Policy H7 3(a) – Enable outside limits where the application by clear evidence of demand from the most up to date register and....**

Disputed

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

It is also unclear as to whether it is the site that is needed to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous in any event.

Also, what happens when these houses are built – does that mean that they represent the new limits to development (that would be the case if you applied the natural and ordinary meaning to the concept of a 'limits to development') they are, after all, developments - in which case you could then get a site adjacent to them – a site adjacent to adjacent – and so it could, and would, go on until we had no countryside left.

This is such a dangerous precedent that it should not be entertained.

7. **Policy H7 3(c) – enable outside limits where the development is reflective of location and setting and is of a scale and character proportionate and**

Not supported

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...

Not supported

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

9. Policy H7 3(e) enable outside limits where within a reasonable walking or cycling distance to a range of local services and amenities

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10. Policy H7 4 – ALL planning permissions will be subject to a S106 to ensure the initial occupiers fall within the legal definition of self and custom housebuilding

Not supported

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

The application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as ‘windfall’ as they are genuine and must be included in the consideration of fulfilling the register.

11. Policy Omission - Enforcement of discharge conditions for custom build plots

This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

When there is a group of houses being built, that are to be progressed as

individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example

- How will the BNG be divided, assessed, maintained and evidenced?
- How will the archaeology be protected and by whom?
- How will the flooding risk be mitigated?
- How will you ensure the visibility splay is maintained?
- And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals?

If it is not clear how planning permission conditions will be enforced, then a permission cannot be issued, as you cannot enforce them. A policy statement on this matter needs to be made, so an enforcement process can be created.

Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can
Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name

Address

Local Plan Consultation Policy H7 Self and Custom Build

1. Policy H7 (1) – To support self and custom build where they are within limits to development.

This position is supported

2. Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.

This position could be reviewed

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months

Not supported - with caveat

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be. However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**

- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide

developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-come-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

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Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

Custom builds are where a single developer takes control of a development but builds the individual dwellings to the specification of the new owners. This can be multiple but there is a massive risk when the developer is not part of the application process and no individuals are yet sourced as wanting to take on the plots at application stage.

This risk is too big to be addressed by S106s and consequently planning applications should surely require this detail up front, namely:

The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

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Thank you for taking time to read this response

Please find attached 6 pages relating to my response to the above consultation.
Thank you for considering the points raised.

Please note that I consider this consultation discriminatory as it disadvantages those (mainly elderly) who have limited access to IT and hard copies are only available in a few libraries. Have you considered the blind also?

Regards

Alison Evans



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)

Please see the next page.

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 allocation	
Proposed Limits to Development Review	

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

Title	MRS	
First Name	ALISON	
Last Name	EVANS	NOT
Job Title (where relevant)	RETIRED	APPLICABLE
Organisation (where relevant)	N/A	
House/Property Number or Name		
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? IWI and EMP 90	Proposed policies
	<input checked="" type="checkbox"/> 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)

Proposed housing and employment allocations

IW1 Land at Isley Woodhouse

I wish to register an objection to this proposed development for the following reasons:

- **Contradicts Leicester & Leicestershire Strategic Growth Plan** This sets out a strategy that includes, "to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas." The area proposed is completely rural and includes a tiny hamlet so this does not reflect what the plan strategy proposes.
- **Allocation of housing for Leicester.** If this proposed housing is to alleviate the needs for Leicester, have you completed any surveys to demonstrate people want to move to this area? The chosen area is much nearer to Derby and Nottingham so is unlikely to benefit and alleviate the housing needs of Leicester.
- **Flood Risk and Water Pollution.** You state that, "To the east at a lower level is Diseworth." Our village has suffered greatly with flooding over the past few years resulting in flooding of houses and closure of roads and disruption of bus services. Your acknowledgement that Diseworth is at a lower level highlights the likelihood that the proposed development (along with other nearby developments) will massively impact and exacerbate our village's flooding problems. Long Whatton also suffers from flooding as it is also affected by Diseworth Brook. EMA has already been prosecuted for the pollution of local watercourses. How will you ensure runoff from these greater areas of concrete do not increase flooding and pollution?
- **Noise Pollution.** Diseworth already suffers from noise pollution due to the 24- hour operation of EMA and its proximity to Donington Park (DP). On race days we cannot hear one another speak in our garden due to the constant whine from the race track. The proposed new housing is even closer to both Donington Park (DP) and the end of EMA's runway so will suffer even greater noise pollution. It is well established that EMA and DP both have a major noise impact on Kegworth and Castle Donington too.
- **Light Pollution.** Diseworth experiences 24-hours of light when we look up to the glow at the top of the hill. Isley Woodhouse is likely to suffer similarly as the new village will be at a higher location than Diseworth.
- **Transport and Air Pollution.** How will the transport infrastructure be achieved due to the site's proximity to EMA with its runway, DP and the warehousing environs? The area already suffers from transport delays during major events at either site. The current roads cannot cope. It should be noted that housing developments in Breedon and Castle Donington (with warehousing too) will additionally impact on increased traffic on the A453. Add to this the proposed increase in distribution vehicles at the proposed new warehousing sites from the Freeport and road transport will grind to a halt! The whole transport system will need major redevelopment. Who is going to pay for this when budgets do not stretch to the repair of potholes in our existing roads? Any gridlock on the A453 can result in diversions through Diseworth where our roads cannot cope. Remember the gridlock created by the Download event where road blockages resulted in village children missing their maths GCSE exams. Such an increase in transport will also lead to greater air pollution.
- **Consider other developments locally.** If the Freeport land is also developed the rural nature of Diseworth will be destroyed and it will cease to be a village. How can you retain the status of Diseworth as a conservation village if such large developments encroach on our village boundaries?
- **Wrong situation.** All of the above indicates that the proposed site of Isley Woodhouse is in the wrong place. Its construction would have a devastating impact on Diseworth as it is too close to the existing village. It is also too near to EMA, DP and the expanded Castle Donington village. You state that the "new settlement needs to be of exceptional quality, reflecting its setting within the wider rural landscape." This description needs amending to read, "within the EMA concrete conglomeration."

IWI Continued

- **Loss of Agricultural Land.** The proposed new village will eat up acres of good agricultural land and miles of hedgerows. The UK needs to become more self-sufficient as if future global conflicts were to escalate we could no longer, "Dig for Victory." It is also important that transportation of food should be within the local area to reduce CO2 generation. Building on green belt rather than brownfield sites removes this possibility.
- **Impact and Destruction of Wildlife and Habitats.** How can you claim that biodiversity will be increased? The new village proposals will result in destruction of grassland, hedges and trees all of which are beneficial carbon sinks. Mitigating by new planting will take years to have any effect. Trees do not grow overnight! Food chains will be broken without investigation into the full impact. Insects responsible for pollination will have their 'homes' destroyed with the resulting impact on farming yields. Once lost a habitat will take years to recover, if ever! The State of Nature 2023 reports on the UK's current biodiversity. UK wildlife is continuing to decline with 19% of species studied across the UK having declined on average since 1970 and 16% of species threatened with extinction. The UK should be ashamed that it is one of the most nature-depleted countries on earth. How can you claim this new village proposal will have a biodiversity net gain and will not impact existing habitats and food chains?
- **Health and Well-being.** Have you considered the detrimental effects that years of noise, pollution by construction traffic with inevitable road closures or diversions might have on the population already inhabiting this area? There will also be a loss of green spaces. "90% of adults who had visited green and natural spaces in the past 14 days agreed that time spent outdoors is good for their physical and mental health." Please refer to the report by DEFRA, OIF Indicator G7: Health and Wellbeing benefits, 2022. Reports in reputable medical journals also clearly establish a link between green spaces and health.
- **Employment Needs.** One of the aims of this new settlement is to provide housing close to employment. Are the numbers projected for this new settlement correct and how will you ensure housing is affordable for low-paid workers when the infrastructure costs to supply a suitable road network along with shops, schools, doctor's surgeries etc. will be so high? Warehousing jobs are low paid and will decline with time with the rapid expansion of AI.

For the above reasons I wish to strongly object to the Isley Woodhouse Development Proposals.

EMP90 text overleaf.

Potential Location for the Freeport Development (EMP90)

I wish to register an objection to this proposed development for the following reasons:

- The **primary objection** to the Freeport location at this site has already been stated by NWLDC planners. You have clearly, "Shot yourselves in the foot", if you were to try to approve this proposal by stating, "We do not consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be acceptable based on the current extent of the designated Freeport land." I agree that this land should not be included.
- **Encroachment** on the village could impact the village's conservation status and lead to Diseworth becoming an extension of a logistics park with unneeded warehousing rather than a village with a separate identity.
- **Mental and Physical Health.** Destruction of the footpath and other walking routes will impact the mental and physical health of villagers due to the loss of the ability to walk in peaceful green surroundings. The circular walking route we enjoy was used extensively during Lockdown as villagers walked to the nearest shops at MOTO.
- **Flooding.** Diseworth is positioned in the dip down from the proposed location of this warehousing. The village has been subjected to increased flooding over recent years. The mitigation proposals are unlikely to be sufficient to replace the drainage offered by farmers' fields and will result in more agony for villagers impacted by flooding of homes and roads. This will impact Long Whatton too.
- **Destruction of Habitat and Impact on Wildlife and Biodiversity.** By allowing building on areas that are carbon sinks and are wildlife rich and to claim that this can be offset by 100% plus 10% is ridiculous. I have walked Hyam's Lane for over 50 years and witnessed the decline in numbers of several Red-listed Species such as Lapwing, Skylark, Yellowhammer, Greenfinch, Linnet, Marsh Tit, Starling, Tree Sparrow, Fieldfare and House Sparrow. Many are ground or hedgerow nesting birds which are still present so need protecting. The Diseworth hedgerows and lanes are wildlife corridors which must be retained to promote biodiversity and prevent further species loss. The UK is one of the most nature-depleted countries on earth. Please refer to comments under IW1.
- **Concrete vs soil.** Concrete is one of the worst materials for generating CO2 during its processing. Why is this material being proposed to replace the carbon sinks of trees, fields and hedgerows that will be destroyed? How much CO2 are you generating by building warehouses on agricultural land? You are simply trying to greenwash.
- **Loss of Agricultural Land.** As stated in my objections to IW1, the proposed Freeport development will destroy acres of good agricultural land and miles of hedgerows. The UK needs to become more self-sufficient as if future global conflicts were to escalate we could no longer, "Dig for Victory." It is also important that transportation of food should be within the local area to reduce CO2 generation. Building on green belt rather than brownfield sites removes this possibility.
- **Noise Pollution.** This proposed development will lead to 24-hour noise as the site will be accessed by lorries. Being nearer to the village it will have a greater noise impact than that of reversing vehicles at EMA. Buffering will not help.
- **Light Pollution.** Construction of warehousing will increase light pollution as lighting will be needed for 24-hour operation of these facilities. This will be another intrusive lightsource along with that which EMA already subjects Diseworth to. Screening will not help.
- **Unused Warehouses Locally.** Have you surveyed how many warehouses are still available 'To Let' in the area's environs? Can you justify giving approval for more and removing greenbelt agricultural land? Brownfield sites are more appropriate for such a development.

For the above reasons I object to the use of 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: 5th 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

56

Original Seen:



Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

Please find below my comments related to Policy H7 of the latest Local Plan made as part of the ongoing consultation, to ask that you re-consider the policy where it enables any derogation to the limits to development for self or custom build dwellings as this is unenforceable, unnecessary and creates an opportunity for abuse.

Yours sincerely

Name: Michael Greasley

Address:



Local Plan Consultation

Policy H7 Self and Custom Build

1. **Policy H7 (1) – To support self and custom build where they are within limits to development.**

This position is supported.

2. **Policy H7 2(a) – Requiring that, in developments of over 30, 5% of the development is self and custom build serviced plots.**

This position could be reviewed.

This would make a large difference to the provision of self and custom build plots numbers and would reduce the register considerably, IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied

However, if the figure was **6%** then the council would have no further self and custom build requirement and our countryside would be safeguarded.

3. **Policy H7 2 (b) Enabling to market self and custom build plots as open market housing after 12 months**

Not supported - with caveat.

Reasons

If you ever enable a developer to convert to self and custom build plots to open market, after trying to sell them as self or custom build for 12 months, with no takers, then something is wrong. Either the price is not right or there really is no demand for such self and custom builds. This should be taken as an indication and as proof that they are NOT required and should be used as data to inform policy change (which should be immediate)

Additionally, any such capability is another reason why they should never be permitted anywhere where normal housing would be refused, in addition to all the very clear policy aims stating that this is unacceptable, such potential is creating a loophole to the agreed limits to development that is, and will be, exploited for financial gain – which is not what levelling up agenda intended.

In any event, to assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation. The penalty for this scenario does not appear to be part of this consultation, nor is it clear what the nature of such an offence would be

However, if the self and custom build policy did not include the capability to build outside limits, this extra scrutiny would not be a requirement, as the register would be much diminished in any case.

4. **Policy H7 3 Allowing self and custom builds outside limits to development in certain situations**

Not supported - there should be no derogation from limits to development for self and custom builds.

Reasons

Enabling such a derogation to normal policy is perversely incentivising and driving the wrong behaviours, by creating a loophole to the limits to development that is easy to exploit and difficult to prove – before it is too late.

4.1 H7 (3) and Levelling Up

It is also of note that the real purpose of the self and custom build concept, as part of levelling up, is to make the provision of housing **affordable** – it is the affordability that is the point, not the positioning or location.

- **The purpose of levelling up agenda and self and custom build is affordability - not being able to build where others can't**
- **Developments should be within communities with sustainable transport provision and amenities**

Of course, these dwellings can be within limits, there is no doubt about this, in fact it is be **expected that they are within limits**, as these are the locations that have been assessed as sustainable and therefore are places in which those wishing to live affordably would want to, and be best able, to, live.

Within limits to development the concept of self building is, as it should be, VERY attractive to the few who can undertake such a thing – **because, and only because, a self or custom build house is cheaper** than buying one ready cooked from a developer.

The levelling up agenda (LUA) was never intended to promote the wanton destruction of areas outside the limits to development and therefore to provide developers with even more income due to the attractiveness, and hitherto the absolute unavailability, of these sites – in fact if that were the case this would mean more money, from those who cannot afford market housing, being paid to developers - and that was entirely what levelling up is in place **to avoid**.

Nor was the LUA in place to advantage individuals to be granted permission where they would not, and could not, have hitherto gained permission (i.e. outside limits to development) – resulting in a cheaper, but more valuable, house and gardens for them and the destruction of our green area and ecology for everyone else (against central government policy).

The policy as drafted means that developers and, already comfortably housed, individuals, are able to make even more money out of the housing market - and to that end there is no levelling up at all. This is wrong.

The H7 policy should help to achieve this aim and not undermine it

For levelling up, it is the affordability that is the key – not the ability to build outside limits and/or S106s.

4.2 Policy H7(3) and green field development

Additionally, the content of Michael Gove's key housing speech from July last year (link below) has, as one its ten priorities, preserving greener spaces (not just protecting green belt which we acknowledge is purely London centric)

<https://www.michaelgove.com/news/critical-next-steps-we-need-take-over-years-com-e-build-better-britain-michael-goves-housing>

This talks, amongst other things, about densifying our cities, making development more efficient in terms of sustainable transport, using brownfield sites and importantly, only self-build homes created by communities in places we already love, within established communities

- **Greenfield sites should not be developed**

All of this defines all development being within limits and as required by the community.

- **There is no derogation from these central government policy aims for self builds so, of course, they should be within limits to development**

A Britain with many more homes – an assured path to home ownership – and homes in the right places. (for 'in the right places' read within agreed limits to development!)

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This also includes other aspects that need to be considered when thinking about permitting development on greenfield sites – of which most plots outside limits are

In addition, the new Infrastructure Levy which we are legislating for in the Levelling Up and Regeneration Bill will further incentivise that brownfield development.

Developers aiming to build on greenfield sites will have to pay more – to provide for the new affordable housing and the infrastructure necessary in areas where there just aren't the roads, GP surgeries, the schools and shops already in place.

This part also explains that greenfield site development is NOT part of government policy, there will be a levy imposed to prevent this from occurring.

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Disputed.

Reasons

The provision of self and custom builds is only required if there is a need evidenced by a register

It is no coincidence, that if you allow some-one to do something they normally cannot do, then there will be interest and with this register, it is indeed this interest which is driving a policy to permit outside limits to development

If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically.

By enabling any derogation from usual policy, speculative developers can take advantage of the system, to enable the building of far more valuable homes as self and custom build than normal housing.

The new policy and the method by which current applications are determined, should be that all self builds must accord with the requirements of the Local Plan - namely NOT outside limits to development.

If this policy were robustly defended, then there would be no incentive to be on the register, for any other reason than to provide you and your family with a cheaper and bespoke home – and this is perfectly achievable, indeed more so within limits

6. **Policy H7 3 (b) Enable self and custom build outside limits where adjacent to limits to development and**

Not supported.

Reasons

It has been said that, due to land prices, land that you currently can't build on is cheaper than land within limits to development where you can build so, for a self builder buying a green plot would be cheaper.

Unfortunately, this is a wholly mute argument, as the value of land depends entirely on what you can do with it

As soon as you allow building on land, anywhere, that land becomes more valuable.

Allowing adjacent to limits of development is a very dangerous proposition and is just allowing limits to development to creep into the countryside.

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This is such a dangerous precedent that it should not be entertained.

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Not supported.

Reasons

If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere

8. **Policy H7 3(d) enable outside limits where is within reasonable walking distance of a good bus service and ...**

Not supported.

Reasons

As above, notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.

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Not supported.

Reasons

In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.

In any case any S106 requirements would be unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place.

As such, S106s provide no comfort or reassurance to the public that any derogation to limits to development for these developments, that is proposed to be provided by the draft Policy H7(3) could ever be appropriate.

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within limits should not be considered as 'windfall' as they are genuine and must be included in the consideration of fulfilling the register.

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This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed.

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Defining accountable parties

There also seems to be some confusion about the numbers of dwellings you can apply for as self build.

Self builds are, and should be, exactly what they say – built by one person, as their home – you cannot ever have multiple self builds with one applicant, that is wrong and is being used wrongly in the planning system

If there are 5 self builds, there should be 5 applicants, one for each property - that is it.

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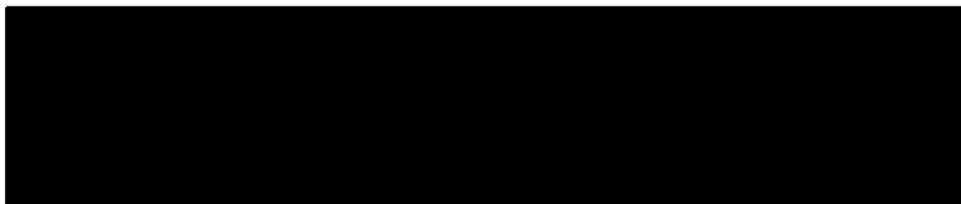
The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

Michael Greasley



Original Seen:

NORTH WEST LEICESTERSHIRE
DISTRICT COUNCIL
06.05.24
RECEIVED


North West
Leicestershire
District Council

Dear Planning Policy Team

Local Plan Consultation 5th February to 17th March 2024 – Policy H7

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Address:



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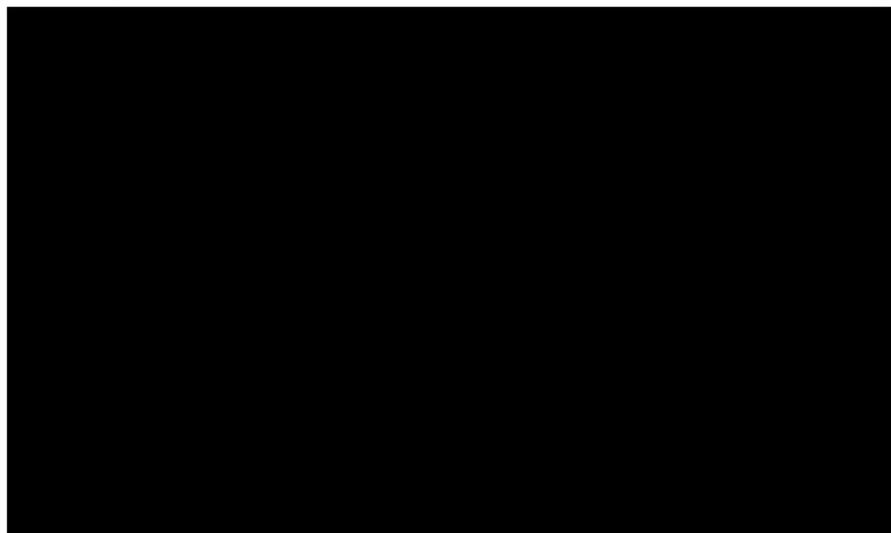
The name of the developer and

The names of the individuals wanting to reside in these dwellings.

Thank you for taking time to read this response

Kind regards

Jenny Greasley



Please find attached a response to your consultation from Mrs Diane Wilby whose email address for confirmation of receipt is given above.

Regards

Alison Evans

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February -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	MRS	
First Name	Diane	
Last Name	Wilby	
Job Title (where relevant)	Retired	
Organisation (where relevant)	—	
House/Property Number or Name	[REDACTED]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

1

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
	<input checked="" type="checkbox"/> 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 LW1

- Siting of proposed development is too close to the village of Diseworth, the airport and Race Track
- Much wildlife will be destroyed due to loss of the natural habitat, and agricultural land.
- Possible further flooding issues for surrounding villages, as well as Diseworth!
- Not enough infrastructure in place to accommodate this development!

EXTRA traffic on Roads and highways will cause major hold up if this goes ahead as ~~they are~~ far too much traffic in the area.

POLICY EMP90

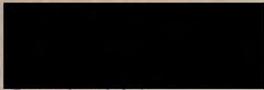
- Totally inappropriate site! Encroaching upon the village!
- Increased traffic of all kinds, particularly HAV's etc;
- Increased noise, light, ^{air} pollution etc (killing environment!)
- Roads and highways, cannot currently cope at busy times, when there are events on in the area.

Rail links should be relocated to a sight where there is, i.e. Rudding Toton

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: 2.3.24.

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

Our Ref: MV/ 15B901605

07 March 2024



North West Leicestershire District Council
planning.policy@nwleicestershire.gov.uk
via email only

Dear Sir / Madam

**Draft North West Leicestershire Local Plan Regulation 18 Consultation
February – March 2024
Representations on behalf of National Gas Transmission**

National Gas Transmission has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Gas Transmission

National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

Utilities Design Guidance

The increasing pressure for development is leading to more development sites being brought forward through the planning process on land that is crossed by National Gas Transmission infrastructure.

National Gas Transmission advocates the high standards of design and sustainable development forms promoted through national planning policy and understands that contemporary planning and urban design agenda require a creative approach to new development around underground gas transmission pipelines and other National Gas Transmission assets.

Therefore, to ensure that Design Policy AP1 is consistent with national policy we would request the inclusion of a policy strand such as:

"x. taking a comprehensive and co-ordinated approach to development including respecting existing site constraints including utilities situated within sites."

Further Advice

National Gas Transmission is happy to provide advice and guidance to the Council concerning their networks.

Please see attached information outlining further guidance on development close to National Gas Transmission assets.



If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us.

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Gas Transmission wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult National Gas Transmission on any Development Plan Document (DPD) or site-specific proposals that could affect National Gas Transmission's assets.

We would be grateful if you could add our details shown below to your consultation database, if they are not already included:

Matt Verlander, Director

nationalgas.uk@avisonyoung.com

Avison Young
Central Square
Forth Street
Newcastle upon Tyne
NE1 3PJ

Kam Liddar, Asset Protection Lead

kam.liddar@nationalgas.com

National Gas Transmission
National Grid House
Warwick Technology Park
Gallows Hill
Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,



**Matt Verlander MRTPI
Director**



National Gas Transmission is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Gas assets

High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Gas Transmission's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.

National Gas Transmission have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Gas Transmission's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

National Gas Transmission's '*Guidelines when working near National Gas Transmission assets*' can be downloaded here: <https://www.nationalgas.com/document/82951/download>

How to contact National Gas Transmission

If you require any further information in relation to the above and/or if you would like to check if National Gas Transmission's transmission networks may be affected by a proposed development, please visit the website: <https://lsbud.co.uk/>

For local planning policy queries, please contact: nationalgas.uk@avisonyoung.com



Central Square
Forth Street
Newcastle upon Tyne
NE1 3PJ

T: +44 (0)191 261 2361
F: +44 (0)191 269 0076

avisonyoung.co.uk

Our Ref: MV/ 15B901605

07 March 2024



North West Leicestershire District Council
planning.policy@nwleicestershire.gov.uk
via email only

Dear Sir / Madam

**Draft North West Leicestershire Local Plan Regulation 18 Consultation
February – March 2024
Representations on behalf of National Grid Electricity Transmission**

National Grid Electricity Transmission has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid Electricity Transmission

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid no longer owns or operates the high-pressure gas transmission system across the UK. This is the responsibility of National Gas Transmission, which is a separate entity and must be consulted independently.

National Grid Ventures (NGV) develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States. NGV is separate from National Grid's core regulated businesses. Please also consult with NGV separately from NGET.

NGET assets within the Plan area

Following a review of the above Development Plan Document, we have identified one or more NGET assets within the Plan area. Details of NGET assets are provided below.

Cheltenham City Council

Asset Description
4YZ ROUTE TWR (001 - 108): 400Kv Overhead Transmission Line route: ENDERBY - RATCLIFFE ON SOAR 1
ZL ROUTE TWR (010 - 108): 400Kv Overhead Transmission Line route: COVENTRY - RATCLIFFE ON SOAR
4VA ROUTE TWR (024 - 002 - 4YZ001A): 400Kv Overhead Transmission Line route: COVENTRY - RATCLIFFE ON SOAR
ZLA ROUTE TWR (001A - 001B): 400Kv Overhead Transmission Line route: COVENTRY - RATCLIFFE ON SOAR

ZLA ROUTE TWR (001A - 002): 400Kv Overhead Transmission Line route: DRAKELOW - RATCLIFFE ON SOAR
ZLA ROUTE TWR (002 - 012 - ZL010): 400Kv Overhead Transmission Line route: COVENTRY - RATCLIFFE ON SOAR
ZD ROUTE TWR (138 - 200A): 400Kv Overhead Transmission Line route: RATCLIFFE - WILLINGTON EAST 1

A plan showing details and locations of NGET's assets is attached to this letter. Please note that this plan is illustrative only. Please also see attached information outlining further guidance on development close to NGET assets.

Utilities Design Guidance

The increasing pressure for development is leading to more development sites being brought forward through the planning process on land that is crossed by NGET.

NGET advocates the high standards of design and sustainable development forms promoted through national planning policy and understands that contemporary planning and urban design agenda require a creative approach to new development around high voltage overhead lines and other NGET assets.

Therefore, to ensure that Design Policy AP1 is consistent with national policy we would request the inclusion of a policy strand such as:

"x. taking a comprehensive and co-ordinated approach to development including respecting existing site constraints including utilities situated within sites."

Further Advice

NGET is happy to provide advice and guidance to the Council concerning their networks. Please see attached information outlining further guidance on development close to National Grid assets.

If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us.

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, NGET wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult NGET on any Development Plan Document (DPD) or site-specific proposals that could affect our assets.

We would be grateful if you could add our details shown below to your consultation database, if they are not already included:

Matt Verlander, Director

nationalgrid.uk@avisonyoung.com

Tiffany Bate, Development Liaison Officer

box.landandacquisitions@nationalgrid.com



Avison Young
Central Square
Forth Street
Newcastle upon Tyne
NE1 3PJ

National Grid Electricity Transmission
National Grid House
Warwick Technology Park
Gallows Hill
Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,



Matt Verlander MRTPI
Director



NGET is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Developers of sites crossed or in close proximity to NGET assets should be aware that it is NGET policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

NGET's *'Guidelines for Development near pylons and high voltage overhead power lines'* promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgrid.com/document/130626/download>

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

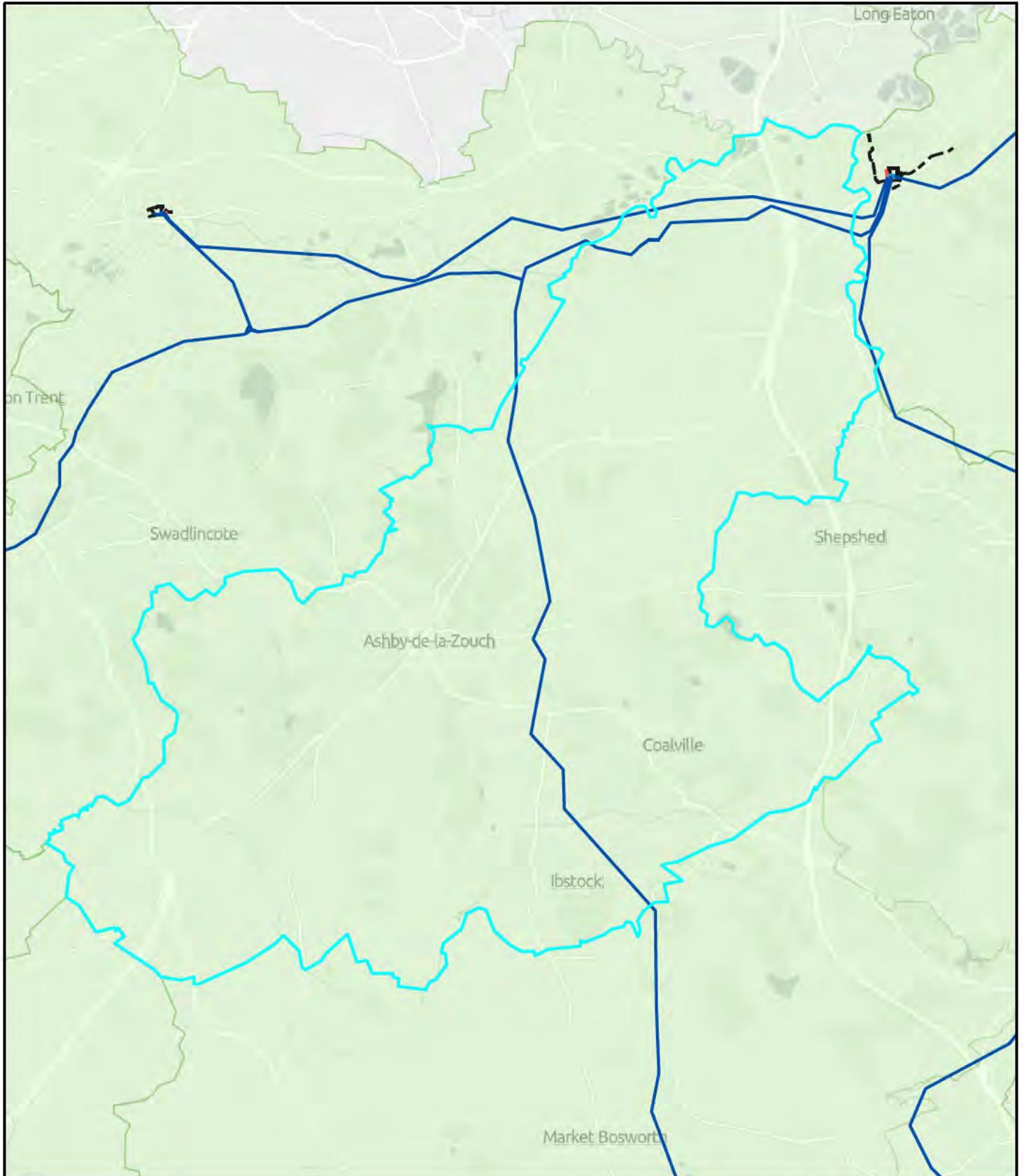
NGET's statutory safety clearances are detailed in their *'Guidelines when working near National Grid Electricity Transmission assets'*, which can be downloaded here: www.nationalgrid.com/network-and-assets/working-near-our-assets

How to contact NGET

If you require any further information in relation to the above and/or if you would like to check if NGET's transmission networks may be affected by a proposed development, please visit the website: <https://lsbud.co.uk/>

For local planning policy queries, please contact: nationalgrid.uk@avisonyoung.com

North West Leicestershire District Council: National Grid Asset Map



07/03/2024, 14:12:12

Electric_Assets_4020

— 400

Electric_Assets_7634

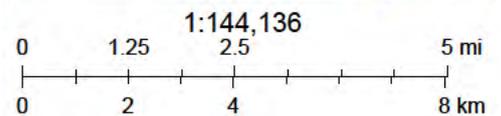
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- - - 132 & Below

Development_Plan_Monitoring_v2_977_5701

Development_Plan_Monitoring_v2_977



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Contains data from OS Zoomstack

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Response to Draft NML Local Plan 2020-2040
Date: 08 March 2024 15:03:07
Attachments: [image001.jpg](#)
[image002.gif](#)
[Publication Consultation Response Form FINAL.doc](#)

Proposed Limits to Development Consultation

Dear Planning Team,

Please find attached my thoughts and comments in relation to the LtD changes planned specifically those in the Coalville Urban Area Thornborough Road.

A couple of points I would like to make in reference to this:

1. I do not think any local residents have been made aware of the plan to extend the LtD into an area that has previously had planning permission refused by untold numbers of local residents. I would request that all local residents be informed via home address communications and they be given enough time to respond to this consultation with an extension granted.
2. As planning permission has previously been refused I would believe it to be the correct course of action that in reviewing this proposal all previous objections that were logged against a previous planning proposal should also be reviewed and added to comments on this proposed LtD change.

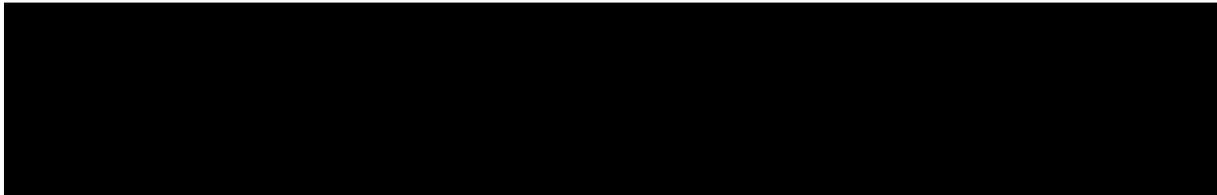
If you can confirm receipt of the above and attached I would be most grateful and if you would also comment on the points raised specifically in this email I would appreciate it.

Best regards,

Neil

Mit freundlichen Grüßen / Kind regards

Neil Riley



www.liveoresearch.com



Unsere Hinweise zum Datenschutz finden Sie hier: www.liveoresearch.com/en/privacy-policy-2/

You can find our privacy policy here: www.liveoresearch.com/en/privacy-policy

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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	NEIL	
Last Name	RILEY	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	█	
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
	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.

Relating to the Coalville and Urban Area Whitwick and New Swannington Page 13 of the LtD document January 2024

Specifically the extension West of Thornborough Road crossing Church Lane through New Swannington across multiple current agricultural fields.

This land has previously been refused by NWLDC for Planning for New Housing within the last 5 years following huge levels of objections by local residents and all of these previous objections should also form part of the planning review. If they have not been reviewed can these also be re-examined and added to this objection. I have specifically objected to planning on this site previously a copy of which I am sure still exists within the NWLDC records. Please advise on this point specifically.

Page 3 of the LtD document outlines Methodology – Point 3 generally excludes areas of agricultural land, meadows, woodland, rivers and lakes, other greenfield land (other than within residential areas) – this extension of proposed limits covers agricultural land, meadows, woodland, rivers and greenfield land (all of these exclusions) and – it should not be classed as within residential areas.

The need to safeguard much needed agricultural land and resources is a very significant one and should be greatly considered.

New Swannington Primary School is at the centre of the new proposed limits with access to this school along Church Lane which has very limited access, space for passing, and extensive double parking and extremely narrow walk ways causing extreme risk of accidents for both pedestrians and cyclists. This situation would not be solved with additional access to any new housing development no matter where it was located as local residents would continue to use Church

Lane as the main access to the School increasing an already very high risk of accidents. The additional disruption to local residents would also be extensive and it would undoubtedly lead to higher levels of traffic and therefore higher levels of pollution from static traffic queues in already very narrow and congested highways.

Point 9 Page 3 Methodology excludes environmental space – these fields are extensively populated by multiple wild birds, animals and flora and fauna all of which would be completely destroyed by development. There would be major concern on Nature conservation interests with these fields having been in place for centuries there is undoubtedly areas of local wildlife including badgers, newts etc that would be wiped out.

These fields particularly along side Thornborough Road and Church Lane regularly flood extensively and this situation would be very much worsened by extensive building works impacting the houses already in position some of which are already at risk / have been flooded in recent years.

The character of the area which is extremely important would be destroyed by such a removal of centuries long agricultural land being replaced with new build housing which would completely alter the character of housing in the area much of which is over 100 years old. There is already huge over-development of land happening across many other parts of Coalville and surrounding areas both for Industrial and Housing purposes and to completely remove a smaller parcel of much needed local character is not in keeping with a balanced development plan.

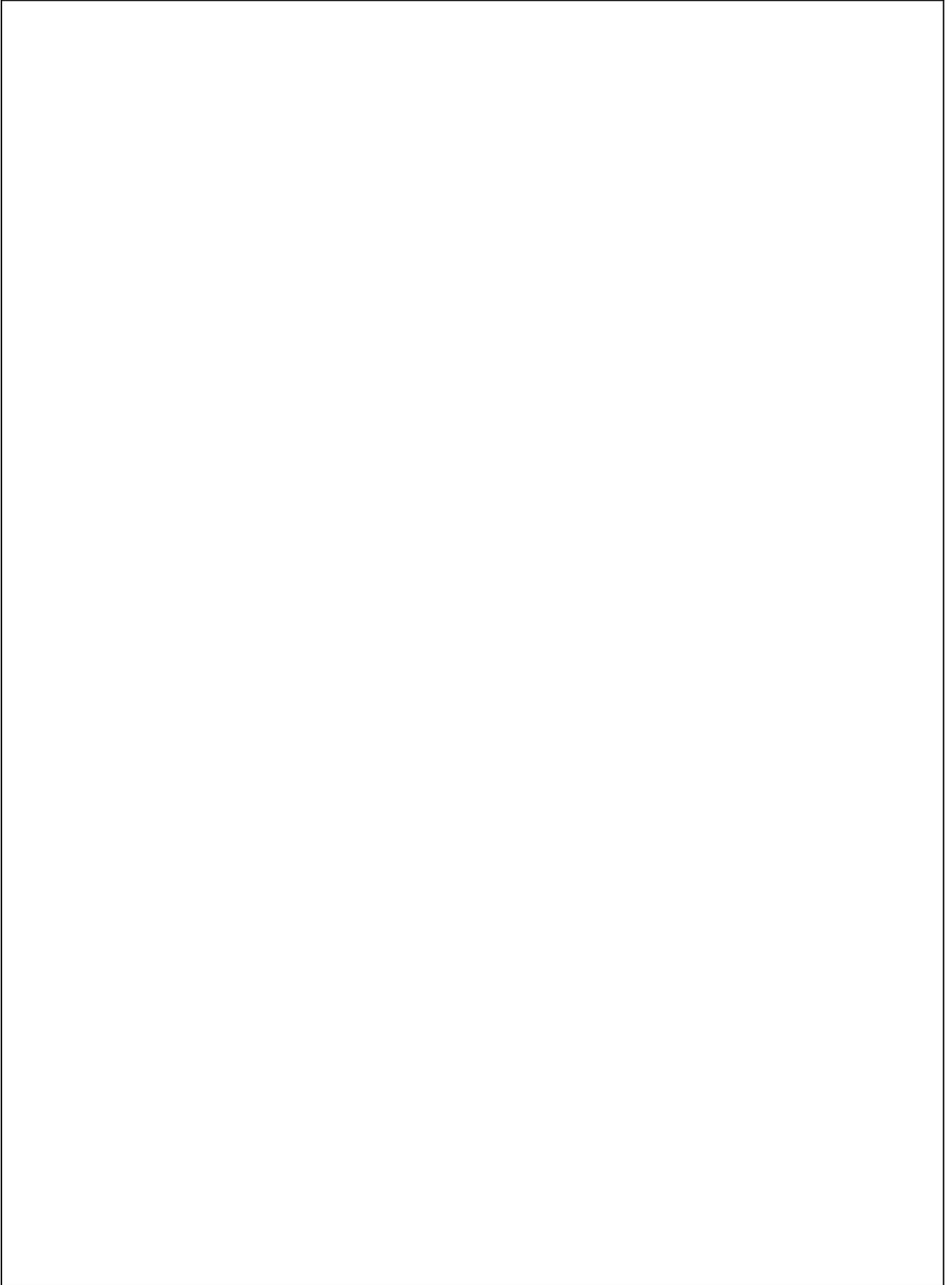
The availability of infrastructure for any development of this size would have to be seriously questioned. There is no school capacity locally as previous this would cause untold additional congestion; a similar situation for local doctors gp's and many other local services including transport which are already completely under resourced would suffer greatly with such an increase in local housing.

The effects on properties bordering this area would be extensive. The loss of light, the high risk of overlooking, overshadowing, visual intrusion, noise pollution, disturbance and smell impact of those properties bordering any proposed development would be extensive and has been detailed previously on objections to planning permissions being granted within the last 5 years and should again be taken into consideration.

There are multiple public rights of way across these fields that would also be greatly affected and should not be altered.

I would also like to place on record that the visibility of this proposed LtD has been zero – it is a significant change and to my knowledge the local residents, including myself, bordering this proposed change have not been informed sufficiently in advance in order to make a response to this change. I think the deadline for response should be extended and all local residents informed at their home addresses.

(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: Neil Riley

Date: 8th 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 find attached comments from Mrs Audrey Brooks on your Proposed housing and employment allocations relating to IW1 and EMP90.

As Mrs Brooks is elderly she is disadvantaged along with many others as being able to comment online. Her concerns were dictated to me and are given below. Please respond to my email to confirm receipt of this document or confirm in writing to Mrs Brooks' address. Thank you.

Best regards

Alison Evans

Apologies as I appear to have duplicated page 4.



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)

1. To which consultation document does this representation relate?

Proposed policies	P.T.O.
Proposed housing and employment allocation	
Proposed limits to Development Review	

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

Title	Mrs.
First Name	AUDREY
Last Name	BROOKS
Job Title (where relevant)	Retired.
Organisation (where relevant)	[REDACTED]
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?	<input type="checkbox"/>	Proposed policies
	<input checked="" type="checkbox"/>	Proposed housing and employment allocations
	<input type="checkbox"/>	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)

Comments on IW1

- 1) I am not happy with the destruction of farming land and removal of hedges as it is important to produce food locally. Maybe market gardening could be considered.
 - 2) Diseworth and Long Whatton have suffered greatly from flooding of housing and roads. A new village situated at a higher level can only add to this misery as water flows downhill.
 - 3) How can Diseworth still be a village with so much development around? We moved to Diseworth because of its rural location and conservation status. I am frightened this will be destroyed.
 - 4) The proposed new village is much too near the airport and race track. I am worried about the increased amount of traffic? How will I get to the doctor's surgery in Castle Donington with all the disruption?
 - 5) I am concerned about the extra noise and light pollution as a result of this proposed new village.
- In conclusion I do not support the new town development of Isley Woodhouse (Policy IW1.)

Comments on EMP90

- 1) Why do we need new warehouses and a new logistics park when there are still many empty similar facilities in the local area?
- 2) The proposed development is on a slope above Diseworth. Egress of water will cause more flooding problems for our village.
- 3) The new logistics park would make Diseworth a continuum of itself as it is much too close to the village.
- 4) A logistics park with 24-hour operations will result in increased noise and light pollution for Diseworth.
- 5) The extra traffic on the roads will result in more delays and hold ups. I feel I will become a prisoner trapped in the village.
- 6) I feel Diseworth will lose its village status if all these developments are allowed.
- 7) I will become more stressed and my mental health will suffer if this development proceeds.

Please note I object strongly to the ~~dev~~ development of a logistics park. EMP 90.

Dictated by me

AUDREY BROOKS

8th March

2024

Comments on EMP90

- 1) Why do we need new warehouses and a new logistics park when there are still many empty similar facilities in the local area?
- 2) The proposed development is on a slope above Diseworth. Egress of water will cause more flooding problems for our village.
- 3) The new logistics park would make Diseworth a continuum of itself as it is much too close to the village.
- 4) A logistics park with 24-hour operations will result in increased noise and light pollution for Diseworth.
- 5) The extra traffic on the roads will result in more delays and hold ups. I feel I will become a prisoner trapped in the village.
- 6) I feel Diseworth will lose its village status if all these developments are allowed.
- 7) I will become more stressed and my mental health will suffer if this development proceeds.

Please note I object strongly to the ~~dev~~ development of a logistics park. EMP90.

Dictated by me

AUDREY BROOKS

Stainthorpe

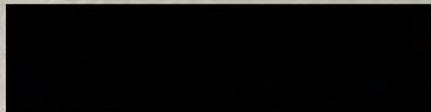
2024

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:



(Audrey Brooks)

Date:

8th 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



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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	Mr
First Name	Tom	Paul
Last Name	Broster	Stone
Job Title (where relevant)	Technical and Construction Director	Director
Organisation (where relevant)	Peveril Homes Limited	Stone Planning Services Limited
House/Property Number or Name	██████████	█
Street	██████████	██████████
Town/Village	██████	
Postcode	██████████	██████████
Telephone	██████████	██████████
Email address	████████████████████	████████████████████

PART B – Your Representation

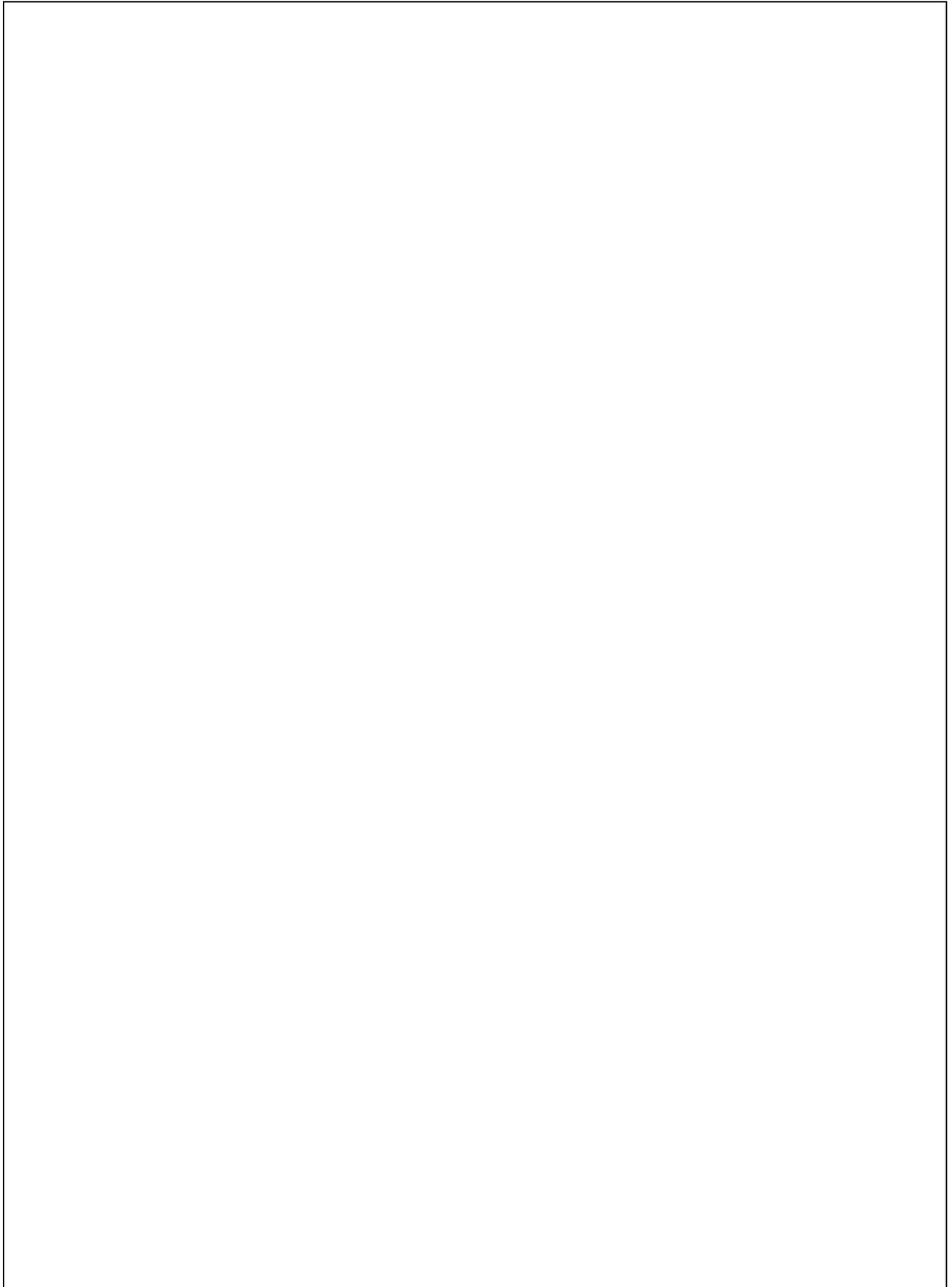
Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

1. To which consultation document does this representation relate?	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.

Please see 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: PAUL STONE

Date: 8.3.24

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

Ref: SPS/0367

Date: 8th March 2024

Planning Policy Services
North West Leicestershire District Council
Council Offices,
Coalville,
Leicestershire
LE67 3FJ

Dear Sir/Madam,

Representations: North West Leicestershire Draft Local Plan Consultation March 2024

Stone Planning Services Limited represents Peveril Homes Limited who are regional house builders with interests in North West Leicestershire. These representations relate to the North West Leicestershire Draft Local Plan consultation March 2024.

Representations are made with regard to:

1. Proposed housing and employment allocations.
2. Proposed policies.
3. Proposed Limits to Development Review

Proposed Housing and Employment Allocations for Consultation

Section 4 - Housing Allocations

Paragraph 4.5 identifies additional housing allocations. Site Reference P4 relates to the Sustainable Village of Packington and specifically to Land South of Normanton Road. An approximate capacity of 18 dwellings is shown. WEW consider that a yield around 10 dwellings is deliverable, not 18. See attached illustrative layout Drawing No EM3112 - PK2-SP-02 Coloured Layout.

We agree with this draft allocation.

Paragraph 4.74 considers Sustainable Villages, and we agree that Packington is a Sustainable Village. It has some facilities but not the full range that are to be found in Local Service Villages.

Paragraph 4.96 specifically relates to the draft allocation at South of Normanton Road, Packington.

Our client, Peveril Homes limited, developed the small housing scheme immediately to the north. This is a high quality scheme which was designed in conjunction with the Council's Design Consultant. Our clients retained a right of access to the draft Allocation site. In developing the draft allocation site our clients will:

1. Deliver a policy compliant quantum of affordable housing.
2. Extend Century Drive into the site.
3. Provide high quality landscaping adjacent the southeast and southwest boundaries and retain existing hedges.
4. Deliver biodiversity net gain in accordance with the Act.
5. Deliver National Forest planting in accordance with policy.
6. Provide for the discharge of wastewater in accordance with Policy EN2.
7. Prepare and submit a Mineral Assessment for sand and gravel.
8. Deliver community contributions in accordance with policy.
9. Design and develop it in a manner that protects the amenity of existing residents

The Draft Housing Allocation Site Reference P4 is supported.

Stone Planning Services, 

Proposed Policies for Consultation

Policy S2 - Settlement Hierarchy

Our client supports the settlement hierarchy as set out in Policy S2. Sustainable Villages can accommodate limited growth; this is supported. We also agree that Packington is a Sustainable Village which can accommodate limited growth. The development of site reference P4 would represent limited growth in Packington.

Proposed Limits to Development for Consultation.

Two revisions to the settlement boundary of Packington are proposed:

1. Land at Drum and Monkey Lane which has the benefit of planning permission.
2. Draft Allocation land at Century Drive - Ref LtD/Pac/02.

Our client controls land off Century Drive, Packington. This site can accommodate limited growth. It is the only draft allocation identified in Packington. Packington is a Sustainable Village where limited growth is acceptable. The site with an upper capacity of 18 units, would accommodate limited growth.

The site is visually well contained with housing to the northeast and strong hedges on other boundaries. Its development would round off the settlement and not harm the overall character of Packington. The revision to the Settlement Boundary is supported.

There are no impediments to delivery. There is an existing safe access off Century Drive. The requirements set out in Draft policy (para 4.96 of Proposed Housing and Employment Allocations for Consultation) can be achieved. The site is deliverable.

The allocation of land off Century Drive (reference P4) is supported.

If you require any further information at this stage, then do not hesitate to contact me.

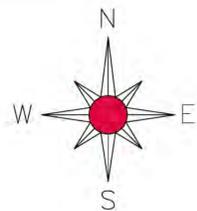
Yours faithfully



Paul Stone
Director - Stone Planning Services Limited

Enclosures

1. Drawing No PAC-LOC-02 - Location Plan
2. Drawing No EM3112 - PK2-SP-02 Coloured Layout.



REVISIONS

REV	AMENDMENTS	BY	DATE

KEY

- * Indicates Affordable Dwellings
- Flood Zone (1 in 100 years + climate change)
- Flood Zone (1 in 1000 years)
- Application Boundary



HOUSING MIX

2 Bedroom		Number
Acoresford	Type J	3
4 Bedroom		
Appleby	Type F	1
5 Bedroom		
Shardlow	Type E	3
Dovedale	Type D	1
Bradbourne	Type G	2
Total		10



Peveril Homes Ltd

Normanton Road, Packington

Phase 2 - Coloured Layout

DATE: 24.08.2016 SCALE: 1:500 @ A1

DRAWN BY / REVIEWED BY: VMJ/CG

PROJECT NO: DRAWING NO: REVISION:

EM112 - PK2 SP-02

WYG

Rowe House, 10 East Parade, Harrogate, HG1 5LT
Tel: +44 (0)1423 857 510
Email: info@wyg.com www.wyg.com

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3. ANY DISCREPANCIES CHECK WITH WYG, IF IN DOUBT ASK.
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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

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	Personal Details	Agent's Details (if applicable)
Title	Ms	
First Name	Sadie	
Last Name	Dunmore	
Job Title (where relevant)	Buyer	
Organisation (where relevant)	Next	
House/Property Number or Name	█	
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.

My comments below relate to the location of the Freeport development (EMP90).

I am shocked and horrified that many fields, hedgerows and trees will be completely destroyed around our beautiful village. The wildlife will be obliterated and the landscape changed forever. Diseworth has a conservation village status and I do not understand how this can be allowed to happen in a so called conservation area.

The people of Diseworth have very limited facilities in the village and the walk up to the services is the only access we have to shop without the use of a car. During Covid this walk was a lifeline for many and if this is taken away, mental health will suffer.

I am very concerned about the increase of heavy goods vehicles and additional commuter traffic potentially driving through our village. Our roads are already full of potholes and in disrepair! We also have a small village school and this poses an additional threat to small children.

The air quality around Diseworth will be adversely affected and I am also very concerned about light pollution and noise pollution, making life in our village unbearable.

How do you propose flooding in the village will be controlled? Many houses already suffer from flooding and during heavy rain some roads in and out the village are impassible! Diseworth sits in a dip, and by concreting over the surrounding fields, I fear flooding will be much, much worse.

I fail to understand how these beautiful fields surrounding a heritage village have been selected as a potential site for this horrifying development and local people were not consulted! There must be a better brown field site for this!

Due to all the points above, I am asking NWLDC NOT to include the EMP90 site for potential development.

My comments below relate to the new housing settlement at Isley Woodhouse (Policy IW1).

I am strongly opposed to the location and scale of the new Isley Woodhouse development, over 750 acres of agricultural land and ancient hedgerows will be destroyed, affecting biodiversity and local wildlife populations.

This settlement poses a huge risk to Diseworth for flooding, many in the village already suffer from frequent floods and it seems to be getting worse every year! How will water run off be controlled?

The roads around the airport simply cannot cope with the potential huge volume increase in traffic, they are full of potholes already! Diseworth risks becoming a rat run, increasing noise, pollution and litter.

The health and well being of those living in the area will be adversely affected and this development is in completely the wrong place. The rural nature of Diseworth will be destroyed.

I am highly concerned as to why so many developments are being considered all at the same time!

Therefore I strongly oppose the new town development of Isley Woodhouse (Policy IW1)

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: 09/03/24

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Personal Details

Agent's Details (if applicable)

Title	Mrs	
First Name	Sarah-Jane	
Last Name	Varley	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	██████████	
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)

This response relates to both the proposed new housing settlement at Isley Woodhouse (Policy IW1) and the potential location for the Freeport development (EMP90).

Response to IW1

The placement of this develop has not been properly considered, it will be sandwiched between the airport, race track and the small conservation village of Diseworth and enveloping the hamlet of Isley Walton, which in turn is neighbouring the heritage village of Breedon-on-the-Hill. The area currently comprises of 750 acres of agricultural land, interspersed with small areas of woodland and miles of ancient hedges. At a time when the loss of the rural landscape and agricultural land is critical. This undermines the aims of national biodiversity.

My concern as a resident of a neighbouring village, one with a significant heritage, is the loss of it's surrounding rural landscape. To place such a large development; which amounts to the whole of NWLDC housing needs, in this one place, seems purely for the ease of the planners, than actually what is in any way beneficial or indeed required by the local communities that would surround it.

I believe from my own experiences that the road infrastructure could not cope with the significant amount of traffic such a development would bring, particularly on the A453 leading to the main routes of the M1/A50. Already at peak times we see significant congestion around the DHL exit routes and airport.

I have grave concerns as to the traffic coming through the village of Breedon towards Ashby and the A42, and the potential for it to become a 'rat run'. We have already witnessed an increase flow of traffic over the past 5 years I have been walking my children to school along the main street in the mornings, due to housing developments locally. This large development will put an increase burden on local routes, which are already strugglingly to cope at times and becomes a safety issue for road users and particularly pedestrians in local villages. It should be noted the main street in Breedon is where the local primary school is situated.

With the increase in traffic come the increase in litter which will become a bigger problem for local villages.

Also the increases in air, noise and light pollution as a result of such a large development.

Finally, this development must be considered in light of the other developments in the area including the Freeport proposals and planning applications by Moto to use greenbelt land for a Solar Farm (application **23/01712/FULM**). The cumulative effect of these proposals would entirely destroy the local rural landscape.

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

The potential location for the Freeport development (EMP90)

My concerns here are primarily twofold: the impact of increased traffic on the local road system, particularly of lorries and large vehicles and the loss of heritage and landscape to Breedon-on-the-Hill.

As indicated above, the current road systems cannot cope often at peak times, and when events are held at Donnington Race track or when a diversion is in place, at times such if these we often see inappropriately large vehicles trying to navigate our local roads to avoid the main congested route. This also often causes 'rat runs' in local villages, including Breedon. With the increase in traffic come other associated problems; an increase in littering and parking.

Biodiversity is rich in the agricultural land that EMA and Segro want to destroy. I see no evidence of how this can be offset.

This rural land, nestled between conservation villages of considerable heritage, including the church of St Hardulphs, is no place for a logistics park.

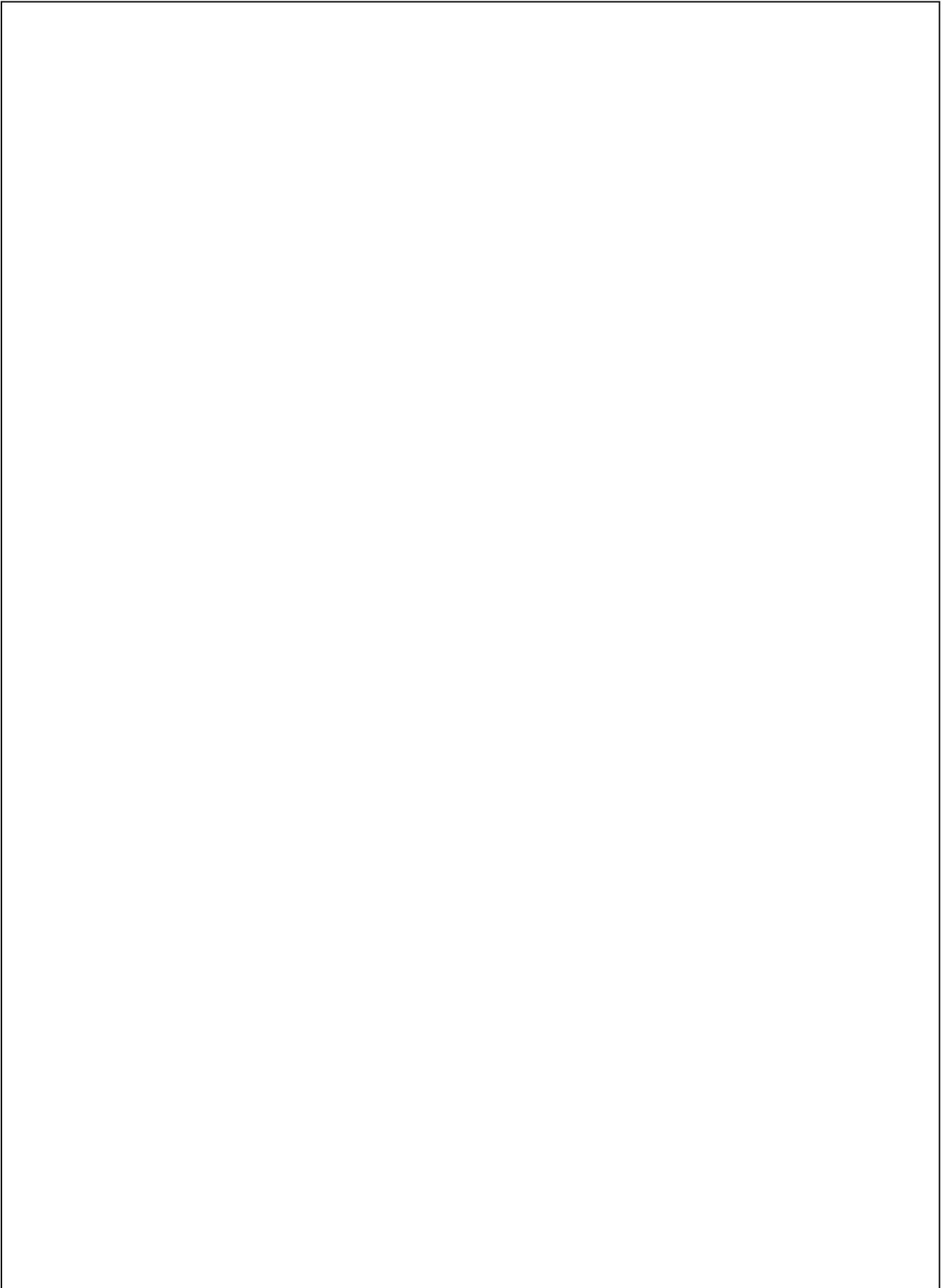
This development site cannot be mitigated by buffering or screening. Nothing can shield or stop the noise, air and light pollutions, such a development will bring to local communities. Accordingly, it is not conducive to well-being or health of local residents.

I understand there are significant drainage concerns as this land, is on a slope, and currently absorbs excess rainfall, instead It will find its way into local villages and onto local roads, causing flooding and the consequences of this potentially devastating to homeowners, and road users.

Finally I am very concerned by the undemocratic process of central government imposing the development of this land due to Freeport status. This needs to be considered locally with regards to it's suitability by those who know the land and it's communities not by those who do not have the intimate knowledge of the area.

Therefore I request that NWLDC not to include the EMP90 site for potential development.

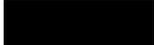




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Signed: 

Date: 8-3-2024

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	Personal Details	Agent's Details (if applicable)
Title	MS	
First Name	Marie	
Last Name	Slevin	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	██████████	
Street	██████████	
Town/Village	██████████	
Postcode	██████████	
Telephone	██████████	
Email address	██████████████████	

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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.

Use this box to set out your response.

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

With regards to the development EMP90

I strongly object to this abomination being allowed to be built next to this beautiful conservation village full of heritage. We bought this house after falling in love with Diseworth Village in 2015 to get away from concrete and noise. When covid hit we thanked our lucky stars that we made that move and were able to go on beautiful walks and lived in such a great community.

Everything about this proposed development would destroy our community and have a profound effect on our mental health and wellbeing.

It would remove our ability to feel like we can breathe, taking away all the green land that surrounds us. Taking away our walks, when we see our neighbours, stop for a chat and wish each other a good day. Not only that, the destruction of wildlife habitat and hedgerows will be massively affected. We currently have Owls and bats, rabbits and moles amongst the many creatures that would be destroyed or forced out of the area.

Concreting over fields that currently produce food is mind boggling, not only because we should be producing as much local produce as possible rather than importing, but it is increasing our risk of flooding. Flooding is already something that will get worse due to climate change and it is already bad for many residents of Diseworth. Building an industrial park at the top of the hill will not make things better. It will increase our risk as we are in a dip and below that development, no fancy drains that are put in would help.

Noise and light pollution will increase, we will have 24-7 operations, vehicles reversing, being loaded and unloaded. I cannot imagine any kind of buffering would reduce that noise let alone

the danger and the huge increase in industrial traffic will make the road network impossible.

There are other sites within the freeport area that can be developed that do not sit directly next to a Heritage Village. It is unacceptable to destroy the lives of everyone who lives here for the greed of the rich.

Surely this is also encouraging big companies to hold off renting other industrial units in the local area to save on tax and rates? How is that investing in our local community if NWL aren't making any money from them?

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

In regards to **Policy IW1**

750 acres of agricultural land and miles of ancient hedges to be destroyed at a time when food production is critical. Why do we need 4500 new homes there? Right next to a race track engulfing the poor people that currently live in Isley Walton and removing that beautiful part of our countryside.

The housing development in Castle Donington has already been proved to not have sufficient amenities. The GP surgeries can't cope, all of the roads will have to be re-built AGAIN to cope with the amount of traffic.

The noise and pollution will be unbearable, more litter, more traffic! Let alone what will happen when there is an event at the Race Track.

The knock on effect to the motorway and A42 will be unbearable with constant queuing traffic.

Potentially adding 12,000+ people to a small community, we will lose our villages and be swallowed, our house prices will drop, our quality of life will be gone and we will be lost, back in a concrete world full of noise and pollution.

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

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: 9.3.2024

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	Personal Details	Agent's Details (if applicable)
Title	MRS	
First Name	SUSAN	
Last Name	HURLEY	
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)

The following comments relate to the Freeport proposal.

- I feel there is no need for extra warehousing in this area.
- Already plenty of empty units in Castle Donington and surrounding area.
- There are already plans in for warehouses to be built in Kegworth.
- We have enough warehousing near Amazon.
- Loss of nature
- Agricultural land lost
- Increased traffic, roads around J.24/23a already at capacity.
- Light pollution
- Noise, have enough from airport, especially night time cargo flights.

- Air pollution - Diseworth village is situated in a dip, again we have enough from the airport.
- Water pollution - recent event, de-icer from airport entered Diseworth Brook
- Freeport will not create extra jobs, will only take employment from somewhere else.

The following comments relate to the Isley Woodhouse proposal.

- Agricultural land lost
- Increased traffic on A453 which is already busy especially when there are events at the race track.
- Views from the village would be lost forever.
- Flooding - in recent years Diseworth has suffered numerous flooding events with properties being damaged.
- Why has Diseworth got to have 4 thousand homes on one side and warehouses on the other.

I have the following concerns relating to both developments.

- We (Diseworth residents) feel we are being bullied.
- This is going to effect peoples mental health
- Value of property, who is going to want to live here, with all this development around the 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: 

Date: 10.3.24

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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: 10 March 2024 16:58:39

Objection to:

https://www.nwleics.gov.uk/files/documents/exhibition_panels_for_ibstock_kegworth_and_j11_m42_near_measham/lbstock%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 (EMP82) in 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,
Jaqui Sampson

[REDACTED]
Sent from my iPad



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		
Last Name		
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[REDACTED]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

PART B – Your Representation

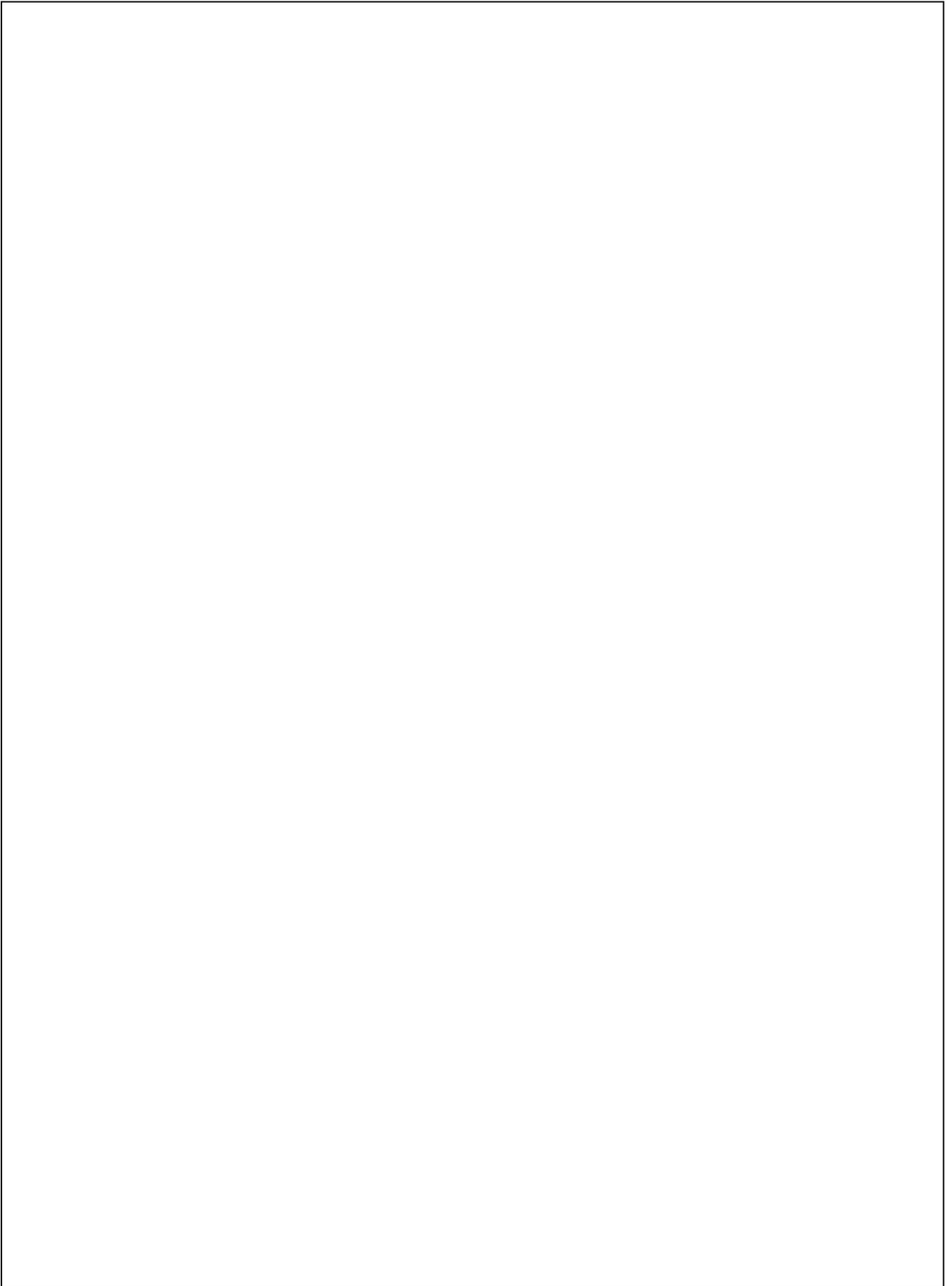
Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.

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)



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

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Draft Local Plan consultation
Date: 10 March 2024 17:21:17

To whom it may concern,

I'm sending this email in response to the consultation on the local plan, particularly the development proposed in Ibstock (Ib18).

I live in Ibstock and have done for nearly 18 years, and in that time have seen the roads get busier, services reduced and more and more houses built around the village; now, with 450 more houses proposed off Leicester Road, this can only get worse.

Most mornings, Leicester Road is so busy that it can take several minutes to be able to pull out of my road, and with 450 more houses worth of traffic this is not going to get better; this is made worse by the fact that the majority of cars travelling along Leicester Road are going faster than the 30mph speed limit. This won't be helped by public transport, as only 1 bus serves Ibstock, and even this does not go to the High Street. (The bus to Hinckley mentioned in the Local Plan no longer exists – this document is already out of date)

The increase in traffic will not improve pedestrian safety as there is already a lack of crossings on Leicester Road.

The plan mentions that there will be provision for a Primary School; however, the existing school at Secondary level is already at capacity (relying even now on temporary buildings) and this will not be solved by a new Primary School, meaning those children will have nowhere to go.

Similarly, the health facilities in Ibstock are already stretched (even more so following the completion of the Davidsons, Bellway and Tilia homes estates) with the dentist no longer accepting additional NHS patients and the Doctors so busy that is difficult to get an appointment. There is no mention of what additional health facilities will be provided to cater for the people in these 450 new households.

There does not appear to be any provision for providing services and amenities for these 450 new households, only seeming to want to allow housebuilders to build what they want, where they want.

Kind regards,

Helen Burrows.

Dear Sirs,
 Please find my comments on your draft plan 2020-2040.
 Regards
 Robert Evans

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February -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	Robert	
Last Name	Evans	
Job Title (where relevant)	Retired	
Organisation (where relevant)	N/A	
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)

Proposed housing and employment allocations

IW1 Land at Isley Woodhouse

I wish to register an objection to this proposed development as follows:

- **Leicester & Leicestershire Strategic Growth Plan** sets out a strategy that includes, "to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas." The area proposed is completely rural and includes a tiny hamlet so contradicts what the plan strategy proposes as it proposes a huge increase in a rural area.
- **Allocation of housing for Leicester.** How will this proposed housing alleviate the needs for Leicester. Have you completed surveys to demonstrate people want to move to this area and prefer rural living to a city with all of the amenities therein? Isley Woodhouse is much nearer to Derby and Nottingham so is unlikely to benefit and alleviate the housing needs of Leicester. There are many empty shops within cities that could be developed for housing negating the need to destroy greenbelt sites..
- **Flood Risk and Water Pollution.** You state that, "To the east at a lower level is Diseworth." Our village has suffered greatly with flooding over the past few years resulting in devastation to occupants of flooded houses and closure of roads and disruption of bus services. Your acknowledgement that Diseworth is at a lower level highlights the likelihood that the proposed development (along with other nearby developments) will massively impact and exacerbate our village's flooding problems. Long Whatton also suffers from flooding as it is similarly affected by Diseworth Brook. Ground drainage from farmland already creates flooding problems so how will you guarantee runoff from greater areas of concrete and tarmac created by the proposed new settlement does not exacerbate the already existing flooding situation? Also consider the cumulative impact of all local proposed developments with respect to flooding.
- **Noise Pollution.** Diseworth already suffers from noise pollution due to the 24- hour operation of EMA and its proximity to Donington Park (DP). On race days we cannot hear one another speak in our garden due to the constant whine. The proposed new housing will be even closer to both Donington Park (DP) and the end of EMA's runway; it will suffer greater noise pollution.
- **Light Pollution.** Diseworth has 24-hour light when we look up to the glow at the top of the hill generated by EMA! Isley Woodhouse will suffer similarly as its location will be at a higher location than Diseworth.

- **Transport and Air Pollution.** How will the transport infrastructure be achieved due to the site's proximity to EMA with its runway, DP and the warehousing environs? The area already suffers from transport delays during major events at either site. The current roads cannot cope. It should be noted that housing developments in Breedon and Castle Donington (with warehousing too) will additionally impact on increased traffic on the A453. Add to this the proposed increase in distribution vehicles at the proposed new warehousing/logistics park sites from the Freeport and road transport will grind to a halt! The whole transport system will need major redevelopment. Who is going to pay for this when budgets do not stretch to the repair of potholes in our existing roads? Any gridlock on the A453 can result in diversions through Diseworth where our roads cannot cope. During construction operations for the new village Diseworth is likely to suffer greater traffic volumes. Our rural roads are likely to become rat runs for employees at the construction sites and when traffic diversions are required. We recall the problems encountered on the A453 when the M42 was built as well as the fiasco of the gridlock created by the last Download event. Such an increase in transport will also lead to greater air pollution.
- **Other developments locally.** If the Freeport land is also developed the rural nature of Diseworth will be destroyed and it will cease to be a village. How can you retain the status of Diseworth as a conservation village if such large developments encroach on our village boundaries? All of the above indicates that the proposed site of Isley Woodhouse is in the wrong situation. Its construction would have a devastating impact on Diseworth as it is too close to our village. It is also too near to EMA, Donington Park and the much expanded Castle Donington village. You state that the "new settlement needs to be of exceptional quality, reflecting its setting within the wider rural landscape." How will you justify this statement? The landscape will no longer be rural.
- **Agricultural Land Loss.** The proposed new village will eat up acres of good agricultural land and miles of carbon sinking hedgerows and trees. The UK needs to become more self-sufficient, grow food locally and minimise the transportation of food thus reducing CO2 generation. Building on green belt rather than brownfield sites removes this possibility. The agricultural land will be lost forever.
- **Impact and Destruction of Wildlife and Habitats.** How can you claim that biodiversity will be increased? The new village proposals will result in destruction of grassland, hedges and trees all of which are beneficial carbon sinks. Mitigating by new planting will take years to have any effect. Trees do not grow overnight! Food chains will be broken without investigation into the full impact. Insects responsible for pollination will have their 'homes' destroyed with the resulting impact on farming yields. Once lost a habitat will take years to recover, if ever!
- **Health and Well-being.** Have you considered the detrimental effects that years of noise, pollution by construction traffic with inevitable road closures or diversions might have on the population already inhabiting this area? There will also be a loss of green spaces. It has been medically proven that access to green spaces improves people's mental and physical health. The NHS is already overburdened and this will add to the woes.
- **Employment Needs.** An aim of this new settlement is to provide housing close to employment. Are the numbers projected for this new village correct and how will you ensure housing is affordable for low-paid workers when the infrastructure costs to supply a suitable road network along with shops, schools, doctors' surgeries etc. will be so high? Warehousing jobs are low paid and will decline with time with the rapid expansion of AI. Have you ascertained whether people in cities will wish to live in a village with far fewer facilities? Timing of the availability of needed facilities to accommodate extra people will be critical. Currently, local doctors' surgeries are overwhelmed and extra facilities would need to be in place in a timely manner.
- **Size.** I am particularly concerned about the overwhelming size of this proposal. A greater area of separation of Diseworth from these proposals is a **MUST**.

For the above reasons I wish to strongly object to the Isley Woodhouse Development Proposals.

Potential Location for the Freeport Development (EMP90)

I wish to register an objection to this proposed development for the following reasons:

- The **primary objection** to the Freeport location at this site has already been stated by NWLDC planners. You have clearly written, "We do not consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be acceptable based on the current extent of the designated Freeport land." I agree that this land should not be included within the Freeport.
- **Encroachment** on the village could impact the village's conservation status and lead to Diseworth becoming an extension of a logistics park with unneeded warehousing rather than a village with a separate identity.
- **Mental and Physical Health.** Destruction of the footpath and other walking routes will impact the mental and physical health of villagers due to the loss of the ability to walk in peaceful green surroundings. The circular walking route we enjoy was used extensively during Lockdown as villagers walked to the nearest shops at MOTO.
- **Flooding.** Diseworth is positioned in the dip down from the proposed location of this warehousing. The village has been subjected to increased flooding over recent years. The mitigation proposals are unlikely to be sufficient to replace the drainage offered by farmers' fields and will result in more agony for villagers impacted by flooding of homes and roads. This will impact Long Whatton too.
- **Destruction of Habitat and Impact on Wildlife and Biodiversity.** By allowing building on areas that are carbon sinks and are wildlife rich and to claim that this can be offset by 100% plus 10% is ridiculous. I have walked Hyam's Lane for over 50 years and witnessed the decline in numbers of several Red-listed Species such as Lapwing, Skylark, Yellowhammer, Greenfinch, Linnet, Marsh Tit, Starling, Tree Sparrow, Fieldfare and House Sparrow. Many are ground or hedgerow nesting birds which are still present so need protecting. The Diseworth hedgerows and lanes are wildlife corridors which must be retained to promote biodiversity and prevent further species loss as the UK is one of the most nature-depleted countries on earth. Please refer to comments under IW1.
- **Concrete vs soil.** Concrete is one of the worst materials for generating CO2 during its processing. Why is this material being proposed to replace the carbon sinks of trees, fields and hedgerows that will be destroyed? How much CO2 are you generating by building warehouses on agricultural land? You are simply trying to greenwash by saying proposals will be in place to mitigate this..
- **Loss of Agricultural Land.** As stated in my objections to IW1, the proposed Freeport development will destroy acres of good agricultural land and miles of hedgerows. The UK needs to become more self-sufficient as if future global conflicts were to escalate we could no longer grow our own food and be self-sufficient. It is also important that transportation of food should be within the local area to reduce CO2 generation. Building on green belt rather than brownfield sites removes this possibility.
- **Noise Pollution.** This proposed development will lead to 24-hour noise as the site will be accessed by lorries. Being nearer to the village it will have a greater noise impact than that of reversing vehicles at EMA. Buffering will not help.
- **Light Pollution.** Construction of warehousing will increase light pollution as lighting will be needed for 24-hour operation of these facilities. This will be another intrusive lightsource along with that which EMA already subjects Diseworth to. Screening will not help.
- **Unused Warehouses Locally.** Have you surveyed how many warehouses are still available 'To Let' in the area's environs? Can you justify giving approval for more and removing greenbelt agricultural land? Brownfield sites are more appropriate for such a development. There are many empty shops within cities that could be developed for housing negating the need to destroy greenbelt sites.

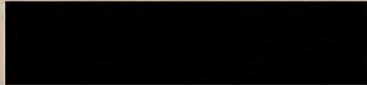
For the above reasons I object to the use of the EMP90 site for potential development.

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:



R. C. EVANS

Date:

10th 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: J11 A/M42
Date: 10 March 2024 17:51:41

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 (EMP82 in 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,

Nathan

Nathan Grix
[REDACTED]

To whom it may concern

Development of 500 houses on Brooks Lane (Whitwick) and 283 houses on Thornborough Road (New Swannington)

We live at [REDACTED] and at the back of our house, we have picturesque views of open fields, the main selling point when we bought the house nearly 12 years ago! It is with great disappointment that we find out purely by coincidence that there is a proposed development of 500 houses to be built on the field at the back of our beautiful cottage. [Personal Sensitive Information redacted]

This will not only spoil our views from our property, it will reduce house prices and cause congestion and parking issues to say the least. We were told when buying our cottage that this is greenbelt land and there would be no building allowed on the field at the back of the property so why has this now been approved?? Why have we not had official letters from the council advising of this and our rights as property owners particularly as this will affect the views of our property?

Each year when we have heavy rain there are floods in the field so surely this would affect any foundations of any building on the field, see the attached photo taken today



of the flood in the field!!

I would like to protest against the proposal as a local homeowner who values our green spaces and views, this development would spoil our village and countryside, it would cause congestion on our already busy roads and parking on our roads, it would be disastrous in every sense of the word and would not only devalue our property but many others. It would affect people's health by increasing air pollution!

The development of 283 houses on Thornborough Road would also be another disaster and we oppose this development as well! We already have congestion from school traffic on Church Lane and houses built on the field next to the school would also cause

further congestion, and parking issues and the lane would also become dangerous for children and pets that live in the area.

These surrounding country lanes are not built for heavy traffic as you can barely get 2 cars down the lanes at the same time already let alone add more traffic, this will make it dangerous and will require much more maintenance than they currently get by the council!

Please reconsider before you make a big mistake and drive people out of our beautiful village, this would spoil what we have left of our green spaces, it will cause air pollution and traffic congestion and most of all our countryside views and landscape which we are proud of.

Please take this as our opposition/protest to these ridiculous plans and as a plea to save our green spaces and countryside in Whitwick and New Swannington - put our homeowners, tenants, children and wildlife before the greed of making money and building on these green spaces!!

Mr Robert and Mrs Julie Hopkins

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: 10 March 2024 18:39:50

Objection to: <https://www.nwleics.gov.uk/.../lbstock%20Kegworth%20%26...>

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 (EMP82) in 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 Gorse 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,

Neil Sampson 

Sent from [Outlook for iOS](#)

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Panel: Land north of J11 A/M42 (EMP82)
Date: 10 March 2024 18:46:05

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 (EMP82) in 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.

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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,

A solid black rectangular box used to redact the signature of the sender.

Michael David Stone

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Local Plan
Date: 10 March 2024 18:57:48

Good evening , please add this to the consultation on the proposed local plan.

I am not filling in the online form as I feel it is designed to put off people from commenting.

This area has had enough development lately and I feel we must reduce as much as possible any further development.

The quality of life in this area has deteriorated significantly in the last few years, the roads cannot cope take the A511 as an example it's nose to tail during working hours , I dread to think what the pollution levels are but our health is being put at risk due to excess traffic . I know there are plans to improve the A511 but that is like moving the deckchairs on the Titanic.

Gp Surgeries are stretched to the limit [REDACTED]
[REDACTED]. This is incredible and your proposed developments are going to make it even worse.

Yours faithfully

[Personal Sensitive Information Redacted]

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Subject: Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses
Date: 10 March 2024 19:02:39

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 (EMP82) in 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,

Becki Winter

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: Subject: Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses
Date: 10 March 2024 19:04:23

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 (EMP82) in your local plan for large-scale logistics/distribution warehouses, as outlined in your consultation document.

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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,

Jodi Winter



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	Neil	
Last Name	Jefferies	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	██████████	
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
	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.

Proposed changes to the Limits to Development

Coalville Urban Area: Whitwick and New Swannington

No reference shown, corresponds to Housing Allocation references C47, C77, C78, C81, C86 and C48.

I would like to comment and object to the proposed suggestions to alter the limits to development boundary along the western edge of Whitwick Parish.

The proposed new boundary line extends out to encompass exiting open countryside which is actively farmed, has been designated Green Wedge land in the past along with a Countryside Priority Area and supports a wide range of Biodiversity and open space for recreational walking via a network of public right of ways.

All of which would be lost if the boundary is redrawn, this area should be protected under Policy S3.

It would mean that the Western boundary to the Whitwick Parish would have no green space at all with potential development land being taken up to the very limits of the parish boundary.

The attractive western boundary to Whitwick Parish would be potentially lost to a sea of houses which would severely impact the visual nature of the parish and further reduced land designated as/for the National Forest. Any development would result in the loss/absorption of New Swannington with no separation present and the strong desire of residents to maintain settlement identity would be lost.

The land doesn't particularly drain to well, and even with the invention of SUDs schemes the increased surface water pressure brought about by development will be too much for the minimal local watercourses to cope with and localised flooding would be an issue, a situation which is made worse by the geological ground makeup in this area (impermeable clay).

The land currently supports a wide variety of biodiversity which include a variety bird species, including Birds of Prey and owls, also bats, foxes, rabbits, voles, muntjac deer, mice to name a few along with amphibians such as Frogs, toads, and newts whose habitat would be severely reduced if the limit of development is extended.

Increasing the potential development boundary along this western fringe to Whitwick parish would open up land to 700+ new homes and the increased traffic would be filtered along a highway network which is already at capacity in this area. The existing main roads afford houses with limited or no parking, meaning the roads are congested with parked vehicles reducing their capacity to accommodate increased traffic flows. The area is lacking any major roads to cope with increased traffic, and it would be more logical to concentrate development areas to zones which have easy access to major roads and or bypasses.

The land also has some archaeological interest relating to Roman finds to the east of Redhill Farm and past mine workings which has caused recent subsidence in some areas of this land, specifically causing localised flooding as a result.

I also believe the local primary schools to this area are over prescribed and the nearest secondary schools are over 2 miles away and the nearest doctors surgery a mile away from this location making accessibility for this location an issue.

The area has already been refused one planning application for multiple houses (16/01407/OUTM) and nothing has changed to warrant further application(s) unless the limit of development boundary is altered to allow such applications to be lodged again, which kind of defeats the whole process and the justified refusal of the application in the first place. Simply moving the permitted development boundary to allow such applications doesn't protect the countryside.

Whilst allocation of land for development is required to meet the local and national demands I feel this particular area is not best suited to development and other alternative areas (incuidng brownfield sites) within the district are much more attractive, provide less obstacles, would cause less environmental and ecological damage and have better infrastructure already in place. The proposal would widen the limits of development instead of concentrating development within areas already within the development boundary, which haven't been fully explored. A green wedge needs to remain in place of the western limits of the parish to ensure countryside remains, character is retained, and the area is not over developed, and developed at the detriment to the already overstretched infrastructure, resources and limited facilities.

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: 10/03/2024

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

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: 10 March 2024 19:53:42

Objection to:

https://www.nwleics.gov.uk/files/documents/exhibition_panels_for_ibstock_kegworth_and_j11_m42_near_measham/lbstock%20Kegworth%20%26%20J11M42%20near%20Measham.pdf

Panel: Land north of J11 A/M42 (EMP82)

Dear North West Leicestershire District Council,

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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,
Gemma Price



Dear Sir or Madam,

Re:- North West Leicestershire District Council draft Local Plan consultation.

I write regarding the council's consultation on limits of development particularly that of Packington.

I own plot P5 with my siblings. I believe that the field is part of the SHELAA for Packington. We had however hoped that it would be included in the new Limits of Development. Our reasons why we felt our land should be included are as follows:-

- . Packington is a sustainable village and as such could easily support a small site such as P5 being developed.

- . The site is adjacent to 17a Spring lane, which is the western boundary of the proposed Limit of Development within the proposed plan. It is a natural continuum of the built environment of Packington. It would therefore not result in isolated development in the countryside. Plot P5 lies within the natural village settlement boundary that ends some 50 metres further along Spring lane at Packington house and its two adjacent properties.

- . Site P5 is situated to the North of Spring lane. We do not agree with your statement that it "occupies a prominent location on the approach into the village". Spring lane is a subsidiary road only leading to a farm. It is not visible on the approach into Packington along the main road from Normanton Le Heath and so would not detract from first impressions of the village.

- . The field is low grade agricultural land and too small for an arable crop. It provides occasional grazing for a very limited number of animals. We do not feel that its development would lead to the loss of any significant green field area.

- . The site is small, it has been incorrectly labelled in your documentation as 0.4 hectares but is actually only 0.24 hectares. If it were to be developed it would have minimal impact on the residents of Spring lane. The site was assessed in 2015 by Severn Trent water, The Environment agency, Natural England, the county ecologist, the county archaeologist, the county Highways agency and no objections were raised to developing the site.

- . A potential small development would be undertaken by local independent tradesmen rather than a commercial large company, thus creating more work and wealth in the community.

- . Development of site P5 is unlikely to affect any heritage assets.

- . There are no known issues with contamination, pollution or landfill and any building would be unlikely to cause groundwater pollution.

- . Badgers and bats have never been seen on the site and the terrain would be unsuitable for badger sets.

- . LCC Highways have said that there are no fundamental reasons for the site to be excluded from consideration. Your assessment has been on the incorrect calculation of the field being 0.4 hectares. The fact that it is only 0.24 hectares would mean that there would be even less traffic from a smaller number of houses.

I would be very grateful if the council planning department could reconsider the inclusion of plot P5 in their proposed limits of development.

yours faithfully,

Sophie Mugglestone

From: [REDACTED]
To: [REDACTED]
Subject: EXTERNAL: Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses
Date: 10 March 2024 21:41:57
Attachments: [image732108.png](#)
[image55110.gif](#)
[image49048.png](#)

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)

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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,

Lizzy Devey Smith

Studio: [REDACTED]



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No. 05334974. Registered address: St Helen's House, King Street, Derby, DE1 3EE.



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The One Off Melbourne Limited. Registered in England & Wales.
No. 05334974. Registered address: 1 Prospect Place, Prospect House, Pithie Park, Derby, DE24 8HG.

From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: C46 broomleys farm
Date: 11 March 2024 09:42:29
Attachments: [IMG_20240311_071121824.jpg](#)

The enclosed photo was taken on the morning of 11th march 2024. It is by no means an isolated occurrence in fact the field has spent much of the autumn and winter in this state. This is one of the fields where houses are to be built according to the plan.

Regards,
Clifford Mason

Sent from [Outlook for Android](#)



From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: 5 year plan proposal
Date: 10 March 2024 13:33:12

Hi ,

I have tried to submit a representation via the online form but I am not sure that I was successful. Firstly I would like to say that you have failed to make people who would be directly effected by these proposals aware of them. We live [REDACTED] and your proposal to add the land behind Brooks Lane and the land behind Thornborough Road to the 5 year plan would see our almost single track lane engulfed as part of a huge 800 house estate. We should have been informed that this was being proposed. I have checked with all of my neighbours and none of us knew anything about it . How can you have a consultation period if people don't know it's happening ? [Personal sensitive information redacted]

I object to this plan for a number of reasons .

- 1, Traffic on Thornborough Rd, Brooks Lane has increased over a number of years to the point were it can easily take 5 minutes to cross the road. Getting of Church Lane is a nightmare at any time but impossible at school times .
- 2, Loss of arable land . The government talks about the importance of food security moving forwards . If you cover fields in houses how can you grow crops on them .
- 3, Loss of green space . The area for proposed building is criss crossed by numerous well used footpaths. Used by dog walkers and Mums and Dads bringing the children to school via the fields rather than walking along busy roads. People need to be able to get out in the countryside for exercise and mental health . The footpaths link to Thringstone and Gracediue woods behind so are used by people from the wider area .

Northwest Leicestershire is slowly loosing its green spaces we have huge housing developments in Ashby, Ibstock, Hugglescote the roads just continue to get more congested before you even add in all the heavy traffic on the A511 due to the new warehouses that have been built. Please think about the quality of life of your existing residents and how your proposals will affect them .

Kind Regards Claire

Sent from my iPad



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	HAZEL	
Last Name	FITZGERIBON	
Job Title (where relevant)	-	
Organisation (where relevant)	-	
House/Property Number or Name	[REDACTED]	
Street	MEL [REDACTED]	
Town/Village	[REDACTED]	
Postcode	[REDACTED]	
Telephone	[REDACTED] 09	
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)

IWI — What a nonsense these proposals are! People want to live here because of the green fields and you want to obliterate them! I understand that you need to build more houses but to put them in a place with no basic services — not even a pavement! On one document you have produced, you mention a bus link. Yes, a bus goes through, No it does not stop! There is not a Bus stop between the airport and Melbourne! This is good fertile land you are trying to ruin — do you not see the irony of this when the airport is flying good in? Or are you yet again pandering to the whims of EMA?

So many problems on the plans issued — No

one realises Melbourne Road is just that — a road that freight companies in Melbourne use! The only locals 'for' this plan are the ones trying to offload land they no longer want, for the best price! The 2nd local plan was OK as it was. Changing it to embrace a developer's dream is a coward's way of providing housing there is no proof we need! So much more needs to be done but is room on here!

EMP 90 -

Another nonsense. If you remember the old Joni Mitchell song - Pave Paradise and put up a parking lot - or in this case - warehouses. a prophecy come true.

Again, good arable land that Michael Gove says should be utilised, not obliterated

~~It~~ Again, lazy farmers just trying to make their fortunes!

Seeing ~~the~~ the map where the warehouses will be bigger than the historic, picturesque village is like looking at something Big Brother could have designed.

The two proposals are the result of lazy Planning and a way to find the easy way out. It's about time some 'real' thinking was used.

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:

3/3/2024

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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



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	Personal Details	Agent's Details (if applicable)
Title	MR	
First Name	JOHN HURLEY	
Last Name	HURLEY	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
Street		
Town/Village		
Postcode		
Telephone		
Email address		

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1. To which consultation document does this representation relate?	<input type="checkbox"/>	Proposed policies
	<input checked="" type="checkbox"/>	Proposed housing and employment allocations
	<input type="checkbox"/>	Proposed Limits to Development Review

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Use this box to set out your response.

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

The following comments relate to both proposals (Isley Woodhouse + Freoport)

- Both developments will impact on the lives of Diseworth and Isley Walton residents for many years to come, especially during construction. Quality of life will be reduced. People move to Diseworth because of its rural location, – not to live in the middle of an industrial estate/building site. We should consider the loss of heritage for future generations.
- There would be an increase in traffic at what is already a busy junction of 3 major roads (Junction 2+) – a junction which is poorly maintained at present.

- o These developments would destroy many miles of well established wildlife habitats (hedgerows, trees and open green spaces). They would destroy valuable agricultural land which should be used to provide food security for the UK as a whole.
- o There would be an increase in flooding risk especially for Diseworth and Long Wharfedale.

The following comments relate to the Freeport proposal

- o I consider this to be a completely inappropriate location. It will be a blot on the landscape - the current Sego site can be seen for many miles and ~~this will be~~ same will apply to this. A more suitable location would be the proposed HS2 site at Toton which already has rail links.
- o This development would increase the amount of light, air and noise pollution in the surrounding areas.

The following comments relate to the Isley Woodhouse proposal.

- o There would be an increase in traffic, especially on local roads when an event is taking place at Donington Park.
- o There seems to be an inappropriate proportion of houses in this area. The housing developments should be spread more evenly throughout the region.

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:

11/3/2024.

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.

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

Mr S Pember

11th March 2024

**Response to the Local Plan Public Consultation –
5 February to 17 March 2024**

Dear Sir/Madam

Re: IW1 and IW2

The development of the 316 hectares of land encompassed by the areas IW1 and IW2 should not be approved. For the following reasons:

WILDLIFE AND ECO SYSTEMS

This area of proposed development includes several miles of hedgerows which are one of the most important wildlife habitats in Britain. These hedgerows support a huge ecosystem which supports nesting sites for farmland birds such as Bullfinches, Yellowhammers and Linnets, while in winter they provide berries for Blackbirds, Song Thrushes and migrant birds such as Fieldfare and Redwing. They also provide habitat for hedgehogs and other small mammals such as mice and voles, huge insect populations and billions of beneficial bacteria and fungi. In summer wildflowers grow around them which attract Bees, Butterflies and other Pollinators. Hedgerows provide an extremely good carbon store, and it is thought that England's existing hedgerows store as much as nine million tonnes of carbon. They can also play a key role in adapting to the risk caused by climate change, such as flooding. It has been shown that healthy hedgerows can help create more productive farmland because of the beneficial insects that live in them. These can help with pollination of crops and pest control and provide shelter and natural medicine for livestock. Within the hedgerows in the IW1 and IW2 areas are also large numbers of old and ancient trees each of which in themselves are ecosystems and habitats which have developed over many years. The hedgerows and trees are vital wildlife corridors which are linked with other hedgerows and woodland. Any destruction of these vital habitats and subsequent breaks in the wildlife corridors would lead to a collapse of the food chain and would cause a catastrophic destruction of the ecosystems and the wildlife environment. The water courses and ponds within this area would also be highly at risk from pollution and run off from any developments that are proposed. The hedgerows and trees in this area should not be removed as it is highly likely that they have been present in this area for over a hundred years and probably much longer. They could never be replaced by any new mitigation planting.

LANDSCAPE

The land south of East Midlands Airport covered by the proposed plan is a wonderful rolling Leicestershire landscape with uninterrupted views to the hills of Charnwood including Beacon Hill and Bardon Hill. Any development on this area would destroy this iconic landscape with its wonderful views. The proposed development to the south of the Melbourne Road with again wonderful views across the landscape to the iconic view of Breedon Church on Breedon Hill would be a disaster. As a volunteer at Calke Abbey I meet many visitors who remark on the wonderful view of the church that they can see from the Melbourne and Breedon roads as they travel towards Calke Abbey. These landscapes must not be destroyed.

AGRICULTURAL LAND

If this development goes ahead 316 hectares of vital agricultural land will be destroyed. This land grows many hectares of cereal crops and is used for the rearing of livestock. The recent flooding in the Trent, Derwent and Soar Valleys has impacted greatly on the cereal crops such as winter wheat and barley, which was sown in Autumn 2023. Up to 60% of these crops has been destroyed or severely damaged. This will only get worse in subsequent years due to climate change. The land at higher levels such as that included in this development will therefore need to be preserved in order that the country produces as much of its own food as possible.

HOUSING DEVELOPMENT

The building of up to 4,000 plus houses will cause huge disruption to the local villages. It is highly likely that each house will support families with two or more vehicles, leading up to 30 to 40 thousand extra vehicle journeys each day. On the avenue where I live, one house has five vehicles, two houses four vehicles and the rest of the avenue between zero and three vehicles, there are only around 24 houses on this avenue and a total of around 42 vehicles. A development of 4,000 houses using the figures for the avenue that I live on, would have 7,000 vehicles as a minimum and a possible maximum of 12,000 vehicles. The huge increase in traffic created by this development would mean traffic chaos at rush hours and if there is an accident on the M1, A42 or A50 the whole area and surrounding villages would bear the brunt of traffic trying to avoid the problems on the major routes and could well find themselves gridlocked. It would be comparable to the huge traffic problems caused by the Download festival in 2023. Over the past month there have been over fifteen incidents on the M1 causing huge hold ups on the Motorway, should this development take place, huge traffic disruption could happen throughout the year. For example, it is highly likely that traffic leaving this development to get to the A50 would use the Castle Donington relief road and main street as a rat run, causing huge disruption to the residents in this area. Pollution levels due to volume of traffic would rise dramatically. Not only would Castle Donington be affected, but also Melbourne, Kings Newton, Isley Walton, Stanton by Bridge and Swarkestone, would also see an unprecedented rise in traffic. The villages of Diseworth and Long Whatton would also be hugely impacted should there be incidents on the M1, A42 and this would have a huge affect on the local population.

It is almost certain that this development will be used as a commuter town for people working in Leicester, Nottingham, Derby, Birmingham, Sheffield and Stoke on Trent along with other destinations. This development will therefore have very little benefit for this area. With reference to this, at the drop-in session regarding this development Castle Donington Community Hub, one of the Councillors mentioned that she had spoken to local residents in her area, and they had informed her that they worked from home two days a week and travelled to Cambridge to work in their offices.

As so many people in local villages in North West Leicestershire and South Derbyshire will be hugely affected in many ways by this development I believe that the consultation process has not taken this into account. Many people that I have spoken to are still not aware that this development could take place and the majority of people were not aware of the drop-in sessions that were going to take place. The Council must be aware that a large proportion of the local population are unable to access this information and therefore are not able to have their say.

This proposed development is not only going to affect the current generation but the generations to come and the detrimental affect it will have upon their quality of life will be immense.

I therefore propose that the consultation period should be extended, and that the Council should send letters to every household in the following villages explaining the local plans in detail and exactly what is proposed in areas IW1 and IW2.

Letters should be sent to all properties in Castle Donington, Diseworth, Isley Walton, Tonge, Long Whatton, Breedon on the Hill, Melbourne, Kings Newton, Stanton by Bridge and Swarkestone.

This would give everybody likely to be affected the opportunity to have their say.

The only way for true LOCAL DEMOCRACY to take place is to let all these people have their say. I believe that the only fair way to resolve this is for everyone to be given the chance to vote in a LOCAL REFERENDUM to determine whether this development goes ahead or not.

Yours faithfully

Mr Stephen Pember

Mr S Pember

11th March 2024

Dear Sir/Madam

Local Plan Development CD10 North and South of Park Lane 1,076 Houses.

The proposed development of over a thousand houses should not go ahead. When the relief road was constructed, we understood that there would be no further development to the west of the relief road as this land was outside the bounds of development. Castle Donington village is already overwhelmed by over population due to the current construction of houses to the east of the relief road. The village is constantly congested by traffic due to recent expansion of domestic dwellings and industrial estates.

AGRICULTURE AND WILDLIFE

Please refer to my comments for the development of IW1 and IW2. Those comments are relevant to the proposed development of CD10 as the developments will destroy hugely important wildlife habitats and ecosystems. The destruction of 81 Hectares of vital agricultural land is also unacceptable. There is an area of woodland on this proposed site and that should be completely protected from development.

HOUSING DEVELOPMENT

The proposed housing development would contribute to a huge increase in traffic and consequently pollution. Several thousand extra vehicle journeys per day would add to the already excessive traffic numbers and any problems on the motorway and major A roads in this area would cause unacceptable traffic congestion for local residents.

The infrastructure in Castle Donington is completely unsuitable for any further increase in population.

I therefore object to any further development in Castle Donington and the surrounding area.

Yours faithfully

Mr Stephen Pember

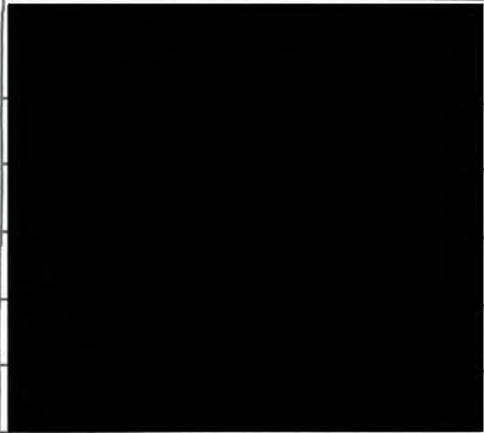
Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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	Julia	
Last Name	Matthew	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
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)

PROPOSED POLICIES DOCUMENT

Para 3.5

The proposed plan is inappropriate and damaging for each of the three dimensions quoted.

- The land is not of the right type. You will be ripping up acres of farmed agricultural land that currently produces food sustainably without the need to import.
- The houses will not have accessible open spaces as you are planning to stick houses and Amazon style sheds up everywhere. The infrastructure is nowhere near adequate for the additional traffic that will result as people travel outside the area to work. They will not be working in the low grade jobs offered by warehouses and sheds.
- The land and environment will be brutally raped by these proposals and villages like Diseworth (which appear in the Domesday Book) will be swallowed up by a concrete eyesore which will worsen flood risks in the area. What a terrible legacy for this generation.

Para 3.23

The area around the airport is struggling to sustain the ugly development that is already there. The proposed areas for redevelopment are desperately needed lungs for the communities living here already.

Para 4.4

The Plan Objectives are a travesty of what is actually being planned. This is a rural area with productive farming land and lively village communities. The proposals are not for high quality buildings. We have thatched cottages and ancient buildings in our villages and these will be swamped by the building work proposed.

This area is not in need of jobs. There is very little, if any, unemployment and those proposed are of low status.

The suggestions that the proposals mitigate and adapt to climate change are laughable. Even the warehousing plans do not include solar panels on the roofs. The flooding risks will be massively increased around Diseworth - we are in a

dip. The increase in traffic will pollute the air, along with the already negative effects of the airport. You can't kid yourself that everyone will be driving electric vehicles.

Para 4.10

There has been little to no consultation prior to significant decisions being made.

Para 4.17

The number of new houses proposed is inappropriate and hugely damaging for this area. Castle Donington has already suffered the effects of massive housing development. There are neither the jobs nor the infrastructure to support even more hastily built and ill thought through housing. A development of this size will be more than a blot on the landscape; it will be a white elephant, stuck in a location where no-one wants it, replacing much needed farmland and green space.

Para 5.3

Adopted Local Plan - Objectives 1, 3 and 4 are ignored in the proposals. All these objectives will be missed under the current proposals, as listed in my comments above.

Para 5.4

Instead of achieving 'well-designed, beautiful and safe places' such features will be destroyed and replaced by dystopian sheds and anonymous, soulless housing where it is not wanted.

PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS FOR CONSULTATION

Paras 5.3, 5.4, 6.1-6.10

Many thousands of acres of warehousing lie unoccupied in the area around Diseworth and Castle Donington. This fact demonstrates that even more desecration of the countryside is a political, rather than practical decision, willfully made in the pursuit of money. If there is an insistence to put up more warehousing, there is already space and provision along the A453 near Clifton where building is ongoing. To rip up more farmland elsewhere is vandalism on a huge scale by the council. The legacy is unrivalled - a massive loss of heritage, countryside and farmland to pass onto future generations and increased pollution, light, noise air and water, all of which are proven to be detrimental to mental health and wellbeing to those trying to live a normal life who are already living in the area.

Not only is Diseworth a conservation area^a but it is a 'standalone historic settlement within a rural context'. (para 7.7) How could it possibly continue as such with the huge SEGRO development on its doorstep, not to mention potential massive airport exploitation of the area. There is little evidence in the proposals of any recognition of the significance of these facts and the irreparable loss that such 'development' would represent for those affected, in terms of mental, social, ecological and financial wellbeing. Did you learn nothing from the effects of the pandemic which still blight our lives and livelihoods everywhere?

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: 11 March, 2024

**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 NWLDC Consultation: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses****

Dear North West Leicestershire District Council,

We, the Netherseal Parish Council, wish to express our firm opposition to the proposed inclusion of the land north of J11 A/M42 (EMP82) for large-scale logistics/distribution warehouses in your proposed local plan. We have carefully reviewed the consultation document and have grave concerns regarding the significant negative impacts this development would have on our community, the environment, and wider neighbouring areas.

Impact on Netherseal Parish

The proposed development will undoubtedly have a detrimental effect on Netherseal Parish, primarily due to increased traffic congestion and its subsequent impacts. Our village, situated along the A444, will suffer from heightened traffic volumes, leading to the use of narrow country roads as cut-throughs. A cut through via Chilcote has a road passing Netherseal Primary School that is particularly vulnerable especially being prone to flooding. Additionally, Gorsey Lane, another narrow road, will face increased traffic, resulting in littering in local farmlands and damage to road surfaces.

Moreover, the River Mease, designated as a Special Area of Conservation (SAC) due to its ecological significance, is already experiencing adverse effects from runoff originating from the Mercia Park site. Further development along the A444 corridor would only exacerbate the risk of nutrient pollution and flooding, endangering the river's delicate ecosystem.

Wider Impact along A444 and Neighbouring Parishes

The A444 is currently burdened with congestion, especially during peak hours, leading to queues at the J11 roundabout and traffic lights at Overseal. The proposed development would exacerbate this congestion, putting additional strain on the already poor road surfaces and increasing erosion, particularly from heavy goods vehicles (HGVs).

Environmental Impact

The environmental ramifications of this development cannot be overstated. Clearing large swathes of land for the proposed construction will lead to the destruction of natural habitats for numerous species of plants and animals. This loss of habitat will disrupt the local ecosystem and lead to the displacement or extinction of native flora and fauna, contributing to a decrease in biodiversity as ecosystems are replaced with a single-use structure. This loss of biodiversity will have an impact on ecosystem functions, including pollination.

The proposed site will require extensive infrastructure development, which will fragment wildlife habitats and disrupt migration routes for various species. The construction of impermeable surfaces like concrete can disrupt natural water systems by increasing surface runoff and reducing infiltration. This alteration of natural hydrology inevitably leads to increased flooding downstream, as we have seen with the Mercia Park site, as well as the contamination of waterways due to pollutants carried by runoff. As you are probably aware, the nearby River Mease is an SSI which is a protected river, the proposed site will only serve to endanger the Mease.

Warehouse complexes often require extensive land grading and alterations to natural drainage patterns, which can increase the risk of flooding in surrounding areas, which we have witnessed in Netherseal and surrounding villages since the construction of Mercia Park. The loss of vegetation and natural water-absorbing features will only exacerbate this further by reducing the landscape's ability to absorb and slow the movement of water during heavy rainfall events, which are now a common occurrence across the UK.

Furthermore, increased traffic would lead to elevated levels of air and noise pollution, adversely affecting both human health and local wildlife populations.

Demand and Economic Considerations

Contrary to the council's assertion of demand for further storage and distribution sites at this location, recent reports and market trends suggest otherwise.

In the Council's 2021 Strategic Housing and Economic Land Availability Assessment, EMP82 was deemed not suitable for inclusion in the local plan at that time for a number of reasons. It was categorised as 'developable' in a timeframe of 11-20 years if the various, existing, policies which prevented its inclusion could be satisfactorily addressed. Given that conclusion and the fact that none of the practicalities identified for the site not being deemed 'deliverable' have changed since 2021 it is difficult to understand why the council is advancing it now - unless it has been convinced to the contrary by the promoter of the site who has, in recent weeks, been actively canvassing its inclusion.

The 2022 final report 'Warehousing and Logistics in Leicester and Leicestershire - Managing Change and Growth' repeatedly signalled a priority need for warehousing provision at sites which have a railhead, e.g. East Midlands Gateway, in the interests of reducing road traffic and meeting decarbonisation targets. There are developments within the immediate region which can provide capacity in this respect. EMP82 cannot meet that criteria especially now since the HS2 route along the A42 was abandoned.

Mercia Park and its partnership with JLR and Unipart has been planned and promoted since 2016 and yet despite the completion of construction in 2022 the site has not been fully occupied. At the time of writing over 85,000sqm of unlet space was still being marketed which suggests that the project may be the wrong facility in the wrong location. Recent Press coverage highlights the problems experienced by JLR in supplying its customers with automotive parts with, apparently, thousands of customers' cars awaiting repairs at dealerships. The cause of the problem is apparently a lack of trained staff at Mercia Park capable of fulfilling orders which begs the question was it the right commercial decision to relocate the operations of 18 warehouses from parts of the country where experienced staff were employed to a central location where the required skills do not exist.....and could it happen again?

Further large storage and distribution facilities at EMP82 will at least double the number of employees' cars commuting to and from the proposed site and Mercia Park; it would be fanciful to suggest that sufficient numbers of workers could be employed from nearby towns and villages who would use public transport.

If, two years on, it is proving difficult, or impossible, to secure tenants for 85,000sqm of space across 4 units it suggests that maybe the demand is not there for this type of use in this location and the risk from EMP82 is that irreplaceable agricultural land will be permanently lost to what will become, effectively, a white elephant with all the attendant environmental and socio-economic problems that will result.

Conclusion

In conclusion, the proposed development at EMP82 poses significant risks to our community, the environment, and wider socio-economic interests. The adverse impacts on traffic congestion, environmental degradation, and economic feasibility raise serious doubts about the viability and necessity of this project.

We strongly urge the North West Leicestershire District Council to reconsider this proposal and prioritise sustainable development practices that safeguard both our community and the environment. Furthermore, we request that alternative solutions be explored to address the region's economic needs without compromising the well-being of residents and natural ecosystems.

Thank you for considering our concerns.

Sincerely,
Rhiannon Beale
Clerk
Netherseal Parish Council

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?	y	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.

Proposed policies consultation

S1. Future development needs (Strategic Policy)

Housing

We question the need to have accepted the large provision for additional housing due to Leicester’s “unmet need”, particularly as this District is not adjacent to Leicester and has very poor public transport provision, so any additional housing provided for Leicester is highly likely to lead to significant and unnecessary commuting by private car.

If Leicester’s “unmet need” had been distributed as per the results of the commissioned report, taking into account our geographical location with respect to the City and our appalling public transport links to the City, we would have been expected to accept an extra 52 houses pa (4% of the Leicester unmet need) giving an annual figure of 424 new houses. However, the District seems to have agreed to take 27% of Leicester’s unmet need, agreeing to 686 dwellings each year, nearly doubling its housing need calculated using the Standard Method (+85%).

Since last year, councils are no longer required to abide by housing targets set according to predicted population growth and can allocate less land to development to avoid changing the character of a local area.

We would remind you that, at the previous consultation on housing numbers whilst, as would be expected, the High Scenario 2 received “overwhelming” support from Developers with some wanting even more, it received zero support from anyone else in the District (Town and Parish Councils or individuals).

Employment Land

We suggest that the employment land allocation is much higher than necessary, due considerable additional provision to allow for what are described as “*future losses of employment land to other uses*”

and a flexibility margin as insurance for uncertainty and changing business needs". The Council's own consultants, Stantec, upon whose study the core figures are based, state the following in their report;

"6.8 All this suggests that there is no justification for an additional safety margin, over and above the calculated need. Under the old system, the margin would come into its own in the later years of a 15-year or 20-year plan, when the development land identified would begin to run out. But under the new system those later years will never come, as the relevant policies and allocations will be reviewed after five years, and then again after 10 years.

6.9 In short, if the new Local Plan provides employment land to meet the assessed need for the next 15 to 20 years this should be enough or more than enough to allow for friction, variety, competition and uncertainty, without a safety margin or buffer."

Strategic Distribution

We also challenge the decision to assume that 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace needs to be met in this district. This is highly disproportionate and will only lead to yet more warehousing spoiling our countryside.

S2. Settlement Hierarchy (Strategic Policy) – support

S3. Local Housing Needs Villages (Strategic Policy) - support

S4. Countryside (Strategic Policy)

This is a very important policy as it defines the circumstances in which the usual protections from development in our Countryside can be over-ridden. Our countryside is a highly valued, limited community resource. It is our view that the policy needs to be strengthened, as development in the countryside should be avoided wherever possible and once countryside is developed it is highly unlikely to ever return to countryside.

Strengthening can be achieved by

- Para 1, line 2 – propose to add **"only"** before **"the uses"**.
- Para 1 (i). **"Expansion of business and enterprise including farm diversification"**. The term **"farm diversification"** needs better, clearer definition of how big an expansion is acceptable and what is an acceptable farm diversification. For instance, would building a warehouse or factory on a farm count as diversification? We would suggest that adding **"agricultural"** between **"farm"** and **"diversification"** could go some way to achieving this.
- Para 2 (b) both **"and"**s should be **"or"**s.

This is the same wording as in the current policy, which has caused major problems for the Planning Committee in the past.

The use of **"and"** in **"physical and perceived separation and open undeveloped character between settlements"**, rather than **"or"**, has been interpreted by officers to mean that all three characteristics (physical separation, perceived separation **and** open undeveloped character) must be violated before the paragraph can have any effect. The corollary is that, if a development

violates only one or two of these characteristics then this paragraph deems the development to be acceptable under its terms. This means that a development could not be rejected under the terms of this paragraph if there would remain any physical space between the settlements, even though it was held to undermine the perceived separation and the open undeveloped character between the settlements.

S5. Residential Development in the Countryside – support

AP1. Design of New Development (Strategic Policy) – Not yet written but support principle.

However, we are concerned that, depending on how the policy is worded, designating the policy as a Strategic Policy could preclude Ashby Town Council from including our own local Design Code into our Neighbourhood Plan. We commissioned an Ashby specific Design Code from Aecom, completed in July 2023, as part of our ongoing Neighbourhood Plan update.

AP2. Amenity

Para 1 would be far more robust if it defined what types of development would **NOT** be supported.

Also, the term “*significant adverse effect*” is too high a bar and is difficult to define. We would suggest that “**detrimental**” is a better term to use here. This is used elsewhere in the document.

We would propose rewriting para 1 as follows:

*(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 **not** be supported where:*

*(a) They **are detrimental to** the living conditions of existing residents through the loss of privacy, excessive overshadowing and overbearing impact, or*

(b) They 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.

Para 2 of this policy does not currently make sense. It is unclear how a development can be “*sensitive*” to noise or unpleasant odour emissions. Is the policy intended to protect future occupants in a development that may be built close to an existing source of noise or odour or is it intended that sources of noise or odour are not built close to existing or potential new homes? If the former, then we would suggest substituting “**subject**” for “*sensitive*”. If the latter, then it needs more extensive rewriting.

AP3. Renewable Energy (Strategic Policy)

We generally support this policy. However, we are concerned about the differences between para 4 of the proposed policy and para 2 of the current policy (Cc1) regarding the weight of Neighbourhood Plans.

Para 2 (b) of the current plan states that proposals for one or more wind turbines will be supported where (amongst other things): “*It can be demonstrated there is support from the local community **or** is set out within an area defined as being suitable for wind energy development within an adopted*

Neighbourhood Plan;

The proposed new policy has the need for support of the local community as a separate item in the list of requirements.

The effect of this is that previously, if a site was identified as suitable for a wind turbine in a neighbourhood plan, then it was automatically deemed to have the support of the Local Community, whereas the wording in the new version requires a site to have the proven support of the local community even if it has been included at a suitable site in a Neighbourhood Plan. We would remind the Committee that NPs have to go to a referendum before they are accepted and so have the support of the community.

We would also query the use of the term *“proportionate”* in para 2 of the proposed policy. It seems that a development with a larger renewable energy generation capacity than is needed for that development alone could be considered disproportionate despite its obviously beneficial contribution to renewable energy generation. Maybe this could be overcome by substituting *“at least sufficient for”* instead of *“proportionate to”*.

AP4. Reducing Carbon Emissions (Strategic Policy)

We strongly support this policy particularly a council run carbon offset fund, provided (as proposed) it is not available to developers to avoid their statutory carbon reduction requirements under the new building regulations and the fund is used to boost local carbon reductions schemes which otherwise could not be funded.

We would strongly advocate a requirement for Whole Life Cycle carbon assessments on medium sized and large development schemes. A checklist may be appropriate for small schemes.

AP5. Health and Wellbeing (Strategic Policy)

We welcome the inclusion of this policy but believe that it should be significantly stronger. The policy seems to put the onus on the Council without giving it additional powers to require developers to contribute. Rather than only listing what the council will support there should be requirements on developers to ensure the health and wellbeing of our communities including contributing to creating a safe walking and cycling infrastructure.

AP6. Health Impact Assessments

This policy has not yet been written, but we strongly support the principle.

AP7. Flood Risk (Strategic Policy)

We support option 2 – including a flood risk policy in the Local Plan

However, Para 2b of the proposed policy needs amending as the first clause currently contains no verb. Maybe it just needs the deletion of *“and”*.

AP8. Sustainable Drainage Schemes

This policy is essential. We are concerned that para 1 includes financial and viability loopholes which could allow developers to avoid inclusion of a SUDS scheme where it is technically feasible and necessary. Please remove the words “**financially deliverable or viable**”. If a SUDS is needed and it is not financially deliverable or viable then planning permission should be refused.

We would also suggest that reference should be made to the need to ensure that such schemes are safe. RoSPA says, “*SuDS can, if not well designed, present a significant risk to the children, residents and general public that will interact with them.*”

AP9. Water Efficiency – support

H1. Housing Strategy (Strategic Policy)

Whilst we accept that this policy does make reference to the development strategy and settlement hierarchy, we suggest that it would be strengthened by making specific reference to the need for housing developments to be located within the limits to development unless specifically exempted from this requirement by another policy within the plan or NPPF.

See our comments under S1 regarding housing numbers.

H2. Housing Commitments – not yet written. Support in principle.

H3. Housing Provision – New Allocations – See separate consultation response.

H4. Housing Types and Mix (Strategic Policy)

We generally support the draft policy.

Regarding housing for the elderly, we would support both a criteria-based policy and an element in larger schemes as such accommodation must be accessible. The permission granted to the new elderly housing at the Willows on Ashby Road, Moira, is an example of the type of highly inaccessible elderly accommodation which should not be permitted going forward.

H5. Affordable Housing (Strategic Policy)

We agree with the general approach in this policy. The percentages of affordable homes required in new developments should not be any lower than in the current plan. We would also support a higher requirement in the north of the District to ensure that suitable housing is available to the workforce at the Airport/Freeport/E Mids gateway etc.

H6. Rural Exception sites (new) – support

H7. Self-build and Custom Housebuilding

The NWLDC Topic paper on Self Build , issued with this consultation, makes it clear that:

- a) A requirement for 5% of plots in new developments over 30 houses should provide sufficient

self and custom build plots to satisfy the expected demand, and

- b) Self-build within limits to development is perfectly legitimate.

Furthermore, the principle that registering for self-build would be a way to circumvent the restrictions on building in the countryside, as proposed in this policy, is bound to increase the numbers on the self-build register as it will be seen as a means of obtaining a low cost/high value house in the countryside.

The NWLDC Local Plan Committee was recently given feedback by officers from the Right to Build Task Force as follows:

“Establishing a clear and unambiguous policy requirement will significantly help boost [self-build and custom housebuilding] delivery in the area. This could take the form of a percentage policy requirement or a specific identified requirement on allocated sites, tailored to the demand profile of the area.”

The advice went on to say,

“The Task Force also advocates for self-build and custom housebuilding support to be enshrined in various aspects of planning policy, including:

- *Strategic policy ([self-build and custom housebuilding as part of housing mix as well as broader support for [self-build and custom housebuilding having regard to spatial strategy/settlement hierarchies)*
- *Site specific (allocations, percentage policy requirements, small sites requirements)*
- *Development management (windfall sites, exception sites, design standards etc).”*

Nowhere does this advice suggest that the provision of special privileges to self-builders outside Limits to Development is a suitable option.

Therefore, the proposed policy should be amended to remove the option for self-builds to be granted permission outside the limits of development unless they would satisfy one of the other legitimate reasons for building in the countryside as set out in the proposed policies S3, S4 and S5.

A suitable revised policy H7 was proposed at the Local Plan Committee on 17 January, as follows:

(1) The Council will support proposals which meet the definition of self-build and custom housebuilding in any location considered to be suitable for housing in accordance with the policies of this local plan, including allocated sites, committed sites and windfall sites.

(2) On general market housing sites of 30 or more:

(a) The Council will require the delivery of a minimum of 5% of the site’s capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house build plots will only be accepted where a viability assessment clearly demonstrates that the full policy

requirement cannot be achieved.

(b) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales), and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market.

(3) All planning permissions for a self-build and custom house build plot will be subject to a legal agreement to ensure that the initial occupier(s) of the dwelling(s) fall within the legal definition of self-build and custom housebuilding as defined by the Self-Build and Custom Housebuilding Act 2015 (or any subsequent government update).

However, para 3 of the above may not be required, as self builds would not be treated differently from other planning applications.

H7. Houses in Multiple Occupation in Kegworth

This policy is not directly relevant to Ashby.

H9. Provision for Gypsies and Travellers and Travelling Showpeople (Strategic Policy)

We generally support this policy.

H10. Space Standards - support

H11. Accessible, Adaptable and Wheelchair User Homes – support

Ec4. Employment Uses on Unidentified Sites

Whilst it would be preferable to remove para 3 of this policy completely, if the NPPF requirement for flexibility must be interpreted to allow certain employment development on unidentified sites in the countryside, then it is accepted that this proposed policy is far more robust than the old policy EC2 (2).

However, we would strongly advocate a further strengthening of the policy by amending the first sentence in para 3 to read:

*Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will **only be** supported where the following criteria are met :*

Ec5. Existing employment sites

We would query where the employment area designated in the current local plan at Money Hill is specifically included in this proposed plan. It does not appear as an existing site or a new site. Whilst it is mentioned in Table 4 on page 82, there does not appear to be a policy including it in this Plan other than a mention in the Money Hill housing land allocation. So, it appears that, in the current draft, the employment land at Money Hill could be provided anywhere across the wider housing site. Its location and any constraints need to be specifically defined in an employment land policy in this version of the

Local Plan.

Ec6. Start-up Workspace – support

Ec8, 9 & 10 - East Midlands Airport – not directly relevant to Ashby other than noise

Ec11. Donington Park – Not directly relevant to Ashby

Ec12. Tourism and Visitor Accommodation (Strategic Policy) – Support

TC1. Town and Local Centres: Hierarchy and Management of Development (Strategic Policy)

We query the consequences of proposed para 3 of this policy. It isn't clear whether this paragraph overrides the caveats expressed in para 2 nor whether these figures represent limits on the maximum floorspace that will be granted planning permission. We do not see any requirement for this paragraph is it is merely stating the level of floorspace that may be required but would not be a consideration in any specific planning application.

TC2. Hot Food Takeaway Uses – support

IF1. Development and Infrastructure (Strategic Policy) – support

IF2. Community Facilities (Strategic Policy)

We support most of this policy but are extremely concerned that the wording in para 3 has been diluted in comparison with the current policy. The new policy requires major development only to ***“make provision for”*** new community facilities, whereas the current Local Plan wording is ***“provide or contribute to”*** them.

We have recently experienced at Money Hill, under a s106 agreement, the developer only setting aside some land for a community facility, the facility only being built if it is to be purchased or leased from them at commercial rates. That s106 agreement was agreed prior to the current Local Plan being adopted.

It would be expected that, under the current plan, the developer would have been required to make a significant financial contribution towards building a facility. Indeed, that is what we are expecting for Phase 2 of Money Hill under the policy in the current Local Plan. The proposed new wording would revert to the previous situation, and we would no longer be able to expect that the developer could be required to fund a new community facility in this 1200 house development.

Please revert to the current wording.

IF3. Green and Blue infrastructure (Strategic Policy) – support

IF4. Open Space, Sport and Recreation Facilities (Strategic Policy) – support

IF5. Transport Infrastructure and New Development - support

IF6. Leicester to Burton Rail Line – support

IF7. Ashby Canal – support

IF8. Parking and New Development - support

En1. Nature Conservation/Biodiversity Net Gain (Strategic Policy) – support

En2. River Mease Special Area of Conservation (Strategic Policy) – support

En3. The National Forest (Strategic Policy) – support

En4. Charnwood Forest Regional Park (Strategic Policy) – not directly relevant to Ashby

En5 – Areas of Separation

This policy, as it stands, is not directly relevant to Ashby. However, we would advocate including a paragraph to make it clear that this policy does not prevent other Areas of Separation being designated in Neighbourhood Plans if there is sufficient evidence to justify them.

En6. Land and Air Quality – support in principle provided the supporting text is sufficiently robust in defining “*a significant adverse effect*” etc.

En7 – Conservation and Enhancement of the Historic Environment (Strategic Policy) – support

Proposed housing and employment allocations

We have no objections in principle to the proposed allocations within the Parish of Ashby de la Zouch.

We would strongly object to any further additions during development of the Local Plan for the reasons set out in the section entitled “Ashby de la Zouch or Castle Donington” in Item 5 on the NWLDC Local Plan Committee Agenda of 15th November 2023. Specifically:

“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 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 2021 this would equate to growth of about 44%”

Money Hill Allocation (A5)

We do have some concerns and queries concerning the precise wording of this allocation as follows:

- As in the current Local Plan, 16ha of the Money Hill site is to be allocated as employment land

(offices, industry and warehousing). In the current Local Plan, the location of this employment land within the overall Money Hill site is specifically identified and, in the current policy Ec2, specific requirements, restrictions and conditions for this employment land are set out. None of the Reg 18 consultation documents for the new Local Plan include any of this information. We would not object in principle to some modifications to the specific areas of employment land allocation at the Money Hill site. Indeed, the subsequently agreed Wider Site Money Hill Masterplan differs in this respect from the allocation shown in the current Local Plan's Ashby de la Zouch Inset Map (3). However, we do need clarity on the location and conditions associated with the Money Hill employment land allocation which has not so far been provided.

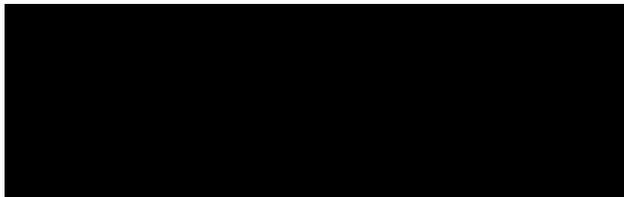
- Furthermore, the current policy Ec2 states that the 16ha of employment land is a maximum ("**up to 16ha**") whereas the proposed housing policy (A5) only states "**around 16ha**". We would request that "**around 16ha**" is replaced with the original wording of "**up to 16ha**".
- Para 2(k) needs to be much clearer on whether the required Masterplan is **in addition** to the Wider Site Masterplan which has already been agreed with the developer and published, how it should relate to that document, at what stage in the planning process it must be agreed and whether this Masterplan must include a Design Code as was required for Phase 1.
- Para 2 (l) needs to stipulate that S106 monies for the LCWIP should be spent on footpaths and cycleways in and around Ashby de la Zouch.
- We would like to see a specific requirement for the developer to provide and fund an appropriate community facility on the site.

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: 11th March 2024

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Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW**

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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	Mr	
First Name	Marcus	
Last Name	Clarke	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
Street	██████████	
Town/Village	██████	
Postcode	██████	
Telephone	N/a	
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.

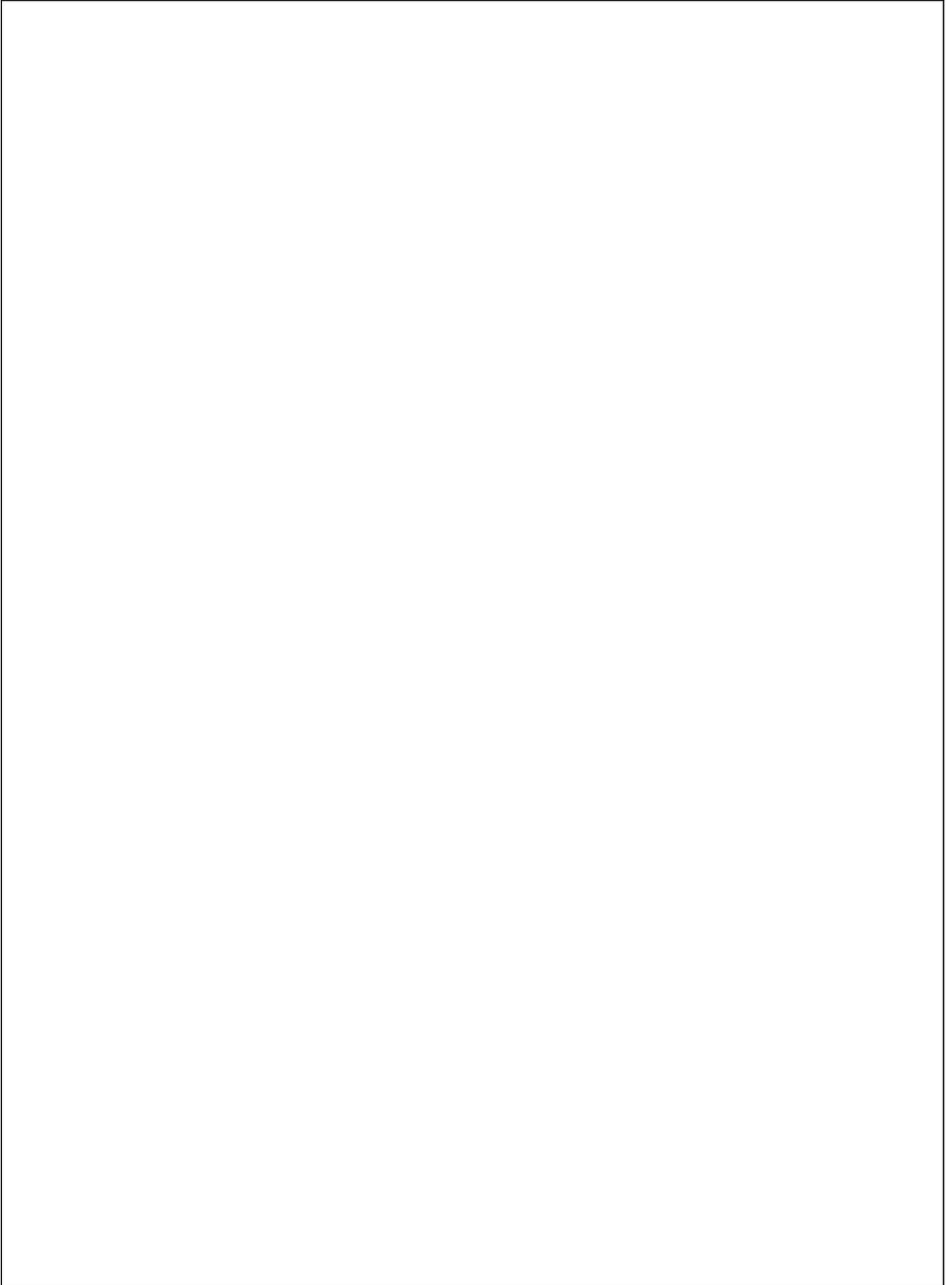
(Continue on a separate sheet /expand box if necessary)

C46 – A wish to object to this housing proposal, what a ridicules housing proposal. At a time where as a country we need to be keeping how green spaces and farmland and ensuring that it turns back into making crops and providing food for own country or ensuring that livestock is brought back to the area. In this area in my lifetime we have lost so much of what we had to in keeping ourselves sustained. The council ought to be looking to ensuring that it can provide local produce to support its own community and not relying on what it can get from elsewhere.

In the past years all that has been is housing built, nothing has been built to even make these houses a decent place to live, no extras schools have been built, no additional doctors or pharmacy's have been provided (only ones that have been moved area's). No extra entertainment or recreation areas in fact you have removed some of these. Nothing is being added into this area in terms of environmental help and to help bring down emissions in the area.

In regards to extra traffic with 266 homes even it is 1.5 cars per household that is extra 399 vehicles being added to a road that is already passed it capacity. The suggestion of another yet of traffic lights is ludicrous why have two sets of two sets lights within 500 meters of each other talk about a barmy planning. Any housing development in that area should be brought out onto the bypass.

All you are doing in this area is destroying its natural beauty and genuine green belt and marsh land. That's is required for the good of the environment on the area.



Declaration

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Signed: M W Clarke

Date: 11.03.2024

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	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Vicky	
Last Name	Roe	
Job Title (where relevant)	Parish Clerk	
Organisation (where relevant)	Overseal Parish Council	
House/Property Number or Name	██████	
Street	██████████	
Town/Village	██████████	
Postcode	██████	
Telephone	██████████	
Email address	██	

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		Proposed housing and employment allocations
	x	Proposed Limits to Development Review

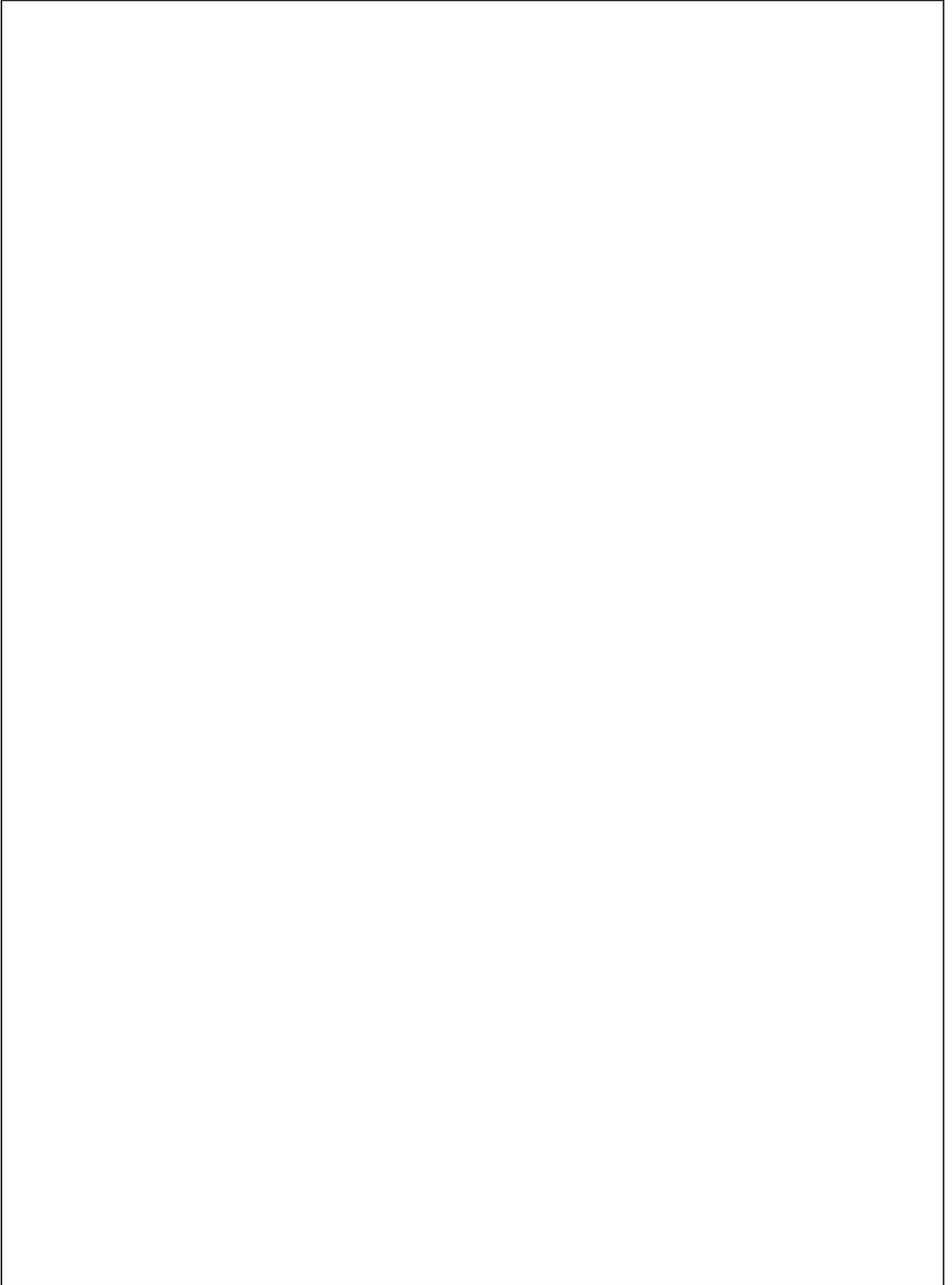
2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.

Response to NWLDC Consultation: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses

Use this box to set out your response.

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

Overseal Parish Council objects to any potential additional traffic on the A444 and the only way to avoid this is if the entrance goes on A42.



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: 11th March 2024

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	Personal Details	Agent's Details (if applicable)
Title	Miss	
First Name	Lucy	
Last Name	Cave	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	█	
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.

Jack's Ices, north of Standard Hill, Coalville (C50)

Given that there are already 400 homes under construction via the adjacent scheme (18/00707/REMM), an additional 108 on top feels excessive. The closest GP surgery, Hugglescote Surgery, is already swamped and impossible to get an appointment at; this site could be used for a new health centre instead to alleviate the pressure on existing facilities and to provide for the 400 homes already under construction.

This site also lies between Hugglescote Primary (15 min walk) and Woodstone Community Primary (26 min walk) but the chances of parents walking their children is incredibly low, especially given that Standard Hill is notorious for motorists speeding and the existing footpath is narrow and insufficient for pedestrians. There is also no cycle infrastructure in place. This means that parents will be driving their children to school, adding to the congestion around the Ravenstone crossroads and exacerbating the parking issues along Ashburton Road.

There are already thousands of new homes coming via the Coalville SUE at Grange Road, with hundreds already occupied, yet no new healthcare or school facilities have been delivered. I am aware there have been applications made for these facilities but residents would be far more open to extra housing if there was already sufficient infrastructure to accommodate it.

Church View, Grange Road, Hugglescote (C61)

As stated, Hugglescote Surgery is swamped and in need of expansion. There is also insufficient parking and there have been issues with cars parking poorly along footpaths and on crossings. This is creating a dangerous environment for pedestrians and cyclists, not to mention other road users who must pull around these parked cars with poor visibility. The site at Church View (C61) would be ideal for expanding the surgery and car park. This would also create an opportunity to install a better pedestrian crossing. Cars come into Hugglescote very quickly from the 40mph section of Grange Road, often without slowing down, and a pedestrian priority crossing would act as a traffic calming measure.

Land at Coalville Lane/ Ravenstone Road (R17)

Wash Lane, between the Hoo Ash Roundabout and Ravenstone Crossroads, is horrendously congested at rush hour and adding 300+ cars (assuming each house has 2 cars) is going to create major problems without some kind of improvement to the Ravenstone crossroads to the south of the site. The on-street parking on Wash Lane obstructs the

flow of traffic and causes a huge backlog. A solution needs to be found to alleviate congestion as part of the development of this land.

Land off Leicester Road, Ibstock (Ib18)

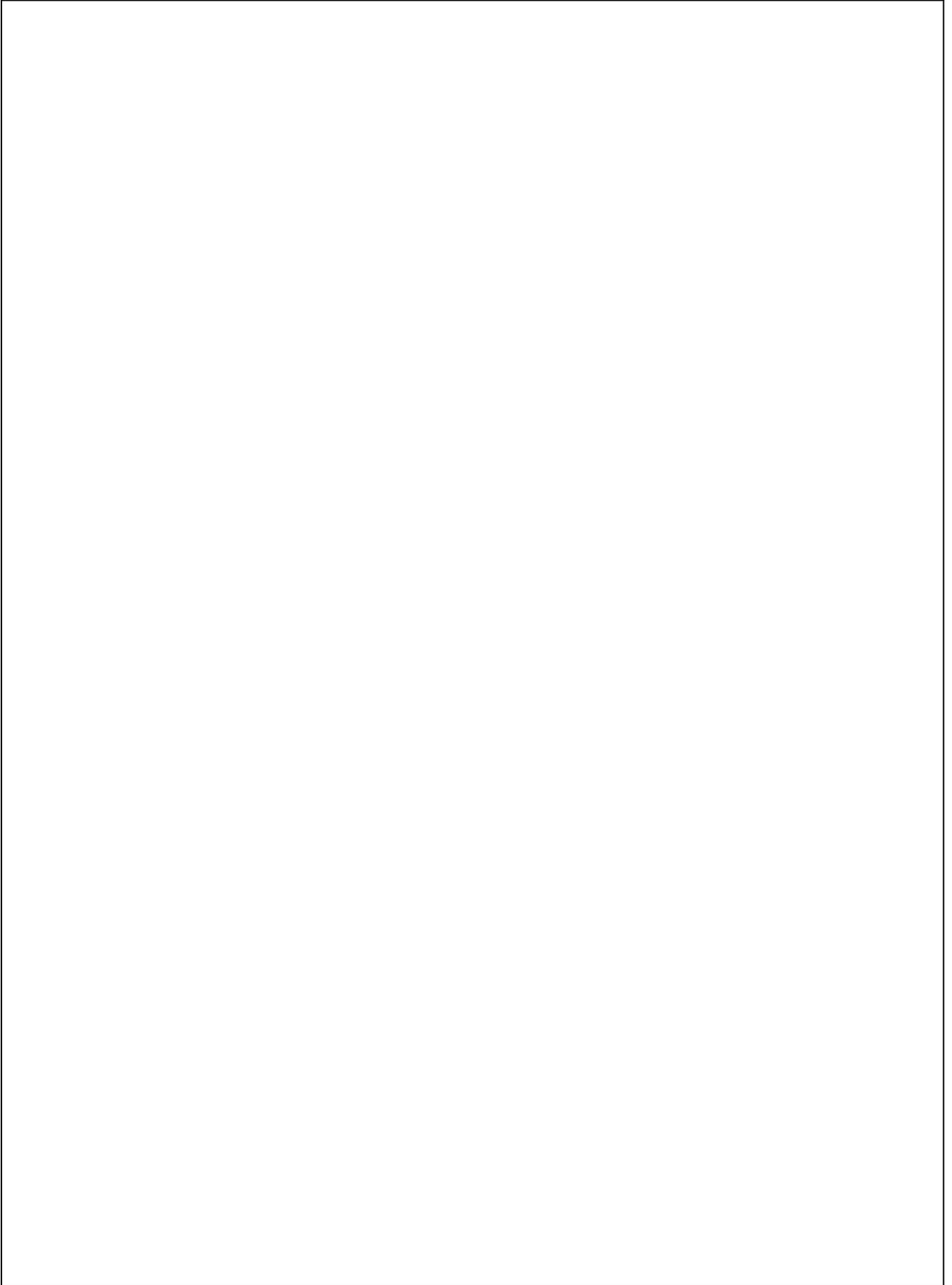
Ravenstone Road desperately needs some traffic calming measures; cars speed on the entrance to/ exit from Ibstock and it is so dangerous for motorists trying to exit Sence Valley, Frances Way, Usbourne Way, and Chandlers Croft. If this site is allocated, traffic calming measures such as a speed camera and/or rumble strips need to be implemented. Additionally, the current pedestrian crossing outside Frances Way should be enhanced to allow existing residents and those of the future Ib18 site to access Sence Valley safely.

Safer access to Sence Valley will encourage local visitors to walk or cycle rather than drive, as well as parents and staff of the day nursery Mini Explorers, located in Sence Valley.

Similar measures should be considered on Leicester Road as motorists tend to speed up as they approach the 40mph zone heading towards Ellistown.

Land north of Remembrance Way (A453), Kegworth (EMP73) & Land north of Derby Road (A6), Kegworth (EMP73)

Something needs to be done to alleviate congestion at Junction 24; it is constantly jammed up because of accidents on the A50, M1, or A453. What will be done to prevent disruption during construction of the access to these units?



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Signed: L.Cave

Date: 11/03/2024

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From: [REDACTED]
To: [PLANNING POLICY](#)
Subject: EXTERNAL: West of Whitwick development
Date: 11 March 2024 20:27:20

I am writing in response to this major developments across NSW.

I am specifically writing in regards to west Whitwick development as my property which my parents purchased initially as a new build in 2000 will look into directly this proposed development. As beautiful as your 2D diagram looks easy, our property is raised and this land is physically at a low level with water running through it. If any consideration had been made on OS maps this would have surely been identified.

This land is prone to flooding and drainage problems based from high level road of Talbot Street and high level hill at the top of Swannington. Snow melts and forms into a valley here where your plan is proposed.

This land has been used for over 25 years for agriculture purposes raising many animals here including sheep and cattle.

If houses were to be built here they would have no insurance based on the water being so close, there is a possibility for these people to sue both council and builders who allowed to develop and did develop on this land.

As long as I am alive I will also be standing in court to these cases and locally having an input to ensure this local green pasture is not developed. This to myself, family and local residents has been a saviour over lockdown for walking and dog walking and enjoyment on snow days for youngsters of all ages which currently have nothing to do in Coalville. This land will forever be used to locals for dog walking and agricultural purposes.

I am upset in that this proposed development was delivered this week and we have until 17th to respond.

I will also be complaining to the local gov and parliament around this and how it has been delivered to local residents to reduce feedback specifically to this development.

Please keep me directly updates via this email address and writing to [REDACTED]
Failure to do so will also cause further complaints being raised to MP/ GOV and commissions.

Kind regards

Alexander Carr
LOCAL RESIDENT

Sent from my iPhone

PART B – Your Representation

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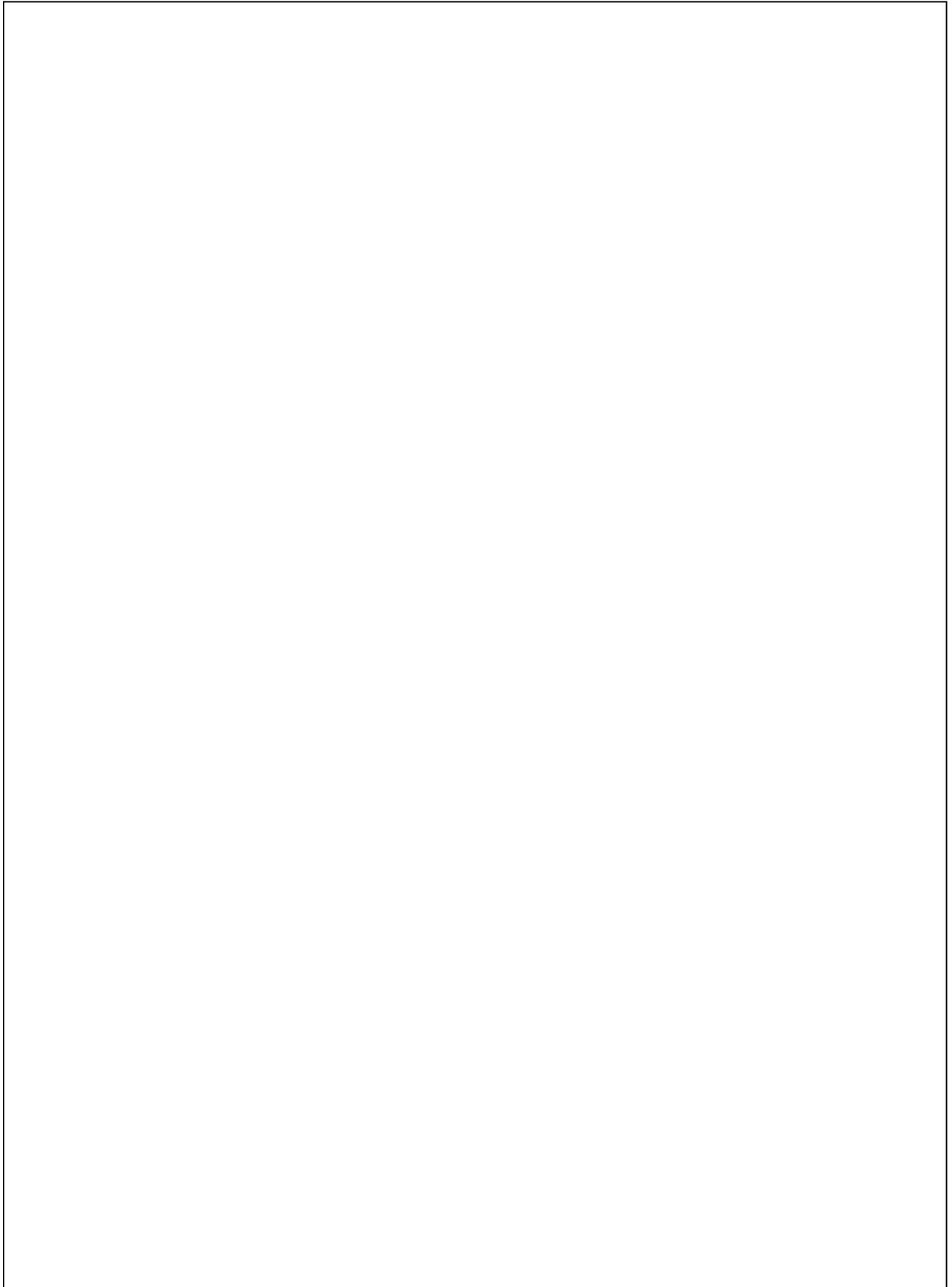
1. To which consultation document does this representation relate? Brooks lane and Thornborough road		Proposed policies
		Proposed housing and employment allocations
		Proposed Limits to Development Review

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.

I object to these proposals due to this being on b Roads with very tight access ,no infrastructure, not safe for the school children. There is not enough spaces in education for children or teenagers, no space in the doctors, hospitals or a&e. There has been soo many houses build in the local area already the roads are congested there isn't enough jobs to go around or entertainment.

Let alone the impact to the natural habitat of wildlife and the destruction of the environmental impact. This will pollute the water ways increase flooding which is already a big problem in the lower areas eg Thringstone.



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Signed:

Date:

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From: [REDACTED]
To: [REDACTED]
Subject: EXTERNAL: Re: Housing estate proposals
Date: 12 March 2024 09:38:23

My address is [REDACTED]

I object to them all, mainly broomleys and all that swallow up Whitwick, new swannington and thringstone

Thank you
Lindsey

Sent from my iPhone

On 12 Mar 2024, at 08:09, PLANNING POLICY <PLANNING.POLICY@nwleicestershire.gov.uk> wrote:

Good morning,

Thank you for your message.

I would like to register your comments formally as an objection to the new Local Plan, but I need additional details to do that:

- Your postal address
- Confirm which site you are objecting to.

Please email these to the above address.

In respect of your question about decision making, decisions are made by elected councillors. In this case it was the [Local Plan Committee on 17 January 2024](#) (link) who decided which proposed development sites to put forward for public consultation. Nothing is finalised yet; at this stage the council is seeking views on these proposals.

Regards

Sarah



<Picture (Device Independent Bitmap) 1.jpg>

Sarah Lee

Principal Planning Policy Officer

Planning Policy and Land Charges Team

01530 454791 | sarah.lee@nwleicestershire.gov.uk | www.nwleics.gov.uk



<Picture (Device Independent Bitmap) 2.jpg>

-----Original Message-----

From: [REDACTED]

Sent: Monday, March 11, 2024 11:08 PM

To: PLANNING POLICY <PLANNING.POLICY@NWLeicestershire.gov.uk>

Subject: EXTERNAL: Housing estate proposals

Hi...

Could you please provide me with the details of exactly who are the people are making these decisions... what are they to gain? Are they directly involved in benefiting financially from these proposals?

I see no benefit at all to existing neighbourhoods and residents.

In essence, you are stealing our wellbeing, our green spaces and our happiness.

Where do the people choosing to steal our fields and rob us of our wild spaces live?

Why not build on more prosperous areas? On the back gardens of affluent areas?

Why are you hell bent on destroying our area?

It's always the "little people" the hard working poor folk who have to suffer the brunt of [REDACTED] poor decision making. [Inappropriate comments redacted]

Do you care at all? Do those making these decisions care about the impact on our mental health? [Inappropriate comments redacted]

Lindsey

Sent from my iPhone



You can report, request and pay for things online at www.nwleics.gov.uk



----- Email confidentiality notice -----

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this e-mail in error please notify the originator of the message. This footer also confirms that this e-mail message has been scanned for the presence of computer viruses.

Please note: Incoming and outgoing e-mail messages are routinely monitored for compliance with North West Leicestershire District Council's policy on the use of electronic communications. Any personal data that you provide will be processed in accordance with current data protection laws. It will be used by North West Leicestershire District Council and our partners to deliver and improve services and fulfil our legal duties. We will not disclose any personal information to anyone else unless required or allowed to do so by law. Read more about how we use personal data in our Privacy Notice on our website: https://www.nwleics.gov.uk/pages/website_privacy.





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	Allan	
Last Name	Reed	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	█	
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.

I write regarding R12 – Land at Heather Lane, Ravenstone.

Site R12 is not suitable for housing provision.

1. Points 2 A and B in the document are contradictory. "access from Beesley Lane", "Existing hedgerows to be retained". The whole perimeter length of R12 parallel to Beesley Lane is existing hedgerow, with no breaks.

The existing access to R12 for farm machinery to the site is off Heather Lane.

- Access from Beesley Lane will require the removal of hedgerow and break the existing wildlife corridor which is not acceptable.

2. An 80 metre high wind turbine is located in the adjacent field to R12 with permission until 16/6/41 – it is located directly west.

When the appropriate weather conditions prevail, the site is subjected to

- a. Flicker - from the blades is experienced as the sun lowers towards sunset, directly to the west. This impacts on people's health, and is very uncomfortable
- b. Shadow is experienced at times due to the height of the turbine
- c. There is continual loud 'whooshing' noise from the turning of the 500kw Turbines 3 blades in high wind. It is relentless.

It is wrong to site houses in the vicinity of such a vast structure.

3. R12 is bordered on two sides by a wildlife site – Miners Wood managed by the National Forest.
 - a. If the proposal were to proceed a wildlife impact assessment will be required.
Hares, Bats (during summer), frogs are frequently observed, along with considerable bird activity including lapwings, all within the R12 boundary.
4. R12 is currently agricultural land which should only be used for housing as a last resort.
 - a. Site R17 (153 homes) is also within Ravenstone Parish – this site will provide an adequate supply of housing to the local area during the plan timescale.
 - b. If R12 were to be developed in addition to R17, it will place an unnecessary strain on local resources.
5. The adjacent proximity of the local sewage farm and the electricity pylons that run through the middle of R12 have already been highlighted in the plan. Both add to the unsuitability of the site.

In summary R12 site location is next to a sewage farm, adjacent to a wind turbine, crossed by electricity pylons and without an access point, which creation would adversely impact the wildlife corridor. Many far better locations for housing must exist.

Beyond the R12 site.....

6. There is no local healthcare provision. Nearest sites are in Coalville or Ibstock and are already oversubscribed and almost impossible to contact.
7. The local primary school is full
8. The local Arriva number 15 bus service only operates on a limited frequency for shoppers. It does not operate to a sufficient timetable to enable a day return connection to the NW Leicestershire employment hotspots. All houses will require a car and add to the local congestion of the A511, A42 and M1.

R12 site would be far more appropriate for the Leicestershire tree-planting project than housing due to the points that I have raised, as the land is owned by LCC.

Finally, why has no effort been made to communicate the Plan to Ravenstone residents?

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: Allan Reed

Date: 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.

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](#)
Cc: [REDACTED]
Subject: EXTERNAL: 4450 : Draft North West Leicestershire Local Plan (2020 – 2040) Consultation : Land off Talbot Place, Donisthorpe, DE12 7PU
Date: 12 March 2024 11:52:43
Attachments: [image001.jpg](#)
[4450A Publication Consultation Response Form FINAL Para 4.81.pdf](#)
[4450B Publication Consultation Response Form FINAL Para 4.5.pdf](#)

Good morning

**DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN (2020 – 2040) CONSULTATION
REPRESENTATIONS ON BEHALF OF JF & BM GRAY
LAND OFF TALBOT PLACE, DONISTHORPE, DE12 7PU**

On behalf of our client, JF & BM Gray, please find attached representations to the above consultation in respect of paragraphs 4.81 and 4.5:-

- 4450A Publication Consultation Response Form FINAL Para 4.81 : form, together with response statement and location plan no. 4450.99
- 4450B Publication Consultation Response Form FINAL Para 4.5 : form, together with response statement and location plan no. 4450.99

Should you have any queries regarding this submission please contact this office on telephone number [REDACTED] or email apps@ctplanning.co.uk

I would be grateful if you would please acknowledge receipt of this submission.

Regards

Clare

Clare Ford

[REDACTED]
[REDACTED]

Please note my working pattern of Monday, Tuesday, Thursday and Friday.



www.ctplanning.co.uk

Three Spires House, Station Road, Lichfield, Staffordshire, WS13 6HX

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title		Mrs
First Name	JF & BM	Philippa
Last Name	Gray	Kreuser
Job Title (where relevant)		
Organisation (where relevant)	c/o CT Planning	CT Planning
House/Property Number or Name	██████████	██████████
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.

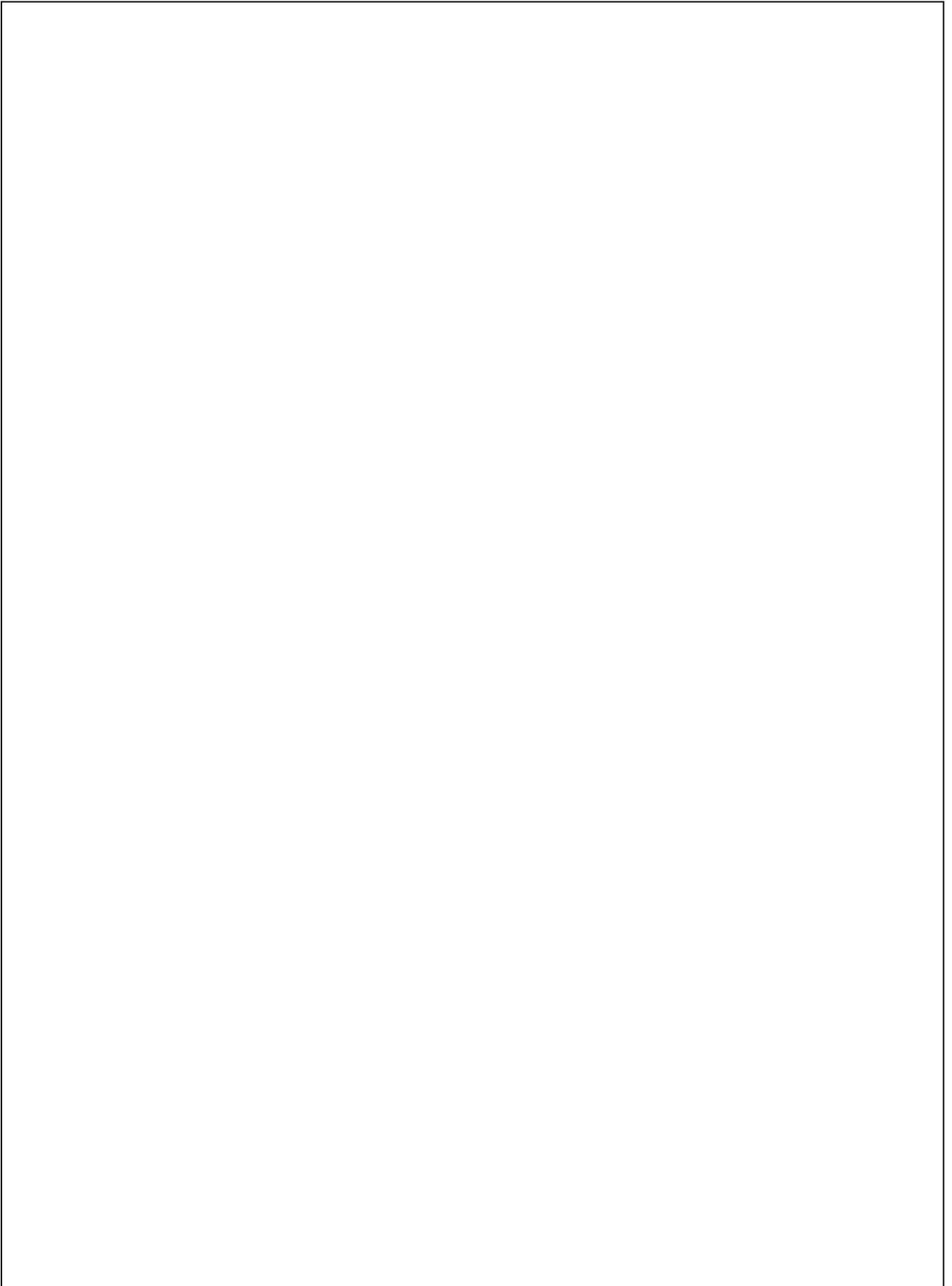
Use this box to set out your response.

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

Section 4

Paragraph 4.81 page 48-49

See Attached Sheet



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: 12 March 2024

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

**NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040
PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS FOR CONSULTATION**

LAND OFF TALBOT PLACE, ACRESFORD ROAD, DONISTHORPE DE12 7PU

This submission is made on behalf of JF and BM Gray with respect to Land off Talbot Place, Donisthorpe. The site is shown marked red on the attached plan (drawing ref. 4450.99).

Objection is made to the inclusion of Land off Ramscliffe Avenue (D8) at paragraph 4.81 of the Proposed Housing and Employment Allocations for Consultation Document.

The Local Authority's proposed housing allocations are listed in Table 2 at paragraph 4.5 of the Proposed Housing and Employment Allocations for Consultation Document. Site D8 Land off Ramscliffe Avenue, Donisthorpe is proposed as a housing allocation for 32 dwellings.

The supporting text to this proposed allocation at paragraph 4.81 sets out a number of requirements necessary to bring this site forward including *"The submission of evidence which demonstrates that land stability and contamination will not be prohibitive of future development"*. It is submitted that Site D8 Land off Ramscliffe Avenue should not be included as a potential housing allocation when the Local Authority is not assured that the site can be delivered. For Local Plans to be effective, paragraph 35 (c) of the National Planning Policy Framework requires that the Plan should be deliverable. Therefore, proposed housing allocations should be identified with certainty that they are deliverable. The question of whether the land is sufficiently stable and uncontaminated should be a matter that is resolved prior to the site being proposed as a housing allocation. Furthermore, the site has previously benefited from a planning permission for residential development (04/01162/OUT), yet the site has not come forward for development in a timely manner. Therefore, it is questionable whether the site is deliverable and can be relied upon to come forward in the plan period, and thus Site D8 Land off Ramscliffe Avenue should be deleted as a proposed housing allocation.

Land off Talbot Place comprises some 2.95 ha to the rear of existing residential development fronting Acresford Road. The site lies adjacent to the defined Limits to Development for Donisthorpe. It is well related in size and scale to the built-up area. The site could be developed in whole, or in part, and could deliver up to 75 dwellings. Land off Talbot Place has no constraints relating to land stability or soil contamination, or indeed any other constraints to development. The site is unfettered and can come forward as a proposed housing allocation with assurance that it can be delivered.

Land off Talbot Place is located in a sustainable location, well related to the built up area of Donisthorpe and immediately adjacent to the Limits to Development. The site is of sufficient size to bring forward residential development along with additional landscaping, National Forest planting, public open space and biodiversity net gain on site, as well as the emerging Local Plan housing allocation requirements for affordable housing and the provision for on site self and custom housebuilding.

It is submitted that Land off Ramscliffe Avenue should be deleted as a proposed housing allocation at paragraph 4.81 of the Proposed Housing and Employment Allocations for Consultation Document as a proposed housing allocation. Land off Talbot Place should be identified as housing allocation for up to 75 dwellings in its stead. There are no constraints to bringing forward Land off Talbot Place for residential development; the site is available and deliverable early in the plan period.

PMK/CMF/4450A

12 March 2024



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	Personal Details	Agent's Details (if applicable)
Title		Mrs
First Name	JF & BM	Philippa
Last Name	Gray	Kreuser
Job Title (where relevant)		
Organisation (where relevant)	c/o CT Planning	CT Planning
House/Property Number or Name	██████████	██████████
Street	██████████	██████████
Town/Village	██████	██████
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Telephone		██████████
Email address		██████████████████

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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.

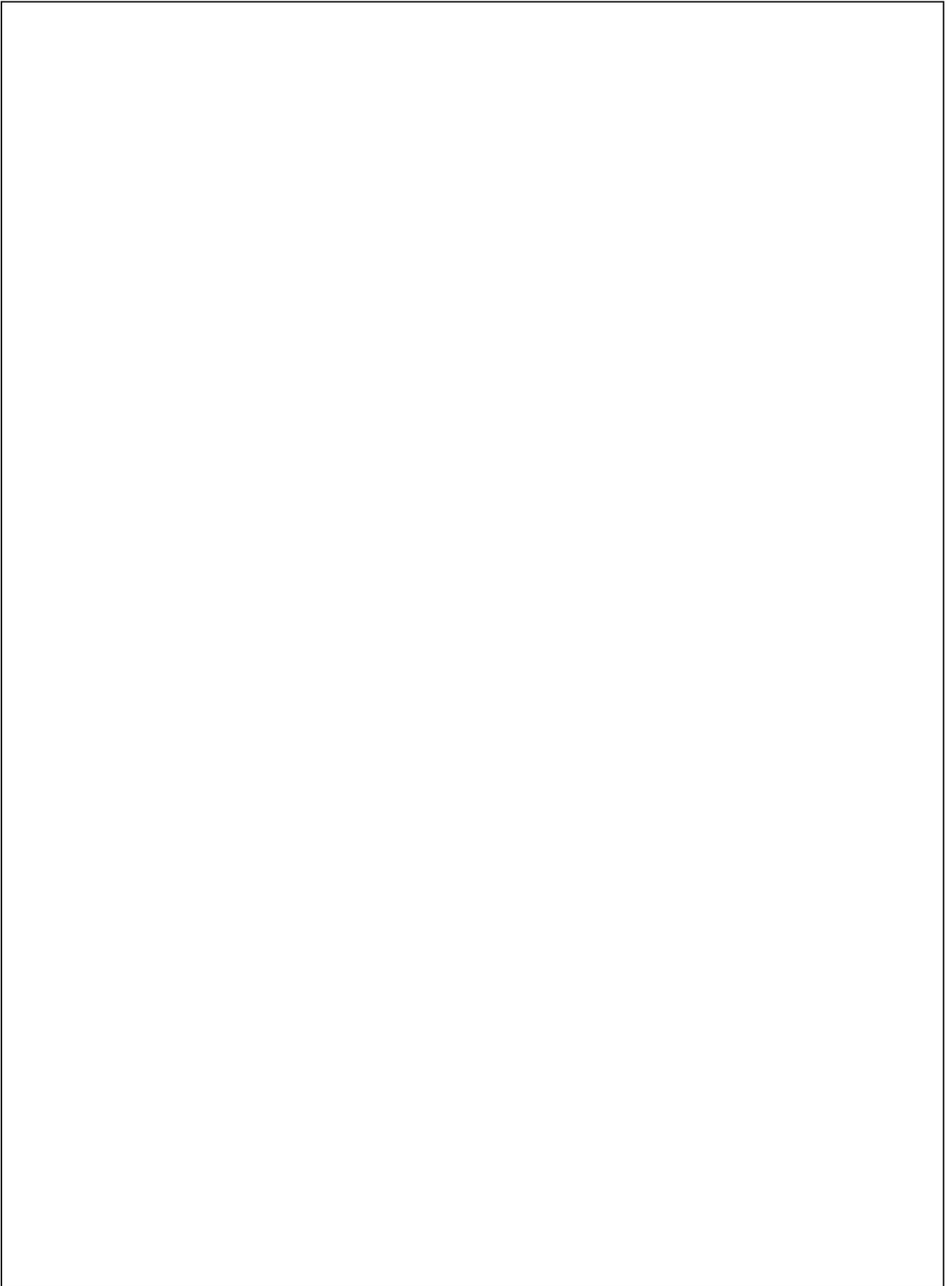
(Continue on a separate sheet /expand box if necessary)

Section 4

Paragraph 4.5

Table 2

See Attached Sheet



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: 12 March 2024

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This submission is made on behalf of JF and BM Gray with respect to Land off Talbot Place, Donisthorpe. The site is shown marked red on the attached plan (drawing ref. 4450.99).

Objection is made to the inclusion of Land off Ramscliffe Avenue (D8) at paragraph 4.5 Table 2 of the Proposed Housing and Employment Allocations for Consultation Document.

The proposed housing allocations listed in Table 2 at paragraph 4.5 of the Proposed Housing and Employment Allocations for Consultation Document identify site D8 Land off Ramscliffe Avenue, Donisthorpe as a proposed housing allocation for 32 dwellings. However the supporting text to this proposed allocation at page 48 sets out a number of requirements necessary to bring this site forward including *“The submission of evidence which demonstrates that land stability and contamination will not be prohibitive of future development”*. It is submitted that Site D8 Land off Ramscliffe Avenue should not be included as a potential housing allocation when the Local Authority is not assured that the site can be delivered. For Local Plans to be effective paragraph 35(c) of the National Planning Policy Framework requires that the Plan should be deliverable. Therefore proposed housing allocations should be identified with certainty that they are deliverable. The question of whether the land is sufficiently stable and uncontaminated should be a matter that is resolved prior to the site being proposed as a housing allocation. Furthermore the site has previously benefitted from a planning application for residential development (04/01162/OUT), yet the site has not come forward for development in a timely manner. Therefore it is questionable whether the site is deliverable and can be relied upon to come forward in the plan period, and thus Site D8 Land off Ramscliffe Avenue should be deleted as a proposed housing allocation.

Land off Talbot Place comprises some 2.95 ha to the rear of existing residential development fronting Acresford Road. The site lies adjacent to the defined Limits to Development for Donisthorpe. It is well related in size and scale to the built up

area. The site could be developed in whole, or in part, and could deliver up to 75 dwellings. The site is of a sufficient size to provide for additional landscaping, national forest planting, public open space and biodiversity net gain on site, as well as the emerging Local Plan housing allocation requirements for affordable housing and the provision for on site self and custom housebuilding. There are no constraints to bringing Land off Talbot Place forward for residential development.

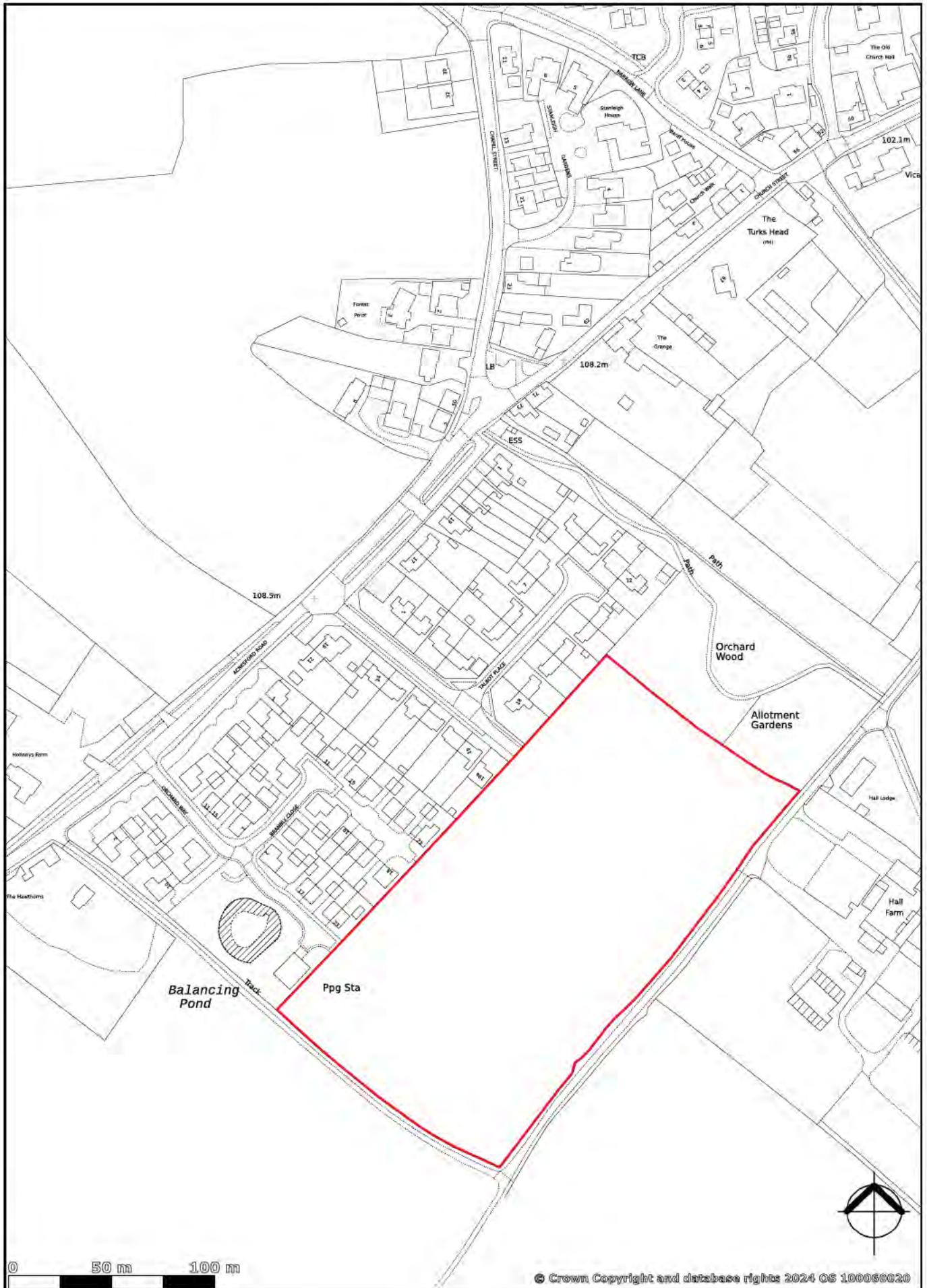
Furthermore the emerging Local Plan growth strategy proposes the creation of a new settlement Isley Woodhouse, at which 1900 houses of the housing supply for the plan period will be delivered. However it is well reported that new settlements are incredibly slow at delivering housing quickly. The emerging North West Leicestershire Local Plan should therefore provide for greater numbers of small to medium sites to be allocated for residential development to deliver housing in the interim whilst the new settlement is established. Land off Talbot Place is located in a sustainable location, well related to the built up area of Donisthorpe and immediately adjacent to the Limits to Development. The site is of sufficient size to bring forward residential development along with environmental and community enhancements; it represents the type of medium sized site sought by national planning policy to be identified in Local Plans that will assist in bringing forward homes quickly.

It is submitted that Land off Talbot Place should be identified in Table 2 at paragraph 4.5 of the Proposed Housing and Employment Allocations for Consultation Document as a proposed housing allocation for up to 75 dwellings.

Land off Talbot Place has no constraints relating to land stability or soil contamination, or indeed any other constraints to development. The site is unfettered and can come forward as a proposed housing allocation with assurance that it can be delivered.

PMK/CMF/4450B
12 March 2024

4450.99 Location Plan:
Talbot Place, Donisthorpe DE12 7PU



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